



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

SYSTRA

College Green Dame Street Project Strategic Assessment Report



COLLEGE GREEN DAME STREET PROJECT: STRATEGIC ASSESSMENT REPORT

STRATEGIC ASSESSMENT REPORT

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TABLE OF CONTENTS

1.	INTRODUCTION	6
2.	RATIONALE FOR INVESTMENT	10
3.	OBJECTIVES	12
4.	BACKGROUND REVIEW	16
5.	STRATEGIC ALIGNMENT WITH POLICY	19
6.	INTERNATIONAL PRECEDENT & LESSONS LEARNED	40
7.	PRELIMINARY DEMAND ANALYSIS	47
8.	IDENTIFICATION OF OPTIONS	70
9.	COSTS, AFFORDABILITY AND RISK	81
10.	PROJECT APPRAISAL PLAN	86
11.	OUTLINE GOVERNANCE PLAN	94

Appendix A: College Green Dame Street Project – Issues & Constraints Workshop Summary

LIST OF FIGURES

Figure 1.	CGDSP Existing Context	7
Figure 2.	Timeline of College Green Proposals	18
Figure 3.	United Nations Sustainable Development Goals	20
Figure 4.	Policy Framework	21
Figure 5.	National Strategic Outcomes	23
Figure 6.	National Investment Framework for Transport – Modal Hierarchy and Intervention	24
Figure 7.	National Sustainable Mobility Policy – Avoid-Shift-Improve Principle	25
Figure 8.	Analysis of footpath widths: College Green	36
Figure 9.	DCC Climate Action Plan Key Targets and Action Areas	37
Figure 10.	Ljubljana, Slovenia ¹	42
Figure 11.	Friedrichstraße, Berlin ¹	42
Figure 12.	Pedestrian Use of ‘Summer Sunday’ Trial	45
Figure 13.	Pedestrian Use of ‘Summer Sunday’ Trial	46
Figure 14.	Delivery Phases of Public Realm Masterplan	48
Figure 15.	Population Density (Census Small Areas)	49
Figure 16.	Employment Density (Work Zones)	49
Figure 17.	Pedestrian Footfall (2016)	51
Figure 18.	Areas Conducive to Meet and Dwell	52
Figure 19.	Existing and Potential Respite Areas	53
Figure 20.	Cycle Network Constraints	54
Figure 21.	Daily Cyclist Counts	54
Figure 22.	Cycle Stand Locations	55
Figure 23.	Collision Locations (2017-Present, Road Safety Authority)	56
Figure 24.	Vehicular Traffic Dominance	56
Figure 26.	Existing Tree Canopy	60
Figure 27.	Opportunities for Lighting Improvements	61
Figure 28.	Daytime Sound Level	62
Figure 29.	Active Street Frontages	63
Figure 30.	Existing Bus Network	64
Figure 31.	Dublin Luas Network	65
Figure 32.	Existing Cycle Network	65

Figure 33.	Proposed BusConnects Network Redesign	66
Figure 34.	Proposed MetroLink Network	67
Figure 35.	Population Growth to 2030	67
Figure 36.	Employment Growth to 2030	68
Figure 37.	GDA Transport Strategy Modal Shift Targets for Dublin Metropolitan Area	68
Figure 38.	CGDSP Option Extents	73
Figure 39.	Project Risk Management Methodology	83
Figure 40.	Initial Identification of Key Performance Indicators	93

LIST OF TABLES

Table 1.	Overview of Issues and Related Intervention	11
Table 2.	Overview of Transport targets	27
Table 3.	Overview of results from Friedrichstraße pedestrianisation	43
Table 4.	Overview of pedestrian schemes in the UK []	44
Table 5.	Mode Share of Travel to City Centre [Canal Cordon Counts, NTA]	50
Table 6.	Vehicular Traffic, Cyclist, and Pedestrian Counts [DCC, 2019]	57
Table 7.	Past City Centre Event Attendance [DCC, 2022]	59
Table 8.	BusConnects Network Redesign Impact	66
Table 9.	Elements to Consider in Examining Future Demand for Public Realm Improvements	69
Table 10.	CGDSP Public Realm Interventions	74
Table 11.	Overview of proposed appraisal methodology	90
Table 12.	Overview of proposed sensitivity tests	91

1. INTRODUCTION

1.1 Overview

With the College Green Dame Street Project (CGDSP), Dublin City Council wish to reinvent the historic College Green and Dame Street East area as a major public space at the heart of the nation's capital. The Project aims to:

- Provide a world class multi-functional public space, complementing its adjacent historic and architectural assets;
- Remove all through vehicular traffic in an east-west direction;
- Create a high quality pedestrian-priority space;
- Provide a world class, safe cycle route;
- Support the Climate Action Plan by prioritising sustainability and green opportunities in the development of the design; and
- Use the principles of universal design to provide an accessible space for all to enjoy.

The Strategic Assessment Report (SAR) represents the first deliverable in the PSC Project Lifecycle, and is a requirement of the Public Spending Code (2019) for all projects exceeding €10 million. The overarching purpose of the SAR is to ensure the project aligns with its objectives, accommodating the broader planning and transport policies it is subject to.

This SAR has been developed to examine the investment rational and strategic fit with Government policy of improvements to the urban realm and active mode infrastructure in Dublin City Centre; namely, the College Green Dame Street Project.

1.2 Background

The historic College Green and Dame Street area has evolved over centuries to meet the varying needs of Dublin City, its people and transport networks, most recently with the arrival of Luas CrossCity and measures brought in during the COVID-19 pandemic to widen pavements providing more space for pedestrians.

In 2018, a previous application to An Bord Pleanála for the then proposed urban plaza at College Green was unsuccessful. In its decision, the Board considered the principle of the proposed development acceptable and that *“it would produce a quality public realm that would significantly enhance the amenity and attractiveness of this city centre location”*. However, at the time there were concerns on the traffic impacts of the proposal, and particularly the impact of the rerouting of bus services.

1.3 Study Area

The figure below shows the existing context of the College Green Dame Street study area. Historically an area of congregation and event, it has hosted landmark events in the nation's capital – more recently the visit of President Barack Obama for example. The daily function of the space however is shaped predominantly by a dominance of vehicular traffic, despite its key location along the east-west movement axis for active travel modes.



Figure 1. CGDSP Existing Context

1.4 Existing Context

Since the 2018 decision by An Bord Pleanála (ABP), the National Transport Authority (NTA) initiated the BusConnects Network Redesign in Dublin in 2020. This is currently being implemented and rolled out by the NTA. The BusConnects Dublin Network Redesign addresses the constraints faced by the need to re-route bus services, planning a decrease of Dublin City bus services by 85% along the east-west axis of Dame Street and College Green, with an additional option being investigated to remove 100% of Dublin City bus services along this axis under the Network Redesign.

Also, since the 2018 decision by ABP, a number of important policies have been published, notably:

- Climate Action Plan 2021
- National Development Plan 2021-2030
- National Investment Framework for Transport in Ireland

- National Sustainable Mobility Policy
- Draft Dublin City Council Draft City Development Plan 2022 - 2028

As set out in current policy, which is explored in detail within this SAR, there is recognition of the importance of supporting and encouraging sustainable transport patterns. In line with the Climate Action Plan 2021, the sustainable mobility policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars in Ireland. As such, it is vital to make it easier for people to choose walking, cycling and use public transport daily instead of having to use a petrol or diesel car.

1.5 The Case for Change

The characteristics of the receiving environment will be outlined in further detail in the Preliminary Demand Analysis section. Issues that form the existing context of the area, justifying the need for College Green Dame Street Project include:

- Lack of high-quality Civic Space in the city to provide for a multitude of amenities including large-scale events of national importance;
- Pedestrian conflict with vehicular traffic;
- Cyclist conflict with vehicular traffic;
- Severance of desire lines along Dublin's Grand Civic Spine;
- Accessibility of the area and need to improve universal access for all;
- Importance of quality Public Realm in supporting the vitality of Dublin City and wellbeing of its residents and visitors;
- Need to improve greening and biodiversity in the city centre;
- Need to take action to address climate change through climate mitigation and climate adaption; and
- Need to support the future sustainable growth of Dublin City.

These issues will be considered throughout the delivery of the College Green Dame Street Project, whilst investigating how they can capitalise on the existing socio-economic value College Green and Dame Street holds, including:

- Location as a central point of congregation in the city;
- Cultural assets such as Trinity College;
- Cultural and architectural assets such as Trinity College, Bank of Ireland, Ulster Bank and the former Hibernian Bank buildings;
- Commercial desire lines to and from College Green and Dame Street shops, and Grafton Street;
- Desire lines along the Grand Civic Spine from Parnell Square to Christchurch Place and on the north-south axis to Henry Street and O'Connell Street;
- Integration with the city's strategic transport network including providing links within a comprehensive continuous cycle network and pedestrian access to public transport.

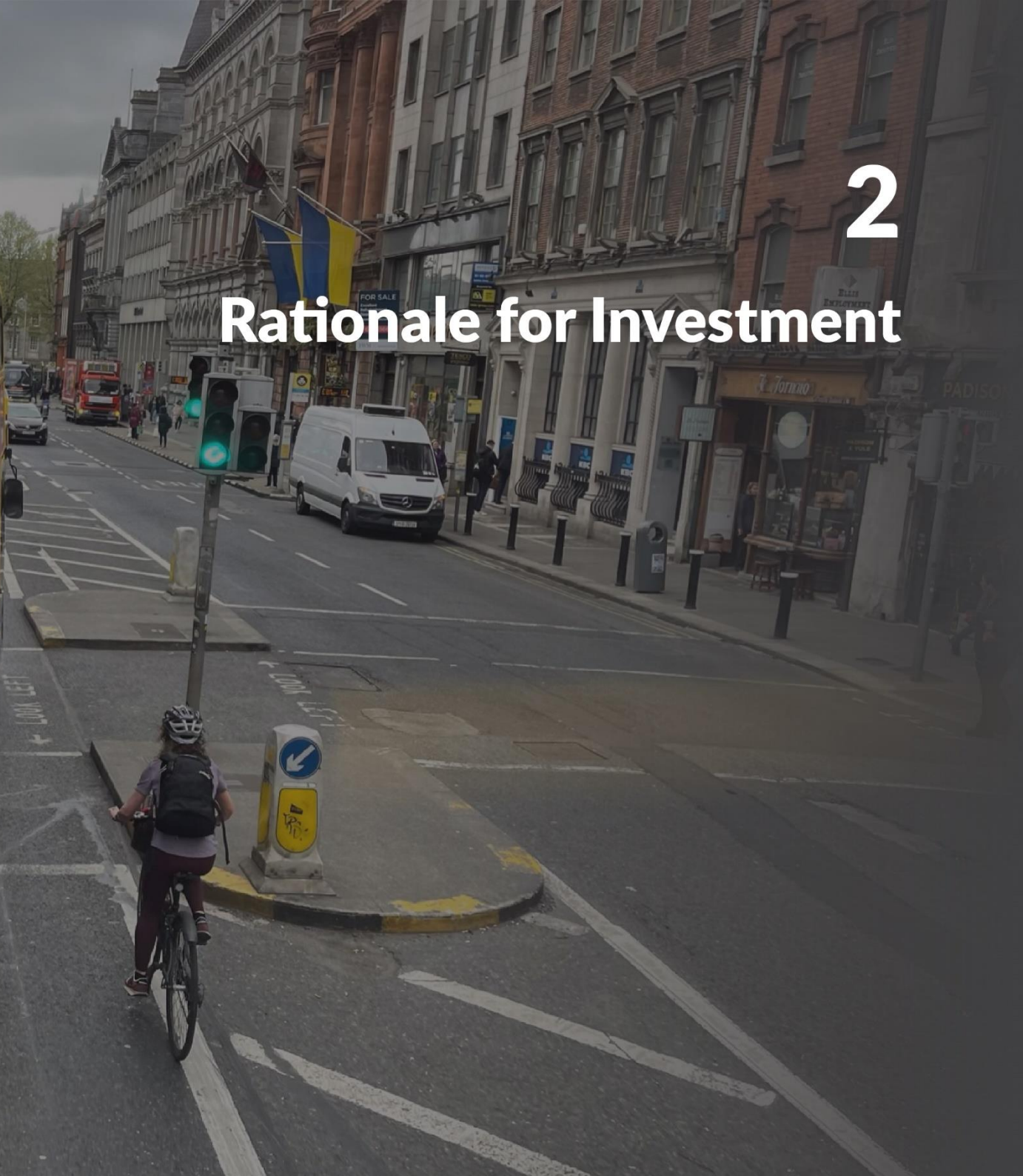
The College Green Dame Street Project has the potential to be transformative, aligning movement and place to meet the needs of Dublin's citizens and visitors. The Project will address complex demands and challenges by being ambitious in the level of change whilst sensitive to the cultural, historic and natural environment. The Project will seek to maximise the benefits from improving this highly important public space.

1.6 About this SAR

The SAR is the first deliverable in this project lifecycle (Decision Gate 0) under the Public Spending Code (as amended). It is important for this Stage to be undertaken as early as possible in the concept phase of a proposal in order to meaningfully inform key decision points.

The SAR forms an important element of the bridge between the policy and the programme or project delivery, examining the rationale for potential policy interventions and to ensure the strategic fit with government policy, particularly Project Ireland 2040: the National Planning Framework 2040 (NPF) and the National Development Plan 2018-2027 (NDP).

Rationale for Investment



2. RATIONALE FOR INVESTMENT

2.1 Overview

The study area extends over a number of public streets in Dublin City Centre. As the authority in charge of roads, Dublin City Council has the responsibility of maintaining the road, street and public domain to the highest international standards whilst maintaining the integrity of the city's unique heritage.

The project forms part of Dublin City's Grand Civic Spine which extends from Parnell Square to Christchurch Place. College Green and Dame Street provide a key route for many trips within the City Centre, acting as a link on key desire lines including:

- Between Grafton Street and Henry Street Shopping areas;
- To the Temple Bar cultural quarter;
- To Trinity College;
- To major public transport nodes including the Trinity and Westmoreland Street Luas Stops, Tara Street Train Station and bus stops on Westmoreland Street / D'Olier Street and the Quays; and
- Towards the historic precinct of Dublin Castle.

Dublin's public realm is a valuable asset important to the socio-economic vitality of the City, providing for social interaction, movement and access, attracting visitors and tourists and enhancing the city environment. Although a number of previous investments, such as Luas CrossCity and measures introduced during the COVID-19 pandemic to widen pavements, have gone some way to make better provision for various users of the space, there is a risk that progress is stalling in the delivery of the comprehensive masterplan for Dublin's city core as a top class national and international destination with ease of movement through the heart of the city, particularly for pedestrians and cyclists as set out in Dublin's Public Realm Masterplan, 'Heart of Dublin'

(2016). The Masterplan, in coordination with the City Development Plan, is the primary guidance for the design and management of the city's public realm. Through this Masterplan, Dublin City Council advocates for an agreed vision for the public realm, presenting rigorous evidence to all stakeholders to achieve an environment that is inspired by its historic context and shared by those who use, design, build, and manage it.

The historical, cultural and commercial core of the city is a focus of the Masterplan with prioritisation intended for this area *"because it represents the most important and historic part of Dublin city, and is also the key area for pedestrian movement by visitors and commuters alike"*. The study area is a component of the Phase I Public Realm Projects identified in the Masterplan.

The focus on a pedestrian-friendly core is consistent with the modal hierarchy set out in the recently published National Investment Framework for Transport in Ireland (NIFTI) which places pedestrians above all other modes. Further details of the alignment of the project with key policy are provided in Section 5 of this SAR. The requirement for public investment for the College Green Dame Street Project is well established in policy as presented within this SAR, particularly:

- UN Sustainable Development Goals;
- Project Ireland 2040: National Planning Framework national policy objectives;
- National Investment Framework for Transport in Ireland (Department of Transport, 2021);
- Climate Action Plan (Government of Ireland, 2021);
- Regional Spatial and Economic Strategy for Eastern and Midland Regions (Eastern and Midland Regional Assembly, 2019);
- Dublin City Council Draft City Development Plan 2022 – 2028;
- Draft Transport Strategy for Greater Dublin Area 2022-2042 (NTA, 2021); and
- Various Dublin City Council policies and strategies including public realm strategies.

2.2 Need for Intervention

As an outline, the key issues and broad description of potential related intervention are listed in Table 1. These are considered in more detail in later sections of the SAR including the identification of objectives, consideration of options and the Logic Path Model.

Table 1. Overview of Issues and Related Intervention

ISSUES	RELATED INTERVENTION
Need for attractive, liveable, well designed, high quality urban places	<ul style="list-style-type: none"> - Improvement to the public realm - Protection and enhancement of Dublin's heritage, culture and architecture
Need for environmental sustainability and improvements to air quality	<ul style="list-style-type: none"> - Enhanced pedestrian and cycle infrastructure to promote mode shift - Climate mitigation and adaptation measures such as increasing permeable surfaces and use of Sustainable Drainage Systems and/or tree coverage to store carbon and provide evaporating cooling and shading - Interventions to support biodiversity through the inclusion of green infrastructure
Need for public spaces that are accessible to all	<ul style="list-style-type: none"> - Improvement to the street infrastructure adopting universal design principles
Importance of high-quality civic and event spaces, especially in well located areas such as the grand Civic Spine	<ul style="list-style-type: none"> - Increase in civic space with flexibility of uses and high levels of amenity
Need to improve safety and security	<ul style="list-style-type: none"> - Reduction in points of conflict between all users of the space
Need for efficient, effective and sustainable movement of people and goods to support economic, social and cultural progress	<ul style="list-style-type: none"> - Suitable arrangements for access to car parks and the functional and servicing needs of the city economy

2.3 Need for Public Funds to Address Issues

To address these issues, the project includes infrastructure to deliver a higher quality public realm and reduce the dominance of vehicular traffic, increased and enhanced pedestrian areas, civic and event amenity space, improved active travel infrastructure (for walking and cycling) including resting areas and cycle parking, improved wayfinding and connectivity, new surface materials and lighting, climate adaptation and mitigation interventions and provision for access to car parks and servicing arrangements.

Market failures mean that in the absence of public investment, improvements will not be made. Public realm and reallocation of road space which facilitates and encourages active travel are public goods and will not be provided by the private sector market. This means that in the absence of public investment, issues will not be addressed and improvements will not be made. This would be harmful to the vitality of Dublin City and will likely increase the risk of vacant units over time.

The externalities arising from public realm improvements and new pedestrian and cycle infrastructure to the people and economy of Dublin means that there is a case for public investment in delivering these. There are clear economic drivers to make the investment required to unlock wider investment and economic opportunities and environmental benefits. These are considered within the SAR in the context of the appraisal methodology and key performance indicators.



3

Objectives

3. OBJECTIVES

3.1 Objective Development Methodology

The College Green Dame Street Project objectives have been developed in consultation with key stakeholders within Dublin City Council and informed by policy and desired outcomes. A workshop on issues and constraints was conducted with key internal stakeholders across the following departments:

○ Environment and Transportation

- Public Lighting
- Waste Management
- Drainage
- Climate Action
- Active Travel
- Air Quality monitoring and Noise Control
- Water Services
- Traffic
- Road Maintenance

○ Planning and Development

- Conservation, Heritage & Archaeology
- Area planning
- Public Realm

○ Culture Recreation and Economic Services

- Parks
- Arts
- Events
- Biodiversity
- Play

○ Corporate Services

- Smart Cities

As a vital step in the Objective Development methodology, the Issues & Constraints portion of the workshop was designed in a bespoke manner to capture the insights of internal local authority experts who have had first-hand knowledge of the challenges facing Dublin City and the needs that have to be addressed.

To supplement the workshop, an advance pulse survey was developed to gauge and score the prevalent issues in the study area. The issues were categorised against the Common Appraisal Framework headings defined below, and the survey was conducted using an online platform in accordance with current GDPR regulations. The response achieved represented a strong sample of over 80% of the expected workshop attendance. Full results of the pulse survey is included in Appendix B, in addition to the workshop format and outputs.

The College Green Dame Street Project objectives have also been developed to align with relevant national, regional, and local policy in addition to the necessary guidance documents. This includes aligning the objectives with the Common Appraisal Framework's project appraisal criteria, addressing:

- Economy
- Safety and Public Health
- Accessibility and Social Inclusion
- Integration
- Environment

3.2 Project Aim

At a headline level, the College Green Dame Street Project aims to:

« To re-invent the historic College Green / Dame Street area as the major public space at the heart of the city »

3.3 Key Objectives

Using logic path models, outlined in Figure 3.1, eleven project objectives were identified. These objectives are enabled to be SMART – Specific, Measurable, Achievable, Realistic, and Time-bound, as in they can be linked to specific, measurable outcomes as shown in the logic path model and explored in more detailed in the presentation of Key Performance Indicators. The objectives are:

Economy

- **Sustainable Transport Reliability & Quality:** Achieve a balance of journey time savings and improve journey reliability for pedestrians, cyclists and public transport through the College Green Dame Street area.
- **Amenity Value of the City's Public Space:** Create a city centre public space that can be a 'canvas for city life' providing space to dwell, rest and enjoy as well as providing a versatile space for a variety of multi-purpose uses, including public events.
- **Economic Vitality:** Support the economy of the area through attracting higher footfall and facilitating efficient and effective servicing of businesses, residences and other needs within and around the study area.

Public Health: Safety and Physical Activity

- **Safety:** Provide a safer environment for all users and particularly vulnerable users with consideration of conflicts between transport modes, lighting and policing.
- **Public Health:** Improve public health by encouraging physical activity amongst all age groups, reducing the harmful effects of traffic noise and improving air quality.

Accessibility & Social Inclusion

- **Accessibility:** Provide an accessible space for all to enjoy, using the principles of universal design and other relevant policies and guidance.

Integration

- **Land Use Integration:** Support the long term goals of Dublin City Council spatial policies for the city centre and Civic Spine, in addition to national planning and development policy and strategy documents.
- **Transport Integration:** Support the delivery of the National Transport Authority's Greater Dublin Transport Strategy 2022-2042, particularly the development of the cycle network and pedestrian access to and between future public transport nodes.

Environment

- **Climate Mitigation:** Support the national climate action goals and targets to reduce greenhouse gas emissions.
- **Climate Adaptation:** Address climate adaptation through considerations of SuDS (Sustainable Urban Drainage Systems), biodiversity, tree canopy cover and construction materials.
- **Culture and Heritage:** Improve the quality of the public realm whilst being sympathetic to the local culture and heritage through design considerations including materials, lighting and cultural landmarks.

It is against these objectives that the proposed interventions will be assessed. Specifically, project compliance with these objectives will be determined based upon the KPIs identified in section 10.

A logic path model will now be used to analyse how these objectives can be achieved.

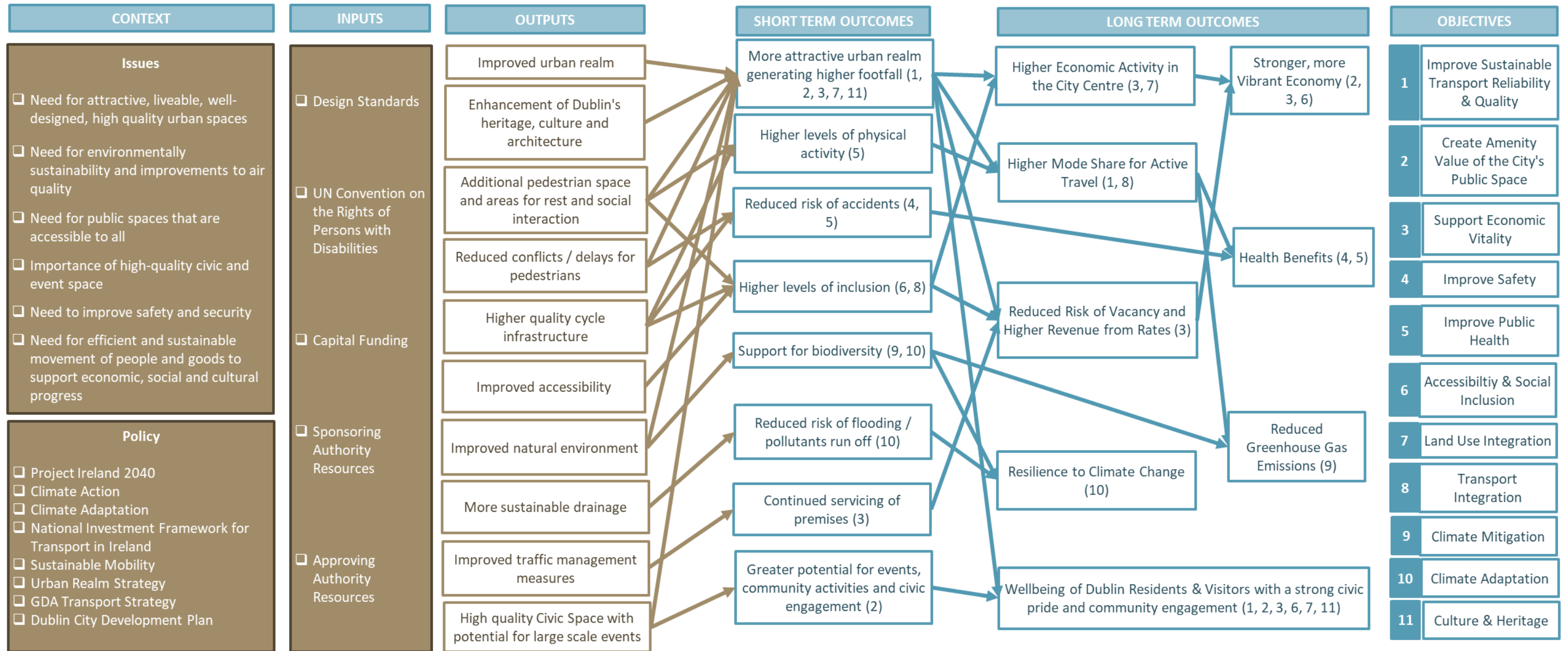


Figure 3.1 Logic Path Model

4

Background Review



4. BACKGROUND REVIEW

4.1 Overview

The proposals for a pedestrian priority area / civic space at the vicinity of Trinity College, College Green, and Dame Street have been a long term aspiration for Dublin City Council. This section provides a brief overview of the previous proposals surrounding College Green.

Public realm improvements have been increasingly rising on the agenda since the publication of Dublin City Council's *Your City Your Space Dublin City Public Realm Strategy* in September 2012. The redevelopment of College Green is a long-term specific objective featured in the Dublin City Development Plan 2016 – 2022 and Draft Development Plan 2022 – 2028. It is also identified as a flagship project in the 2012 Your City Your Space Public Realm Strategy and the subsequent 2016 City Centre Public Realm Masterplan. The project is also a centrepiece of the City Council's Grand Civic Spine from Parnell Square to Christchurch. Appendix A provides additional context of other relevant policies and strategies.

4.2 'Where We Are Now' - Timeline of College Green Proposals

The original 2016 proposal for a Civic Plaza at College Green was submitted for planning permission to An Bord Pleanála (ABP) in May 2017, following non-statutory public consultation conducted in November 2016. The planning application was refused in November 2018 with the Board citing that *"the proposed development would give rise to significant adverse impacts on pedestrians and on bus transport within the city centre and would, therefore, be contrary to the proper planning and sustainable development of the area"*.

The publication of the BusConnects Dublin Network Redesign and its ongoing implementation mitigates one of the key issues raised in the planning

application refusal, extending the potential area of public realm improvements from College Green to Dame Street East.

Following this, an additional options assessment was undertaken in 2020 in a Multi Criteria Analysis (MCA). This in-depth assessment analysed five potential options against the CAF criteria. From this two options (options 3 and 4) were recommended for further exploration:

- **Option 3:** This option increased the area of pedestrianisation and removed all bus requirements from the scheme. The main pedestrianised area would be the 'Core Plaza', with improved public realm provision on Dame Street. This option provided vehicular access for deliveries and to car parks, in addition to a two-way protected cycle track.
- **Option 4:** Similar to Option 3, this restricted vehicular access for deliveries to prior to 11:00am at Dame Street East, allowing for considerable opportunity for public realm improvements due to the level of traffic-free space after this time. This option also included a two-way cycle track.

The current project for an extended pedestrianised area covering College Green and Dame Street has subsequently evolved from non-statutory public consultation and the outcomes of the Multi-Criteria Analysis (MCA). The figure below provides a timeline of previous College Green proposals. Appendix A provides additional detail on both project background and other relevant background document.

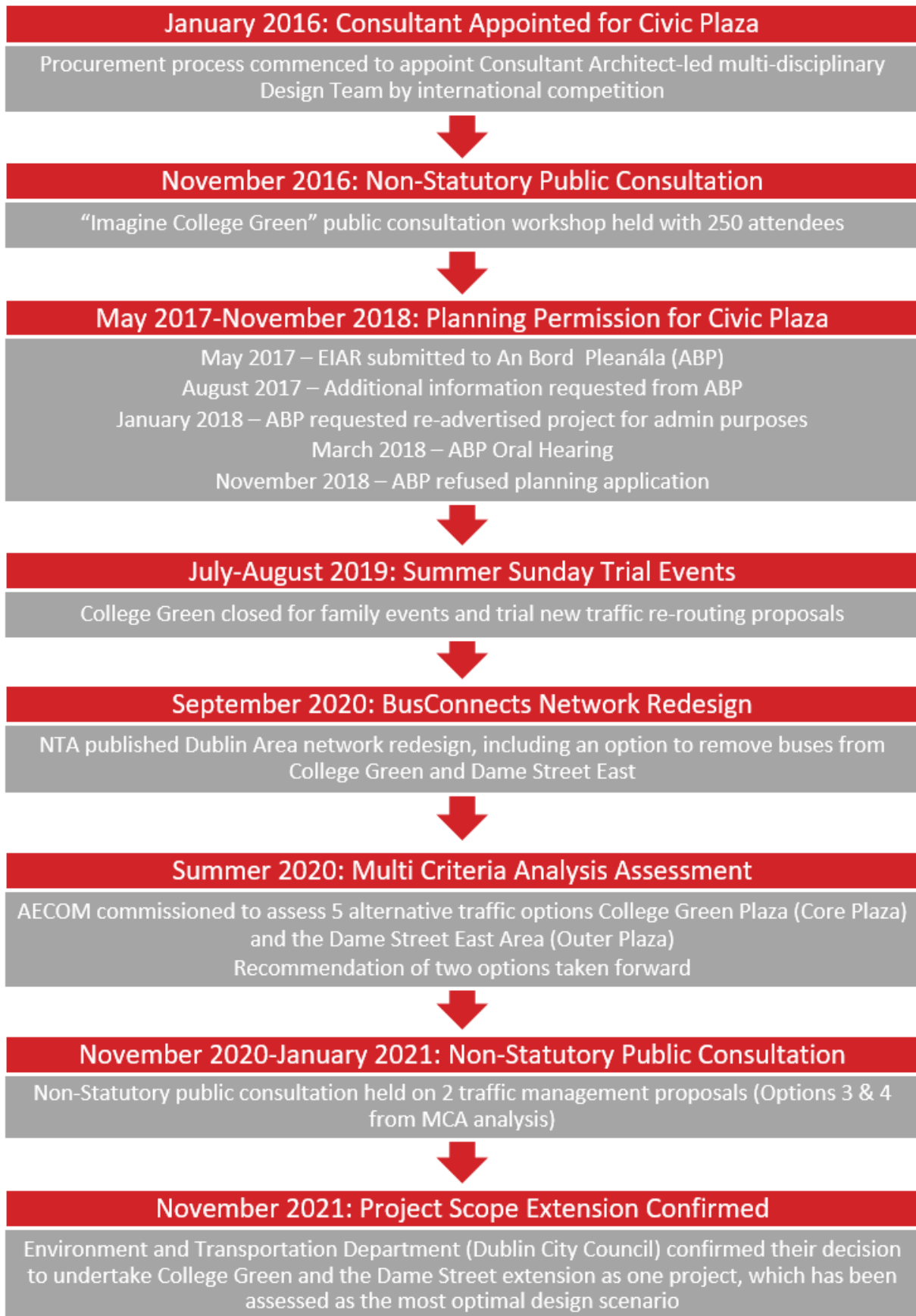


Figure 2. Timeline of College Green Proposals

5

Strategic Alignment with Policy



5. STRATEGIC ALIGNMENT WITH POLICY

5.1 Overview

The need to invest in transport access infrastructure within Dublin City Centre is incorporated into European, national, regional, and local public policy objectives. Transport access that encourages sustainable and energy-efficient transport is important to reach sustainability goals. In addition, the integration of the study area supports a number of other transport policies and strategies. The policy framework shown in the figure below was developed for this SAR.

5.2 International Policy

United Nations Strategic Development Goals

The 2030 Agenda for Sustainable Development was adopted by all of the United Nations Member States in 2015 including Ireland. The 2030 Agenda provides a shared plan for now and into the future to aim for peace and prosperity for people and the planet. At the core are the 17 Sustainable Development Goals (SDGs), identified in the adjacent figure. These goals set out urgent call for action by all countries. There is considerable correlation between the UN SDGs and the National Planning Framework 2040's National Strategic Outcomes.

The development of the College Green Dame Street Project would contribute towards efforts to achieve the following SDGs:

- SDG 3 Good Health and Well-Being: Ensure healthy lives and promote well-being for all at all ages;
- SDG 5 Gender Equality: Achieve gender equality and empower all women and girls;
- SDG 8 Decent Work and Economic Growth: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all;

- SDG 9 Industry, Innovation and Infrastructure: Build resilient infrastructure, promote inclusive and sustainable industrialisation and foster innovation;
- SDG 11 Sustainable Cities and Communities; Make cities and human settlements inclusive, safe, resilient and sustainable;
- SDG 13 Climate Action: Take urgent action to combat climate change and its impacts; and
- SDG 15 Life on Land: Protect, restore and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and biodiversity loss.



Figure 3. United Nations Sustainable Development Goals

The proposed College Green Dame Street Project will contribute and align with this policy by:

- developing a more active travel friendly environment which will promote improved health and wellbeing, greater accessibility and social inclusion;
- supporting climate action and making Dublin urban core more resilient and sustainable by incentivising active travel.

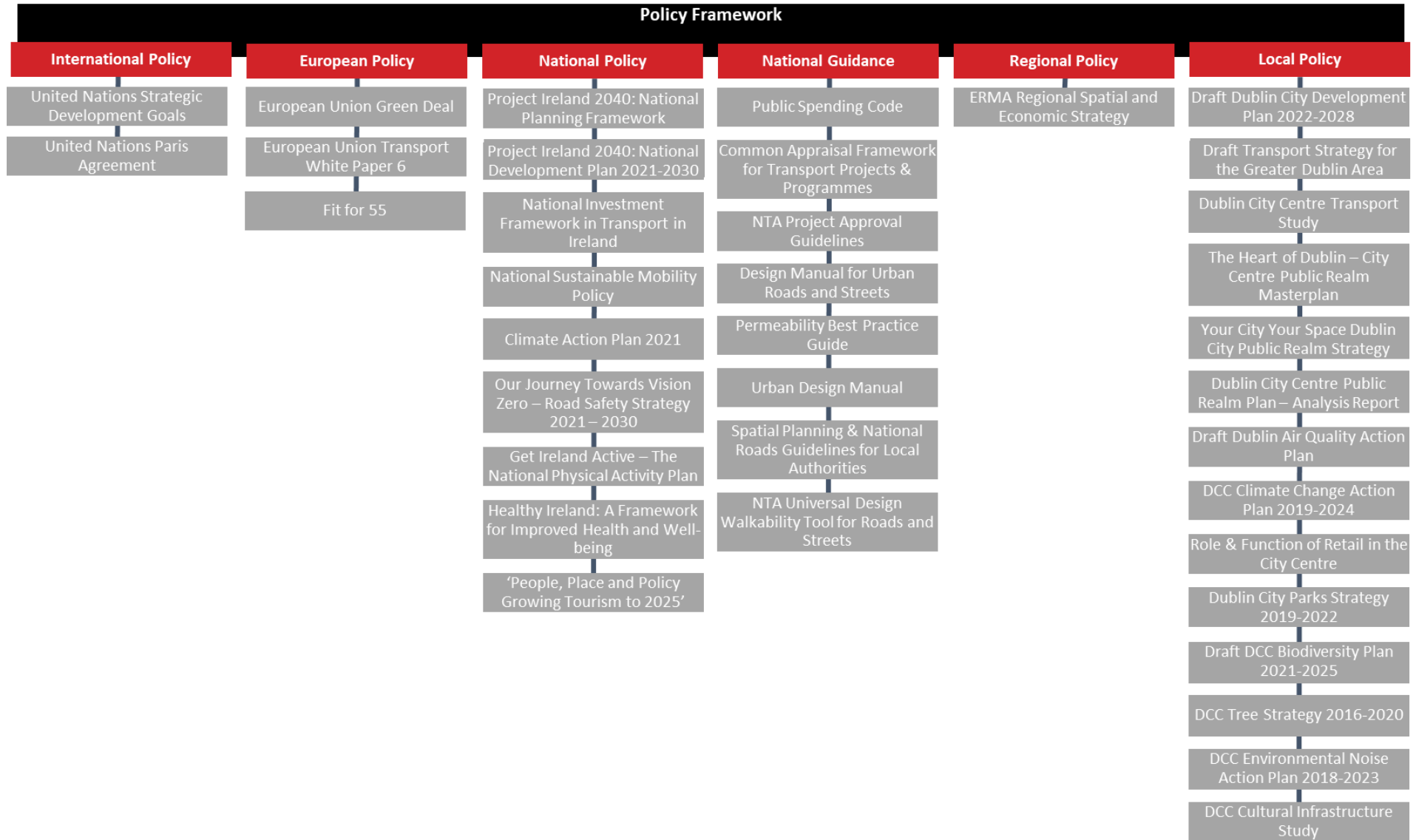


Figure 4. Policy Framework

United Nations COP 21 Paris Agreement

The Paris Agreement a legally binding treaty on climate change. It was adopted by 196 Parties at the COP 21 in Paris with the goal to “limit global warming to well below 2, preferable 1.5 degrees Celsius, compared to pre-industrial levels”.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encouraging greater sustainable travel which will support national climate action targets.

5.3 European Policy

European Union Transport White Paper 6 (European Commission, 2011)

The European Union Transport White Paper 6 (2011) highlights the need to focus on the reduction of emissions from transport setting out a series of target actions for Member States, including increasing the support for raised demand for mobility whilst meeting the 60% emission reduction target.

In Ireland the transport sector has been responsible for the fastest growing greenhouse gas emissions. From 1990 to 2016, transport emissions in Ireland have increased by 139% with road transport increasing by 145%. Transport in Ireland is responsible for nearly 20% of greenhouse gas emissions and accounts for the largest share of energy use. It is projected by the Environmental Protection Agency (EPA) that the transport sector emissions will increase by 11.3% between 2020 and 2035 without any intervention. It is deemed that radical interventions are needed to help shift Ireland to a low carbon route as it tries to balance an increasing population and more demand for housing and employment.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encouraging modal shift by enhancing the existing active travel provision and making the pedestrian environment more safe and appealing.

European Union Green Deal (European Commission, 2020)

The European Union Green Deal sets out a new growth strategy for the EU with the aim of transforming the EU through improving the quality of life, with a modern, resource efficient, competitive economy. The Deal also outlines its strategy to achieve net zero emissions of greenhouse gases by 2050, while decoupling its economic growth from resource use.

Within the European Union transport accounts for 25% of the greenhouse gas emissions and on current trends these are set to grow. To achieve net zero carbon emissions it has been deemed that a 90% reduction of transport emissions are needed by 2050.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encouraging modal shift by enhancing the existing active travel provision and making the pedestrian environment more safe and appealing.

Fit for 55 (European Commission, 2021)

In 2021, the European Commission published its Fit for 55 Package to enable the EU to meet the Paris Agreement carbon targets and achieve net zero by 2050. The Fit for 55 Package encompasses a suite of legislative initiatives across various sectors including energy, transport and buildings.

It is intended to fundamentally overhaul the EU’s climate policy framework and put the EU on track to deliver on its climate targets of a 55% reduction in carbon emissions by 2030 and net-zero emissions by 2050.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encouraging sustainable travel which will assist the transition to green transport whilst providing economic, social and environmental benefits.

5.4 National Policy

Project Ireland 2040: National Planning Framework

The Government of Ireland approved the National Planning Framework 2040 (NPF) in 2018. The NPF is the Government’s high-level strategic framework setting out the long-term plan for shaping the future growth and development of Ireland up to 2040. The NPF is built around ten principles, known as National Strategic Outcomes (NSOs). These are shown in the adjacent figure.

These principles, the National Strategic Outcomes, include:

- **NSO 1 Compact Growth:** this outcome aims to secure the sustainable growth of more compact urban and rural settlements supported by jobs, housing, community services and amenities;
- **NSO 2 Enhanced Regional Accessibility:** this outcome aims to improve transport links between urban centres and regions;
- **NSO 4 Sustainable Mobility:** this outcome seeks to support transition to a low-carbon society through investing in sustainable mobility (public transport) networks. Major investments are planned including Active Travel and programmes that will align with the College Green Dame Street Project, such as BusConnects Network Redesign and MetroLink;

- **NSO 7 Enhanced Amenity and Heritage:** this outcome seeks to ensure that cities are attractive and can offer a good quality of life. This will require investment in well-designed public realm that will integrate with our built and cultural heritage, defining the character of urban areas and adding to their attractiveness and sense of place; and
- **NSO 8 Transition to a Low Carbon and Climate Resilient Society:** this outcome seeks to achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050.



Figure 5. National Strategic Outcomes

The proposed College Green Dame Street Project will contribute and align with this policy by:

- supporting compact and sustainable growth by increasing the quality of the public realm, enhancing people’s experience of living, working and visiting the urban core and encouraging more sustainable modes of travel;
- enhancing the amenity and heritage of a crucial landmark through the improvements to the public realm and prioritising pedestrian users.

Project Ireland 2040: National Development Plan 2021-2030

The updated National Development Plan (NDP) 2021-2030 was published in October 2021. It will drive Ireland’s long term economic, environmental and social progress across all parts of the country over the next decade and will underpin the successful implementation of the National Planning Framework (NPF) by enabling investments to implement that strategy. The NDP sets out a framework for public investment of €165 billion over the period 2021-2030, ensuring a coherent and unified plan for the country. This NDP represents a step-change in the approach towards funding active travel in Ireland. The NDP outlines some key departmental allocations up to 2025, including the details of a new National Active Travel Program which has committed to €360 million annual over the period 2021-2025.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- supporting the delivery of the National Active Travel Program by ensuring that a key city centre location is designed around active travel which will enhance active travel connectivity around the city region;
- aligning with the ambition to be a “more connected, prosperous and sustainable island” by providing a more attractive and user-friendly space in the city centre. This will place a reprioritisation on pedestrians, allowing user to spend time and enjoy the new space rather than the existing focus on the dual purpose of efficient movement of people and vehicles.

National Investment Framework in Transport in Ireland

The National Investment Framework for Transport in Ireland (NIFTI) was published in 2021 and supports Project 2040 and the National Planning Framework (NPF) in delivering the ten NSOs. Within NIFTI it is recognised that the country’s transport system will be a key enabler of Project 2040 over the coming decades. A key objective of NIFTI is to protect and renew existing transport assets to safeguard the value of past investments and ensure that the network is resilient to the impacts of climate change and evolving uses and travel patterns. It sets out the following investment priorities which future schemes must align with:

- Decarbonisation;
- Protection and Renewal;
- Mobility of People and Goods in Urban Areas; and
- Enhanced Regional and Rural Connectivity.

NIFTI sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. The sustainable modal hierarchy is shown below in the figure below.

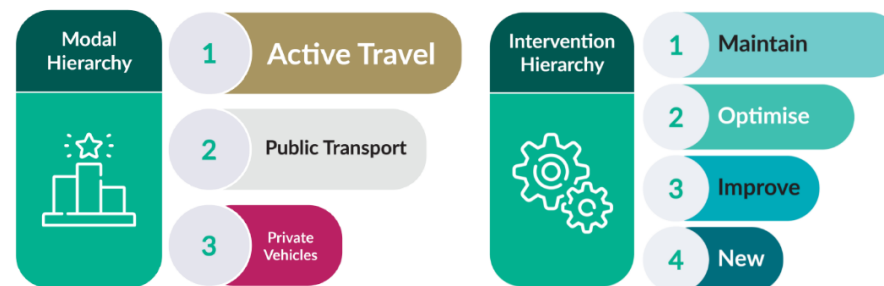


Figure 6. National Investment Framework for Transport – Modal Hierarchy and Intervention

The NIFTI notes that addressing the challenges facing the Irish transport network, today and in the coming decades, will require a certain level of public investment and intervention. However, interventions can take many different forms, and what is appropriate will depend on the specific issue being addressed. The hierarchy for intervention is shown in the figure above.

The NIFTI considers both hierarchies to serve as a framework to enable the delivery of investments to address the four Priorities listed above. Investment will be priorities-led and needs-based, and where Investment Priorities cannot be addressed by maintaining or optimising existing infrastructure, appropriate improved and new infrastructure will continue to be part of future investment plans.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- supporting these priorities and hierarchies through the consideration of appropriate options that meet the project objectives including sustainable transport options that address decarbonisation.

National Sustainable Mobility Policy

The National Sustainable Mobility Policy presents a strategic framework for active travel and public transport to help Ireland meet its climate targets.

The policy supports the previous targets to support at least 500,000 daily trips by active travel and public transport and a 10% reduction in car kilometres driven by fossil fuelled cars by 2030. A supplementary action plan sets out actions up to 2025 to:

“Improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car.”¹

The policy acknowledges that sustainable mobility goes beyond tackling climate commitments and will also provide “more people focused, liveable places” and that “improved walking, cycling and public transport infrastructure and services can improve citizens’ health and well-being, boost quality of life and enable economic growth”. As shown in the figure below, the policy incorporates a revised policy approach based on the Avoid-Shift-Improve Principle.

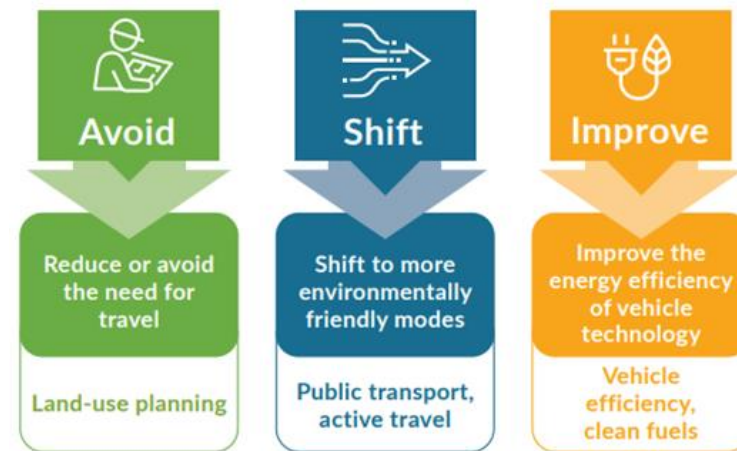


Figure 7. National Sustainable Mobility Policy – Avoid-Shift-Improve Principle

¹ <https://www.gov.ie/en/publication/848df-national-sustainable-mobility-policy/>

The policy is underpinned by 3 key principles: Safe and Green Mobility; People Focused Mobility and Better Integrated Mobility. These are supported by 10 high-level goals, of relevance here includes:

- Improve mobility safety;
- Expand availability of sustainable mobility in metropolitan areas;
- Encourage people to choose sustainable mobility over the private car;
- Take a whole of journey approach to mobility, promoting inclusive access for all; and
- Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.

The action plan outlines core actions include the development of pedestrian enhancement plans for the five metropolitan areas, regional growth centres and key towns.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encourage modal shift due to the improved safety and visual appeal of the urban core;
- reallocating road space to prioritise walking and cycling in accordance with the Hierarchy of Road Users model and considering relevant design principles to permit better accessibility for all.

Climate Action Plan – 2021

The Climate Action Plan: Securing our Future was published in November 2021 to coincide with COP26. The general target remain consistent with the 2019 Action Plan: to halve emissions by 2030 and net zero by 2050. This aligns with

the governments legally binding emissions reduction targets as set out in the Climate Action and Low Carbon Development (Amendment) Act 2021.

In 2020 the transport sector accounted for 17.9% of total emissions and is noted to be the fastest growing source of greenhouse gases increasing by 100% between 1990 and 2020. Despite the Covid-19 pandemic figures demonstrated overall greenhouse gas emissions in 2020 decreased by just 3.6%. Although a more significant reduction of approximately 16% was experienced in the transport sector.

The Climate Action Plan 2021 acknowledges that it is part of a transition with some sectors being impacted more than others. The updated plan strengthens previous sectoral targets and presents an additional “step-up in ambition across all sectors”; which now includes land use change and forestry (LULUCF).

As set out in the NDP, a total of €165 billion of public investment funding has been committed over the period 2021 to 2030, representing 5% of GNI.

The plan identifies core and further measures which are required to meet the targets, while acknowledging that some of the further measures are more technically challenging or not readily available. A wider target of increasing electric vehicle kilometres driven by 40-45% by 2030 whilst reducing vehicle kilometres of remaining internal combustion engines by 10%.

Table 2 provides an overview of the transport sector targets, identified as KPI's to be achieved by 2030.

Table 2. Overview of Transport targets

MEASURE	CATEGORY	KPI
Electrify road transport	Passenger Electric vehicles	845k EV's (with a focus on BEVs)
	Zero emission vans and heavy goods vehicles	~95k vans & ~3.5k HGVs
Increase biodiesel blend-rates	Bioethanol blend	E10
	Biodiesel blend	B20
Transition to zero emission mass transportation	Transport modes transitioned	1.5k EV buses
		Expanding electrified rail
Sustainable Transport Journeys and Demand Management Measures	Demand shifts	500,000 (14%) additional public transport and active travel journeys per day

In addition, the plan sets further detail on the measures to deliver these targets. This includes a commitment to sustainable mobility with support from major transport projects (including BusConnects Network Redesign, Connecting Ireland, expanding rail services/infrastructure and investments in walking and cycling infrastructure) and new technology (such as electric bikes, electric cargo bikes and e-scooters).

The proposed College Green Dame Street Project will contribute and align with this policy by:

- supporting the prioritisation of active modes with a key city centre area;
- aligning with wider public transport schemes and initiatives (i.e. BusConnects Network Redesign, MetroLink);

- increasing the appeal of public transport modes and onwards travel as a pedestrian.

Our Journey Towards Vision Zero – Road Safety Strategy 2021 – 2030

This Road Safety Strategy, published in December 2021, has a new ambition at its core of a Vision Zero approach to Road Safety (delivered by the Safe System approach), which is a long-term goal aimed at eradicating road traffic deaths and serious injuries by 2050. This is international best practice and has been adopted by the European Commission in its Road Safety Strategy.

Some of the key interventions include significant investment in the provision of safe, segregated infrastructure to protect those walking and cycling, along with initiatives to promote modal shift from motor vehicle travel to support environmental, safety and health objectives.

Seven Safe System priority intervention areas have been identified as follows:

- Safe Roads and Roadsides;
- Safe Speeds;
- Safe Vehicles;
- Safe Road Use;
- Post-Crash Response;
- Safe and Healthy Modes of Travel; and
- Safe Work-Related Road Use.

The Safe System approach emphasises the need to focus on all elements of the road traffic system to successfully improve road safety.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- developing high-quality walking and cycling facilities and infrastructure, including the segregation of more vulnerable road users. This will improve safety and perceptions of the area which will encourage more people to choose active travel in the urban core.

Get Ireland Active – The National Physical Activity Plan

The National Physical Activity Plan (NPAP) launched in 2016 recognises that physical inactivity is a demonstrated clear risk to health and wellbeing in Ireland, and aims to increase physical activity levels across the whole population. It aims to create a society which facilitates people to lead an active way of life, setting targets to increase physical activity by 1% across all ages and decrease inactivity by 0.5%.

The NPAP is about creating increased opportunities for people to be active in ways that fit in to their everyday lives and which suits individual needs, circumstances and interests, and to remove the barriers which people face to being active – by encouraging a supportive environment where physical activity becomes the norm.

Action Area Four of the ‘NPAP’ focuses on the use of the natural and built environment as a way to build in daily physical activity. It recognises that promoting active transport is the most practical and sustainable way to increase physical activity as part of people’s everyday routine. It specifically identifies the role of walking or cycling for utility transport as a means to increase people’s activity levels.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- developing a high quality active travel environment which will create a supportive environment to encourage active.

Healthy Ireland: A Framework for Improved Health and Well-being 2013-2025

The national framework to improve the health and wellbeing of people living in Ireland. The framework has vision for a Healthy Ireland, “where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level of society and is everyone’s responsibility”. It sets out four central goals:

- Increase the proportion of people who are healthy at all stages of life;
- Reduce health inequalities;
- Protect the public from threats to health and wellbeing; and
- Create an environment where every individual and sector of society can play their part in achieving a healthy Ireland.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encouraging active travel and creating more attractive places for active travel users which will contribute to reducing health inequalities and improving mental and physical health.

Department for Transport – ‘People, Place and Policy Growing Tourism to 2025’

This strategy document outlines the importance of adopting a national standard in quality services and infrastructure geared toward the country’s tourism economy. The strategy highlights the opportunities to be gained through effective management of access to and within Ireland, whereby:

The more convenient and more economical it is to get to Ireland the easier it is to entice visitors to experience our people and our place. Ease of access to Ireland extends to border controls as well as transport routes. Physical access is constrained due to our island status. Therefore it is important that our air and sea access infrastructure are conducive to encouraging growth in inbound capacity from regions that present the best prospects for tourism. In addition to physical access, the prevailing regulatory environment for entry to Ireland must balance the needs of genuine visitors with the protection of our borders from unregulated migration. Ireland has seen very substantial investment in transport infrastructure over the last ten to fifteen years. There has been considerable investment at our main airports and the National motorway network now extends to some 1,200 km.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- developing a high quality area of public realm and event space in the urban core which will enhance the heritage and culture, thereby increasing the tourism offer inherent in the College Green and Dame Street area.

5.5 National Guidance

There are a number of national guidance documents that are of relevance to the College Green Dame Street Project options, design, and planning including:

- Public Spending Code (Department of Public Expenditure, 2019);
- Common Appraisal Framework for Transport Projects and Programmes (Department of Transport, 2020);
- National Transport Authority Draft Project Approval Guidelines (NTA, 2020);
- Design Manual for Urban Roads and Streets (Department of Transport, Tourism and Sport, 2019);
- Permeability Best Practice Guide (NTA, 2015);
- Urban Design Manual (Department of Environment, Heritage and Local Government, 2009);
- Spatial Planning and National Roads Guidelines for Local Authorities (Department of Environment, Community, and Local Government, 2012); and
- Universal Design Walkability Tool for Roads and Streets (NTA, 2021)

5.6 Regional Policy

Eastern and Midland Regional Assembly - Regional Spatial and Economic Strategy (2019-2031)

The Regional Spatial and Economic Strategy (RSES) seeks to determine at a regional scale how best to achieve the shared goals set out in the National Strategic Outcomes (NSOs) of the NPF. To this end, the Strategy sets out 16 Regional Strategic Outcomes (RSOs), which are aligned with international, EU and national policy and which in turn set the framework for city and county development plans.

The 16 RSOs are cross referenced and aligned with the 3 key principles of the RSES of healthy placemaking, climate action and economic opportunity. Of relevance here includes:

1. **Sustainable Settlement Patterns** - Better manage the sustainable and compact growth of Dublin as a city of international scale and develop Athlone, Dundalk, Drogheda and a number of key complementary growth settlements of sufficient scale to be drivers of regional growth. **(NSO 1, 7, 10)**
2. **Integrated Transport and Land Use** - Promote best use of Transport Infrastructure, existing and planned, and promote sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. **(NSO 2, 6, 8,9)**
3. **Healthy Communities** - Protect and enhance the quality of our built and natural environment to support active lifestyles including walking and cycling, ensure clean air and water for all and quality healthcare and services that support human health. **(NSO 10)**
4. **Creative Places** – Enhance, integrate and protect our arts, culture and heritage assets to promote creative places and heritage led regeneration. **(NSO 5, 7)**
5. **Support the Transition to Low Carbon and Clean Energy** - Pursue climate mitigation in line with global and national targets and harness the potential for a more distributed renewables-focussed energy system to support the transition to a low carbon economy by 2050. **(NSO 8, 9)**
6. **Enhanced Green Infrastructure** - Identify, protect and enhance Green Infrastructure and ecosystem services in the Region and promote the sustainable management of strategic natural assets

such as our coastlines, farmlands, peatlands, uplands woodlands and wetlands. **(NSO 8, 9)**

7. **Enhanced Strategic Connectivity** - Protect and enhance international connectivity and regional accessibility to support economic development, build economic resilience and support strengthened rural communities and economies including the blue-green economy and tourism. **(NSO 2, 3, 6)**

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encouraging more sustainable travel patterns by creating an attractive and safe environment for pedestrians and cyclists which will support a transition to lower carbon and climate action goals;
- creating high quality public realm which will support active lifestyles and enhance the arts, culture and heritage assets around College Green.

5.7 Local Policy

Draft Dublin City Development Plan 2022-2028

Dublin City Council is currently preparing a new Dublin City Development Plan 2022-2028, which sets out policies and objectives to guide how and where development will take place in the city over the lifetime of the Plan. It provides an integrated, coherent spatial framework to ensure the city is developed in an inclusive way which improves the quality of life for citizens, whilst also being a more attractive place to visit and work.

The Draft Development Plan includes specific policies and objectives relating to the public realm improvements, including:

- planning active and healthy streets;
- promoting the development of high quality streets and spaces;
- delivering permeable, legible and connected public realm;
- promoting the designing of public safety.

In addition the plan, outlines the objective to support previous implementation commitments of various public realm plans / masterplans (many of which are discussed in the proceeding sections). Furthermore, the plan lists an objective relating to the “redevelopment of College Green”:

- “To implement a programme of environmental and public realm improvements along the Grand Civic Spine from Parnell Square to Christchurch Place and along the city quays, and to prioritise the redevelopment of College Green as a pedestrian friendly civic space including the pedestrianisation of Foster Place”

The proposed College Green Dame Street Project will contribute and align with this policy by:

- delivering on a key policy objective as identified in the plan, which has been a continued ambition of Dublin City Council;
- providing connections with other areas of public realm already implemented in the urban core thereby providing a more permeable and attractive environment for pedestrians;
- creating a high quality public space which will make the area a more attractive place to visit, work and live.

Due to the opportunities inherent in the College Green Dame Street Project, and its importance in contributing to Dublin City Council’s vision, there are a number of objectives included in the Draft Dublin City Development Plan pertaining specifically to the area:

- **Objective SC2 (Shape and Structure of the City):** To develop the city’s character by upgrading Dame Street/College Green as part of the Grand Civic Spine; and
- **Objective CCUVO13 (The City Centre Urban Villages and Retail):** To implement a programme of environmental and public realm improvements along the Grand Civic Spine from Parnell Square to Christchurch Place and along the city quays, and to prioritise the redevelopment of College Green as a pedestrian friendly civic space including the pedestrianisation of Foster Place.

Draft Transport Strategy for the Greater Dublin Area 2022-2042

The NTA is required by legislation to review the Greater Dublin Area Transport Strategy every six years. This review is currently ongoing, with consultation taking place during 2021 and finalisation of the strategy approval set for 2022. The strategy provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) up to 2035. The Strategy sets out high-level proposals for walking, cycling, public transport and road networks, as well as parking management measures and other supporting measures for the entire GDA.

The overall aim of the Strategy is “to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region’s climate change requirements, serves the needs of urban and rural communities and supports economic growth” and the corresponding strategy objectives:

- An enhanced natural and built environment;
- Connected communities and better quality of life;
- A strong and sustainable economy; and
- An inclusive transport system.

It seeks to address all aspects of land-based transport within the Greater Dublin Area and sets out a variety of actions covering:

- Planning for Sustainable Transport;
- Integration and Inclusion;
- Walking, Accessibility and Public Realm;
- Cycling and Personal Mobility Vehicles;
- Public Transport – Bus, Luas, Metro and Heavy Rail;
- Roads;
- Traffic Management and Travel Options;
- Freight, Delivery and Servicing; and
- Climate Action Management.

In terms of the College Green Dame Street Project, the following areas are of relevance:

Planning for Sustainable Transport

The management of transport demand where it is created is a critical element of transport planning in the GDA. The pattern of where people live, work, attend school or college, and socialise is therefore the key determinant in the type of transport system that is required. The draft Transport Strategy includes

measures that are considered to be essential in meeting the high level objectives of fostering sustainable development and fully integrating land use planning and transport planning, including the following:

- Consolidation of development – to ensure more people live close to services and public transport and to minimise urban sprawl and long distance commuting;
- Transit-oriented development – to guide the growth of our cities and towns on the basis of accessibility;
- Mixed use development – to minimise travel distances between homes and local services and ensure the vibrancy of urban areas;
- Filtered permeability – so that people can move about more easily by walking and cycling than by car; and
- The prioritisation of walking, cycling and public transport in urban street networks.

Integration and Inclusion

The Transport Strategy includes a range of measures that have been developed in support of the overarching objective of an integrated transport system, with 20 measures including:

- Integration of all modes in Transport Schemes;
- Major interchanges and Mobility Hubs;
- General interchange;
- Mobility as a Service;
- Residential Travel Planning;
- Late night transport;
- Walking and cycling at night;
- Accessible infrastructure;
- Travel information; and
- Equality and inclusivity.

Walking, Accessibility and Public Realm

A high quality walking network should be safe coherent, direct, attractive and comfortable, as outlined in DMURS. Eight measures are set out in the draft Strategy including the following of relevance to the College Green Dame Street Project:

- Ensuring that all urban areas will be served by high quality pedestrian facilities through the implementation of footpath improvement schemes, the development of suitable maintenance programmes and the delivery of new footpaths where required;
- A programme of junction revisions including the removal of slip lanes, tighter turning radii to slow vehicles, provision of additional pedestrian crossing points, and changes to traffic signals;
- Support for wayfinding systems and their integration into journey planning apps; and
- Ensuring that the needs of all pedestrians, including persons with disabilities, wheelchair users and people with buggies, are met.

Cycling and Personal Mobility Vehicles

The draft Strategy seeks to provide safe, quality infrastructure and facilities that enables more people to adopt cycling as a travel mode for short journeys. Eleven proposed measures are set out to provide a comprehensive, inclusive, cycle-friendly environment, including:

- GDA Cycle Network Plan (see section 3.14 for further details);
- Cycle Infrastructure Design – updates to the National Cycle Manual design guidance to reflect international best practice and emerging different needs (e.g. personal security, electric bikes, cargo bikes and adapted cycles for users with a range of mobility limitations);

- Cycle Parking Strategies – including the delivery of high quality cycle parking at origins and destinations, serving the full spectrum of cyclists;
- Bike Share Scheme Expansion, Electrification;
- Interoperability between Bike Schemes;
- Bikes on Public Transport – facilitating the carriage of standard bicycle on all newly acquired DART, Commuter and Intercity rail carriages operating in the GDA;
- E-Bikes; and
- Electric Scooters and other emerging Personal Mobility Modes – the monitoring of emerging trends in personal mobility and responding accordingly.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encouraging more sustainable travel by providing active travel priority and high quality active travel environments;
- increasing accessibility and permeability of the heart of the urban core;
- assisting in the more efficient movement of pedestrians and cyclists through the College Green and Dame Street area;
- ensuring the College Green Dame Street is designed with accessibility and mobility at the forefront of the design.

Dublin City Centre Transport Study (2016)

The Dublin City Centre Transport Study was originally developed as a key input into the Dublin City Council Development Plan 2016-2022. The 2022-2028 Development Plan commits to reviewing the 2016 Transport Study.

The document sets a framework for redefining the transport network to cater for increased demands; aiming to do this by better utilisation of existing infrastructure and shifting to more sustainable and efficient use of public realm.

The Study represents the accumulation of work undertaken by Dublin City Council and the NTA. It proposes new traffic management arrangements, public transport infrastructure improvements, and measures to encourage walking and cycling. The study recognises key challenges that the study will need to address, including for walking and cycling, public transport, the movement of freight vehicles and road safety.

In recognition of future growth and existing issues, the DCC set the target in the Development Plan to achieve a modal share of 55% for public transport by 2017. Several guiding principles were developed to support this.

Key proposals to support this include the removal of through traffic, ensuring public transport efficiency and altering certain streets to focus on public transport/walking/cycling. Specific proposals include developing quality bus corridors and bus rapid transit (BRT) and public realm improvement.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- encouraging a shift to more sustainable and efficient use of the space, including assisting the efficient movement of people through the area and encouraging more sustainable travel.

The Heart of Dublin – City Centre Public Realm Masterplan

An objective of Dublin City Development Plan 2011-17 was the preparation of a public realm strategy. This presented “an agreed vision for a pedestrian-friendly core where there is greater balance between pedestrians and vehicles,

an expanded pedestrian space and more opportunities for pedestrians to move through the city core”.

The masterplan, published in June 2016 makes a series of recommendations including:

- Improving and expanding the existing pedestrian network;
- Devise a programme of seating and respite improvements;
- To reallocate space at identified locations to provide adequate provision for pedestrian comfort;
- To integrate opportunities for lingering, social and cultural interactions in public realm plans;
- To identify, locate and implement free play and interactive spaces for all ages;
- To identify, locate and promote suitable opportunities to develop and expand the urban tree canopy and greening; and
- To develop and agree a high-quality street furniture palette and a materials, fixtures and fittings palette for the city core;

The masterplan outlines key strategies and identifies specific projects to improve the city.

“These projects are ambitious with regard to standards and materials and are high priority, but sensitive, as they deal with spaces like College Green, steeped in the history and heritage of the nation and most visible on the world stage when launching civic events of national importance”

The proposed College Green Dame Street Project will contribute and align with this policy by:

- rebalancing the space used by vehicles in favour of pedestrians;
- developing a high quality public space which will reduce severance for active travel users, improve permeability;
- incorporating design components in relation the urban tree canopy and greening, spaces to linger, for social and cultural interaction.

Your City Your Space Dublin City Public Realm Strategy

The strategy, published in September 2012 was developed to define public realm, its importance and “highlights the necessity for shared responsibility towards its management and enhancement”. It sets out some of the key challenges experienced at the time of writing including:

- Creating space for everyone;
- Prioritising safety;
- Transport network performance and efficiency; including ease of movement & easing congestion;
- Creating quality environments including decluttering streets;
- Protecting history and culture including developing events culture; and
- Environmental protection and enhancement – including minimising the impacts of climate change, creating resilience and greening the city.

The strategy also outlines the key actions needed and proposed public realm projects. The strategy included early commitments for public realm strategic projects in Grafton Street and an East-West corridor between Trinity and IMMA.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- addressing many of the key challenges, including creating space for everyone, prioritising safety, creating quality environments and transport efficiency which also incorporate the ease of movement;
- delivering on a commitment as identified in the plan, which has been a continued ambition of Dublin City Council.

Dublin City Centre Public Realm Plan – Analysis Report

Following on from the Your City Your Space public realm strategy, additional analysis was undertaken to support the development of a pedestrian friendly core and relevant observations including:

- the College Green Dame Street area is a major through route characterised by “extreme traffic domination”;
- the quality of the public realm is classified as “under performing”; and
- College Green experiences high pedestrian footfall (approximately 1,800pph) and that the existing pavement widths are inadequate (as shown in the figure below).

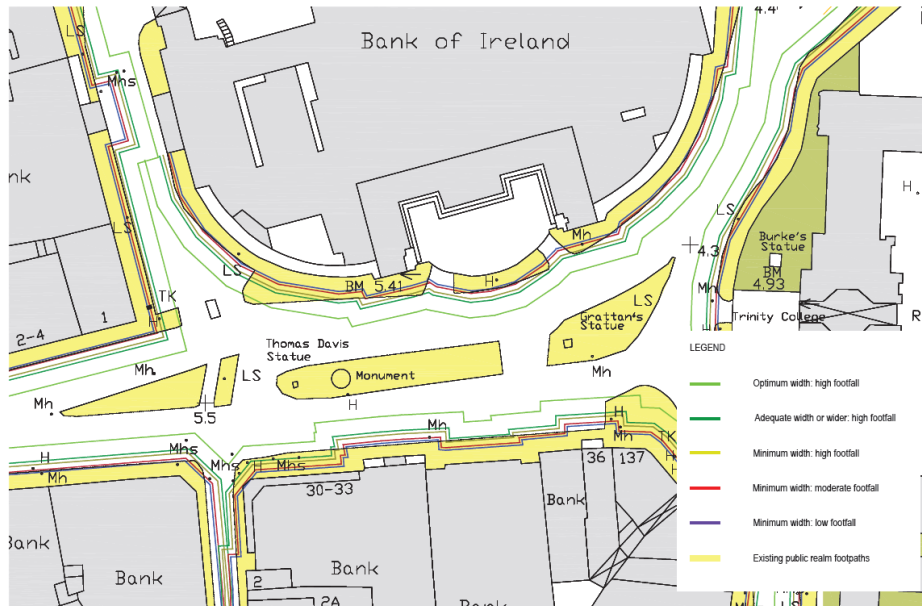


Figure 8. Analysis of footpath widths: College Green

The proposed College Green Dame Street Project will contribute and align with this policy by:

- improving the “under performing public realm”;
- enhancing the pedestrian core in the city centre so that it can cater more appropriately for the high footfall of pedestrians.

Draft Dublin Air Quality Action Plan

Air pollution emitted from transport contributes to poor local air quality, in the form of increased particulates and nitrogen dioxide (NO_x), which reduces people’s quality of life and harms their health. The World Health Organisation has described air pollution as the ‘biggest single environmental health risk’ and in Ireland, the Environmental Protection Agency (EPA) estimates that the

number of premature deaths attributable to air pollution is around 1,300 per annum.

In 2019, the annual limit value for nitrogen dioxide at one of the air quality monitoring stations in Dublin (St. Johns Road West by Heuston) was exceeded. All other pollutants measured were within EU limit values. When an exceedance is found, there is a formal process to inform the European Commission and the Environmental Protection Agency (EPA) and prepare a mitigation plan. Therefore, the four Dublin Local Authorities (Dún Laoghaire-Rathdown County Council, Dublin City Council, Fingal County Council and South Dublin County Council) have prepared a draft Dublin Region Air Quality Plan (DRAQP) to reduce levels of Nitrogen Dioxide (NO_x) in ambient air in Dublin. The draft DRAQP was open for public consultation in October-November 2021 ahead of submission to the European Union by the end of 2021.

The draft DRAQP included 14 key measures including parking controls and standard, Electric Vehicles, clean air zones, behaviour change and continued delivery of the active travel Programme.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- supporting the continued delivery of the Active Travel Programme by delivering a high quality environment which is “accessible, age-friendly and maximise comfort to people of all ages and abilities”;
- improving local air quality through traffic management and encouraging sustainable travel (active travel and public transport).

Dublin City Council Climate Change Action Plan 2019-2024

Adopted in May 2019, the action plan outlines four key targets with around 200 individual targets across five key sectors (as shown below).



Figure 9. DCC Climate Action Plan Key Targets and Action Areas

Within the Transport Sector, 60 targets are set out in the plan including the following of relevance to College Green Dame Street:

- Implementation of the measures outlined in the Dublin City Centre Transport Plan 2016;
- Phased Pedestrian Zones, including Dame Street West;
- Investigating the introduction of traffic sections of Drury Street, South William Street, Exchequer Court, Dame Court and Dame Lane (retaining access for car parks and deliveries);

- Organising Pedestrian Days in areas with high footfall

The proposed College Green Dame Street Project will contribute and align with this policy by:

- strengthening support for the delivery of high quality public realm and pedestrian zones as set out as key implementation measures in local policy.

Role and Function of Retail in the City Centre - Review of the Dublin City Council Development Plan 2022-2028

The report recognises the challenges retail in the city centre faces with competition from suburban retail outlets, online shopping and most recently the impacts of the Covid-19 pandemic.

Stakeholders were consulted in interviews and from this the research identified that a key theme was concern over “enhancing the City’s experience and accessibility”. The report highlights that the success of the retail core is on successfully attracting customers, which will in turn attract retailers.

Key recommendations made in the report include providing “micro dwell zones”, incorporating retail and cultural experiences, and improving access to the retail core by addressing specific modes of travel.

The report also recommends improvements to north-south pedestrian links, including continuation of pedestrianised streets and enhancing public realm along Westmoreland Street.

Furthermore, the report specifically lists the College Green scheme as:

“another important opportunity for the City’s retail core as it is directly on the route between Grafton Street and Henry Street. A dynamic approach to these public spaces utilising them for events and pop-ups will fully capitalise on this competitive advantage”.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- enhancing active travel provisions and creating a high quality public realm, attracting visitors into the city which will support retail and general spending;
- delivering report recommendations to improve north-south pedestrian links including continued pedestrianisation and enhanced public realm.

Dublin City Parks Strategy 2019-2022

The strategy document represents the first strategy developed for Dublin City Council’s Parks and Landscape Services (Parks Services). It presents the wide range of resources and services under the Parks Services portfolio and states current policy and intended actions to seek the strategic vision of a greener and more liveable Dublin.

The strategy’s vision is defined as:

“Growing towards a greener and more liveable Dublin City’ reflects the desire to see Dublin’s growth and development positively linked to the wellbeing of its population by using nature based solutions and providing opportunities for recreation”.

The strategy outlines that one of the major contributory elements to the ‘liveability’ of a city is the quality and quantity of parks and open space and that the city landscape, being the accumulation of our entire open spaces, gardens and trees canopy, is a precious asset to Dublin, which is not entirely quantifiable, particularly in economic term.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- supporting the creation of a more ‘liveability’ city by enhancing the public realm in the city landscape and supporting tree planting.

Draft Dublin City Councils Biodiversity Plan 2021-2025

The document sets out an action plan which all EU members are obliged to act to conserve biodiversity and prepare National Biodiversity Action Plan (2017-2021). It requires that local authorities review and update their Biodiversity Action Plans. Dublin City Council is currently preparing a new Biodiversity Plan 2022-2028, which is based on six themes, which include:

- Maintaining Nature in the City;
- Restoring Nature in the City;
- Building for Biodiversity;
- Dublin as a Green Capital City;
- Understanding Biodiversity in the City; and
- Partnering for Biodiversity.

Within these themes, the Draft plan outlines eighteen objectives for biodiversity management and conservation along with a series of targeted actions with measurable outcomes to achieve these objectives.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- promoting urban greening which will help promote net biodiversity gain and enhance green infrastructure in the city.

Dublin City Councils Tree Strategy 2016-2020

The strategy “seeks to provide a coordinated approach to the management of trees in Dublin City”. The strategy outlines four key aims:

- Protect the trees that we have;
- Care for trees to promote healthy growth and development;
- Plant more trees to ensure a sustainable urban tree canopy; and
- Communicate effectively with the public and stakeholders regarding trees.

To meet these aims the action plan outlines how improvements will be made to secure effective management and achieve modest increased in tree cover.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- supporting the delivery of planting more trees to increase the urban tree canopy.

Dublin City Council Environmental Noise Action Plan 2018-2023

All EU states are required by the Environmental Noise Directive to produce strategic noise maps for main sources of environmental noise which should include action plans to be developed to address priority locations where exceedance is recorded. The plan review the previous 2013-2018 Action Plan and sets out future actions from major environmental noise sources (road, rail

and industrial) and other local noise nuisances and complaints along with planning, development and traffic management issues.

The proposed College Green Dame Street Project will contribute and align with this policy by:

- incorporating traffic management promoting more transport efficiency and encourage shift toward sustainable travel modes.

Dublin City Council Cultural Infrastructure Study

The study aims to “ensure that the vitality and viability of Dublin City’s cultural offer is maintained, appropriately enhanced and developed over the life span of the upcoming Dublin City Development Plan period from 2022 – 2028” .

The report identifies the existing cultural infrastructure in Dublin including 249 buildings and also outlines key recommendations, including to:

“Develop a high quality public realm to facilitate the ease of walking between the various attractions within the city. Public realm should include interactive public spaces where art can be displayed and the heritage of the city showcased, essentially turning the public realm itself into another cultural offering in Dublin”

The proposed College Green Dame Street Project will contribute and align with this policy by:

- supporting the delivery of high quality public realm space;
- creating an interactive spaces which could facilitate arts and heritage displays.

6

International Precedent & Lessons Learned



6. INTERNATIONAL PRECEDENT & LESSONS LEARNED

6.1 Overview

College Green and Dame Street are unique locations and no intervention of the type and scale of the College Green Dame Street Project has been delivered in recent years. However, smaller scale interventions of note include the Limerick O'Connell street public realm improvements which is currently under construction and the recent closure of Capel Street in Dublin to traffic. It is recommended that both of these schemes are reviewed in subsequent stages of appraisal.

At this SAR stage, an initial review has been undertaken of potential European case studies that provide insights into similar interventions and their impacts and benefits. The key lessons learned have been identified and are presented in this section.

In addition, a summary is presented of lessons learnt from work to date and the 2018 decision on the previously related submission. The Summer Sunday Trails undertaken in 2019 also provide valuable evidence of the potential impact of the project as discussed later in this section.

6.2 Ljubljana, Slovenia

Following the adoption of a new Sustainable Mobility Plan (SUMP) in 2012 the capital of Slovenia revolutionised its city centre. The SUMP initially set the following targets²:

² <https://www.ebrdgreencities.com/policy-tool/pedestrianisation-and-car-free-zones-ljubljana-slovenia-2/>

- Increase walking by 20%, cycling by 40% and bus use by 50%;
- Reduce car trips by 20%; and
- Achieve a mode shift of one-third public transport, one-third non-motorised modes and 1/3 private vehicles by 2020.

Measures to achieve these targets involved a package of measures, including:

- Reducing traffic in the city centre – closure of the old city centre and placing restrictions on delivery times;
- Pedestrianisation – creating more pedestrian friendly along Slovenska Street, a main traffic artery in the city centre. This would improve accessibility and refurbish the surrounding environment, including planting of new trees; and
- A wide variety of supporting policies – park and ride, new buses, dedicated cycle routes, bike hire, real time bus information and smart travel card.

Since 2012, Ljubljana has implemented a wide package of measures with supporting policies, which has “transformed from a car-friendly to pedestrian-friendly city”^[2]. Some of the key outcomes include:

- Decreasing the share of motorised trips from 60% to 42% between 2003-2013^[3];
- Increasing walking trips from 19% to approximately 35% between 2003-2013^[3];
- Expanding the pedestrianised zone by 620%^[3];
- Reducing localised black carbon by 72%^[4]; and
- Dropped localised noise levels by approximately 6 dB.

³ <https://www.eltis.org/resources/case-studies/pedestrianisation-ljubljana-city-centre>

⁴ Titos, G *et al* 2015. Evaluation of the impact of transportation changes on air quality <https://www.sciencedirect.com/science/article/pii/S135223101530100X>



The city also created an ecological zone in the old town which restricted motorised traffic to deliveries between 6am-11am and through the closure of Slovenska Street created a good-quality public area in the city centre ^[5].

Figure 10. Ljubljana, Slovenia ^[6]

While the success has also been attributed to political will, awareness campaigns and the general geography and climate of the area; a key aspect was the transformation on a key arterial route (Slovenska Street). It therefore demonstrates that by giving greater priority to pedestrians there is significant potential to limit personal vehicle use and capitalise on the benefits of mode shift.

⁵ https://ec.europa.eu/environment/europeangreencapital/wp-content/uploads/2013/02/ljubljana_european_green_capital_2016.pdf

6.3 Friedrichstraße, Berlin

The closure of Friedrichstraße to motorised traffic was initially considered an experiment but the trial period was extended to run from August 2020 to October 2021. The closure of a key shopping street involved the creation of a two way cycle lane, the introduction of trees, benches and repurposing space for additional activities such as outdoor cafes.

An official report details a wide range of positive outcomes when comparing before and during the trial period. The table below provides an overview.

Figure 11. Friedrichstraße, Berlin ^[7]



⁶ <https://www.transformative-mobility.org/news/see-parliamentarians-visit-ljubljana-european-green-capital-and-regional-leader-in-sustainable-urban-mobility>

⁷ <https://www.berlin.de/friedrichstrasse/ueber-das-projekt/projektergebnisse/>

Table 3. Overview of results from Friedrichstraße pedestrianisation

OUTCOME	QUANTITATIVE RESULT
Reduction in traffic	<ul style="list-style-type: none"> • Direct removal of approximately 36,000 vehicles • Some displacement to other roads (approximately 22,500 vehicles)
Increased cycling	<ul style="list-style-type: none"> • Direct increase of approximately 3,500 along Friedrichstraße (9,000 daily) • Some displacement from other roads (reduction of approximately 5,500 cyclists)
Increased pedestrian movements	<ul style="list-style-type: none"> • Two sections of Friedrichstraße recorded approximately 3,800 and 4,700 more pedestrians
Increased dwell times	<ul style="list-style-type: none"> • Reported that average dwell times in the area increased
Improved accidents	<ul style="list-style-type: none"> • Before trial Sept-19 to Aug-20 350 accidents recorded, involving 32 cyclists and 2 pedestrians

	<ul style="list-style-type: none"> • During trial Sept-20 to Aug-21 161 accidents recorded, involving 15 cyclists and 1 pedestrians • While total number of accidents decreased (linked to potential covid-19 restrictions), the relative number of cyclist/pedestrians involved remained approximately consistent (5-6%)
Improved air quality	<ul style="list-style-type: none"> • NO2 on Friedrichstraße fell from 24 µg/m³ to 20 µg/m³ (whilst urban background level increased) • Other local roads experienced slight increase (although still within NO2 limit range)
Improved economy	<ul style="list-style-type: none"> • Despite controversies with implementation and design 83% of surveyed welcome permanent traffic restrictions

6.4 United Kingdom

The table below shows an overview of some key projects in the UK which introduced public realm improvements and/or pedestrianisation.

Table 4. Overview of pedestrian schemes in the UK [8 9]

NAME	EST TIMESCALES	SCHEME OVERVIEW	OUTCOMES
Sheffield	Pre-2010	<ul style="list-style-type: none"> Public realm improvements Increase pedestrian space 	<ul style="list-style-type: none"> 35% increase city centre footfall a net increase in spending of £4.2m
Coventry	Pre-2007	<ul style="list-style-type: none"> New pedestrian areas New civic square Clearer signs and reorganised to street furniture 	<ul style="list-style-type: none"> 25% increase in footfall (Saturday)
Stoke on Trent	Pre-2017	<ul style="list-style-type: none"> Increase pedestrian space, re-surfacing, planting tree & installing seating 	<ul style="list-style-type: none"> 30% increased footfall
Herne Hill, South London	2012	<ul style="list-style-type: none"> Part pedestrianisation including creation of new public space 	<ul style="list-style-type: none"> Public survey - increased footfall & economic activity
Oxford	1999	<ul style="list-style-type: none"> Pedestrianisation and bus priority 	<ul style="list-style-type: none"> 17% reduction in traffic Increased pedestrians including 9% in Cornmarket Particulate pollution levels Cornmarket improved by 25% (3 weeks before closure vs 3 weeks after closure) Mode split improvements
Cambridge	1997-1999	<ul style="list-style-type: none"> Core traffic scheme including road closure 	<ul style="list-style-type: none"> Traffic reduction between 57%-78%; including limited displacement Air quality improvements (PM10 estimated reduction by 10%)
Wolverhampton	1990-1996	<ul style="list-style-type: none"> Gradual removal of general traffic through city centre road closures Public realm improvements 	<ul style="list-style-type: none"> Removal of general traffic (i.e. mode shift) inner ring experienced 14% decrease in traffic flows while outside ring road decreased by 1% (1990-1996()) Public transport use increase 23% to 29% (1994-2006)

⁸ <https://www.livingstreets.org.uk/media/3890/pedestrian-pound-2018.pdf>

⁹ https://ec.europa.eu/environment/pubs/pdf/streets_people.pdf

6.5 Lessons Learned from the Project Background

Due to the nature of the project, at this stage it is considered appropriate to identify any lessons learnt to assist in the development of the project as it progresses through the stages.

6.5.1 Previous Proposals at College Green

As outlined in section 4 and supporting background review (Appendix A) the May 2017 planning application was refused despite An Bord Pleanála acknowledging:

- The benefits of the proposed development;
- The creation of a quality public realm that would enhance the amenity and attractiveness of this city centre location;
- The improvement to the visual amenities of the area and facilitate improved appreciation of the architectural and cultural heritage of this important site.

Therefore, the reasons for refusal will be a key consideration for the forthcoming proposal. These will ensure that the case put forward will:

- strengthen the modelling work by presenting additional analysis particularly at a local level, quantifying the nature of and quantifying the traffic impacts of the scheme;
- highlight the changes to the BusConnects Network Redesign which will reduce the impacts to existing bus routes;

6.5.2 Summer Sunday Trials

As outlined in Section 4, a series of events was held across three consecutive Sundays during the Summer of 2019 (July-August). This was to allow the public to use the space traffic free and to assess how the space worked to inform a

new design. The event space was originally restricted to College Green and Foster Place and extended to past Anglesea Street.

The trial arrangements delineated the pedestrian space using barriers. For the first event, the trial area was established from Foster Place to the pedestrian crossing at College Green. For the subsequent two events, the event space was increased and extended to Anglesea Street.

Figure 12. Pedestrian Use of 'Summer Sunday' Trial



For the first trial event, a 2m wide cycle track was provided, with segregation from the event space. For the other events, cyclists were asked to dismount and walk their bike through the space.

Regarding vehicular traffic management throughout all trials:

- Westbound general traffic was diverted to the South Quays and West Dame Street. Eastbound traffic coming from the Christchurch direction was permitted to turn right at the South Great George's St./Dame Street junction. Access to car parks remained un-restricted;
- Buses were diverted onto the quays with eastbound buses using Winetavern Street and the North Quays and westbound buses using the South Quays and Parliament Street. At the South Great George's St./Dame Street junction, all traffic including buses turned left from South Great George's St. and from Dame Street all traffic turned right onto South Great George's St.; and
- The taxi ranks at Foster Place and College Green were closed from 7am to 7pm and relocated onto D'Olier Street.

The trials showed some success and these considerations and lessons learned will be incorporated in the future project development. These include:

- General success in pedestrian treatment of space, with no issues reported in interaction with other road users;
- Accommodation of deliveries until 11am recommended;
- Consideration during design of removal of bus services and installation of cycle lanes and the impact this may have on users with restricted mobility;
- Permitted access to the car parks via Wicklow Street using the right turn at South Great George's Street/Dame Street to be retained; and
- Improved efficiencies possible at Dame Street/South Great George's Street junction and in the north and southbound traffic movements (free flowing due to changes in the signal operations).



Figure 13. Pedestrian Use of 'Summer Sunday' Trial

6.6 Summary

This section has shown the potential successes that can be achieved from various levels of pedestrianisation and public realm improvements. Given the scale and scope of the College Green Dame Street Project, this highlights the potential benefits that could be realised.

Preliminary Demand Analysis



7. PRELIMINARY DEMAND ANALYSIS

7.1 Overview

This section provides a high level outline of the current and future demand for the College Green Dame Street Project investment proposal. This evidence is based on quantitative and qualitative data, analysis, and studies. The overarching aim of this section is to establish:

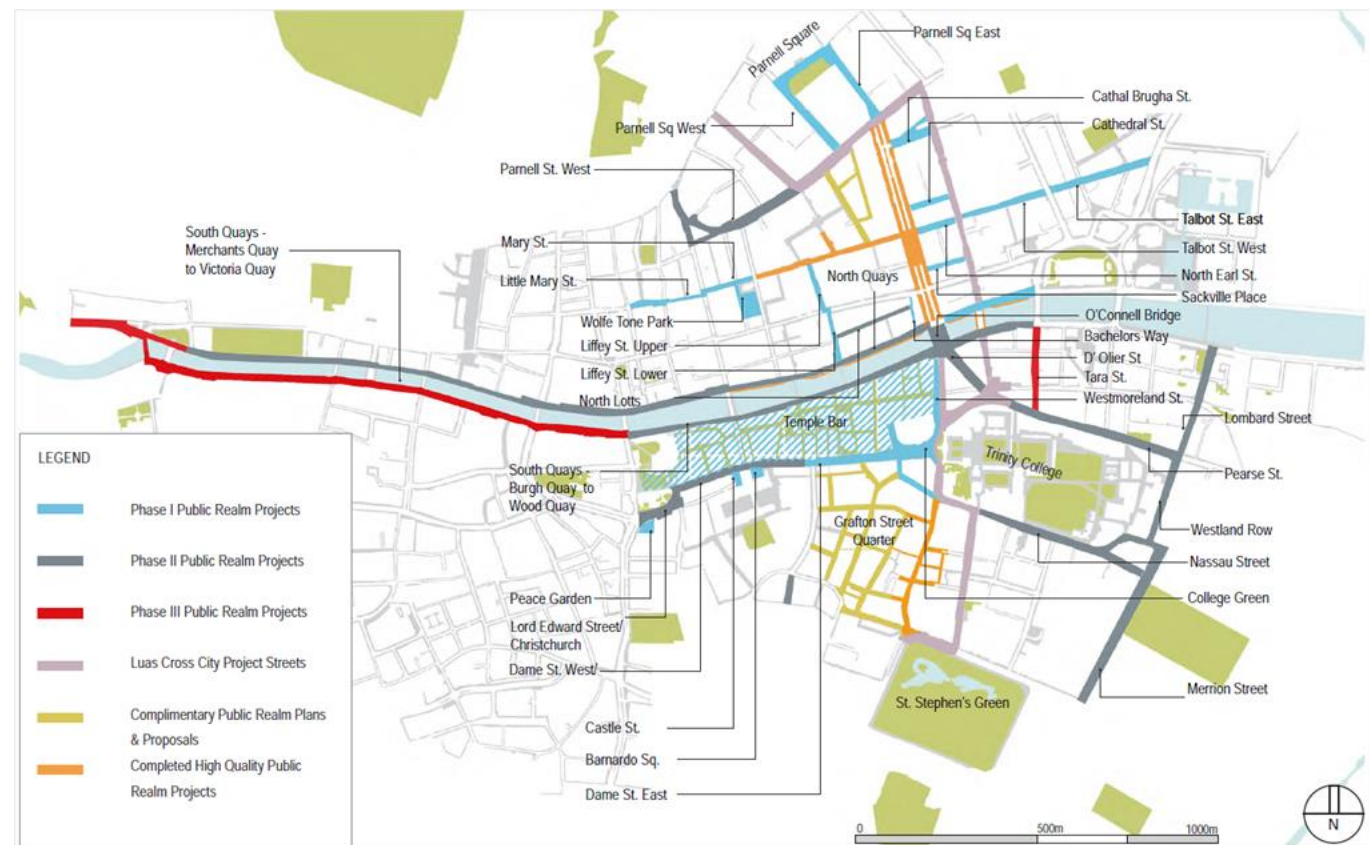
- a thorough understanding of the receiving environment;
- the need for a proposed investment; and
- a preliminary assessment of the scale of intervention required.

College Green has a long history as an important space for public gatherings and community activity. The space can be traced as far back as the original Viking settlement in Dublin, where it provided the only space in the centre of the city where assemblies could take place. The area as it is known presently was configured in 1782 when it was designed to provide a wide and unobstructed route from Dublin Castle to Parliament House (Bank of Ireland), terminated by the façade of Trinity College.

As time has progressed, sections of pavement, parking, medians, and vehicular access have been added and removed, however the cultural and architectural assets which frame College Green and Dame Street remain. As such, College Green and

Dame Street East are both considered within the Dublin City Centre Public Realm Masterplan, which aims to balance the public realm requirements of the city with the demand placed upon it by major infrastructure and other proposed projects. As shown below, College Green and Dame Street East are both designated under Phase 1 of the masterplan delivery (2016-2022).

Figure 14. Delivery Phases of Public Realm Masterplan [Heart of Dublin: City Centre Public Realm Masterplan, 2016]



7.2 Existing Development Patterns

The figure below shows the 2016 population density per square kilometre for the study area and surrounds. This data is based on persons per census 'Small Area' of residence. The map highlights the inner civic core of the city centre, including Trinity College and Grafton Street Quarter. The population density within the study area ranges between 4,000 to 6,000 persons per square kilometre.

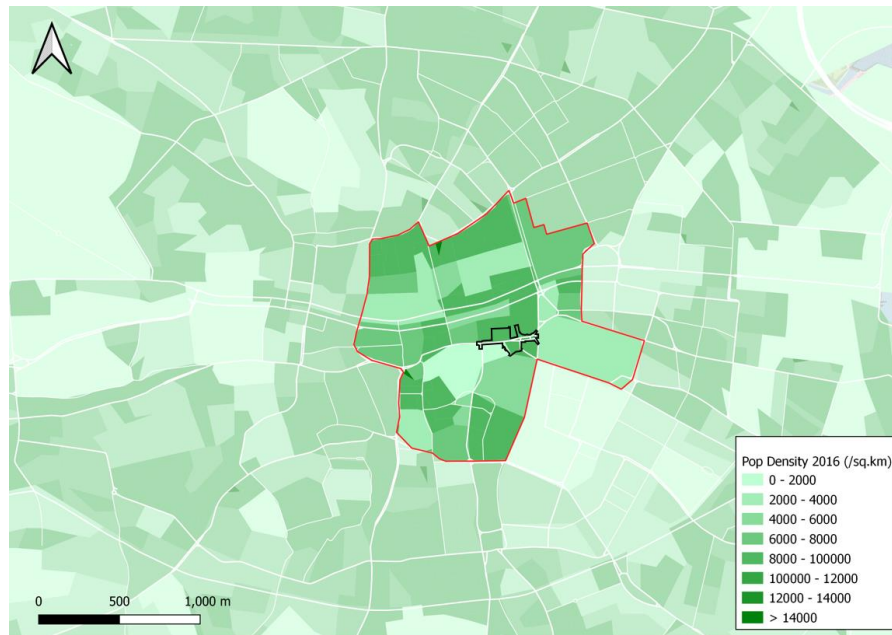


Figure 15. Population Density (Census Small Areas) [CSO, 2016]

The figure below shows the 2016 employment density per square kilometre for the study area and surrounds. This data is based on the number of jobs per census 'Small Area' of workplace. The map highlights the inner tourism and commercial core of the city centre, including Trinity College, O'Connell Street, Henry Street, and Grafton Street Quarter. The employment density within the study area ranges between 10,000 to 14,000 jobs per square kilometre.

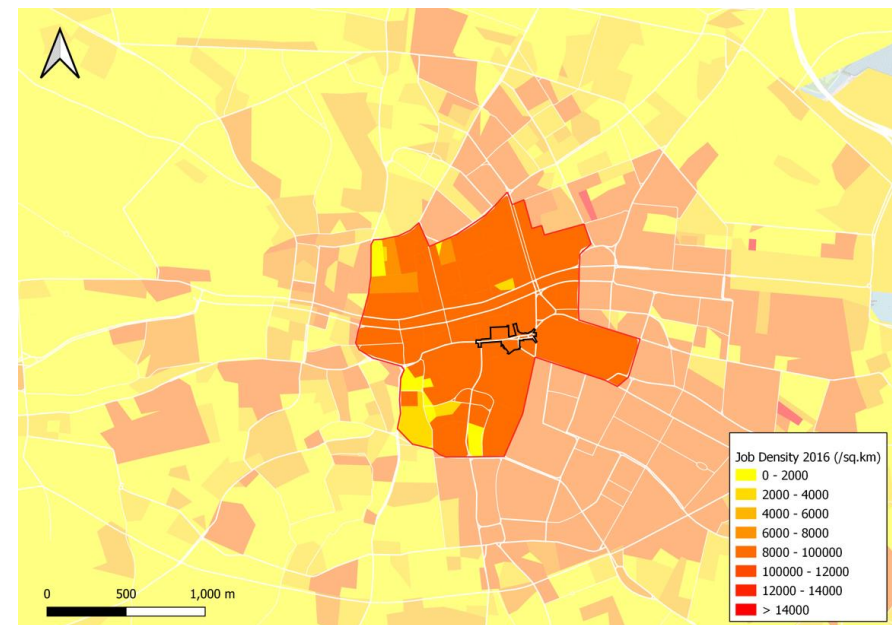


Figure 16. Employment Density (Work Zones) [CSO, 2016]

7.3 Movement Demand

7.3.1 Overview

The infrastructural demand for movement within the College Green Dame Street Project area has fluctuated throughout previous decades. The Canal Cordon Count is a survey undertaken to establish mode shares for travel to the city centre by surveying trips within Dublin's Royal Canal and Grand Canal. As shown across each of the latest three surveys, there has been a sharp increase in commuters adopting active modes (walking and cycling) against a steadily declining level of private vehicular trips.

Highlighted in the table below, over the course of 2006 to 2019, active mode choice to Dublin City Centre has more than quadrupled. Cycling has increased by 171%, while pedestrians have also increased significantly by 44%. This is also associated with a decline in private car trips by 25%.

This trend in modal shift, in addition to the factors outlined in this section, highlights a strong demand for the provision of high quality pedestrian and cyclist infrastructure to cater for the movement needs of all visitors, employees, and through-commuters in College Green and Dame Street.

Table 5. Mode Share of Travel to City Centre [Canal Cordon Counts, NTA]

MEANS OF TRAVEL	YEAR			% CHANGE ('06-'19)
	2006	2011	2019	
Bus	59,874	54,251	64,048	8.64%
Rail	33,534	22,932	37,407	11.55%
LUAS	9,029	9,949	13,832	53.20%
All Public Transport	102,437	84,132	116,287	13.52%
Car	76,850	69,681	57,985	-24.55%
Taxi	1,453	2,674	2,661	83.14%
Walk	17,115	14,551	24,691	44.27%
Cycle	4,839	6,870	13,131	171.36%
Goods	2,291	1,176	983	-57.09%
Motorcycles	2,395	1,485	1,485	-38.00%
Total Private Trips	104,942	96,437	100,936	-3.82%
Total Person Trips	207,379	183,569	217,223	4.75%

7.3.2 Pedestrian Demand

Following an in depth analysis of pedestrian footfall within the CGDSP area, the pedestrian infrastructure was observed to be facilitating for 'high' (>1,200 pph) to 'very high' (>2,000 pph) footfall. According to the Design Manual for Urban Roads and Streets, the optimal pavement width required equates to 8.3m to 10.3m, respectively. The result in the context of the College Green Dame Street Project area, is that many portions fall under 'Optimal' and 'Adequate' levels (according to DMURS), and in some extents also fall short of 'Minimum' pavement width.

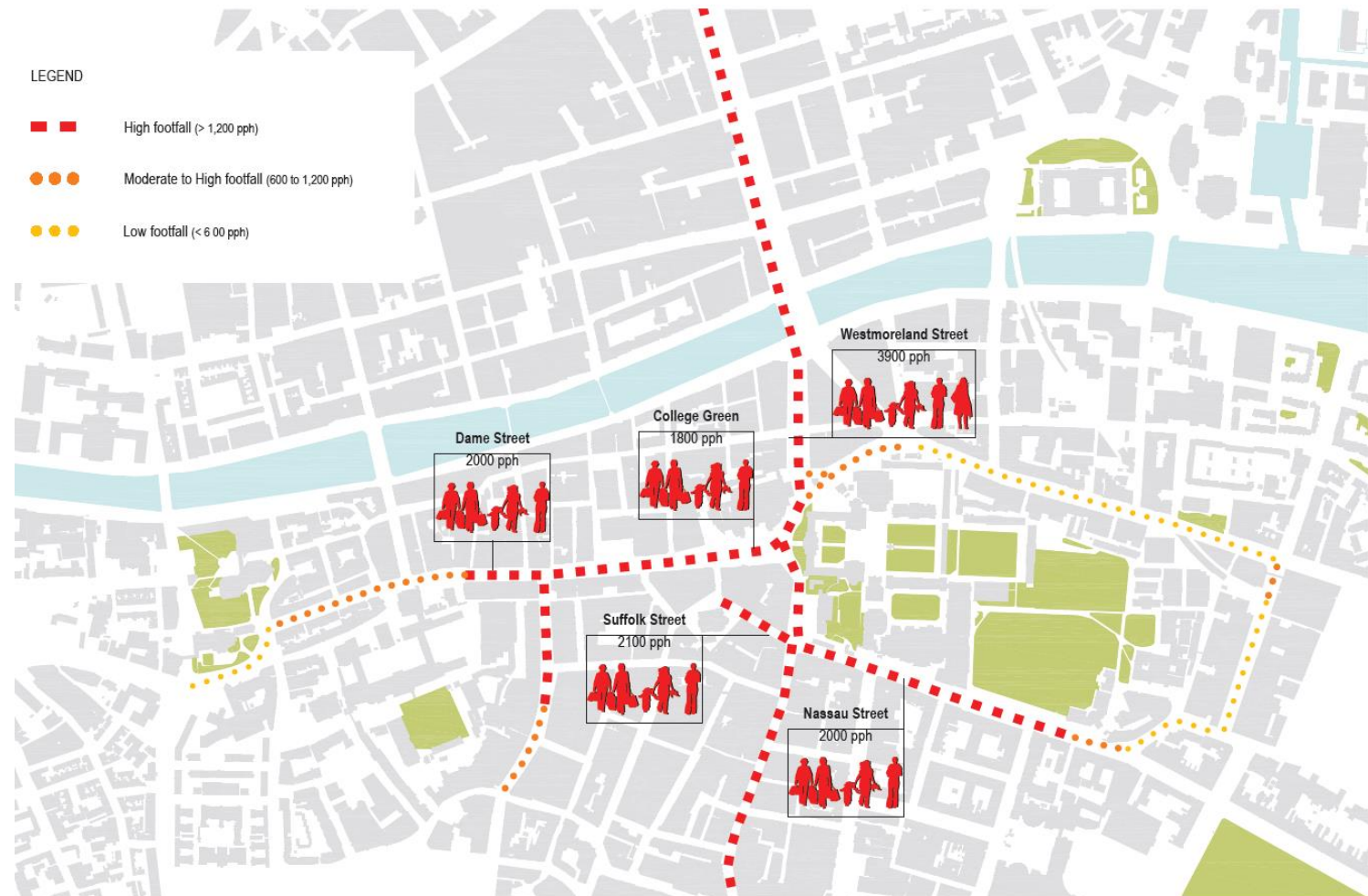


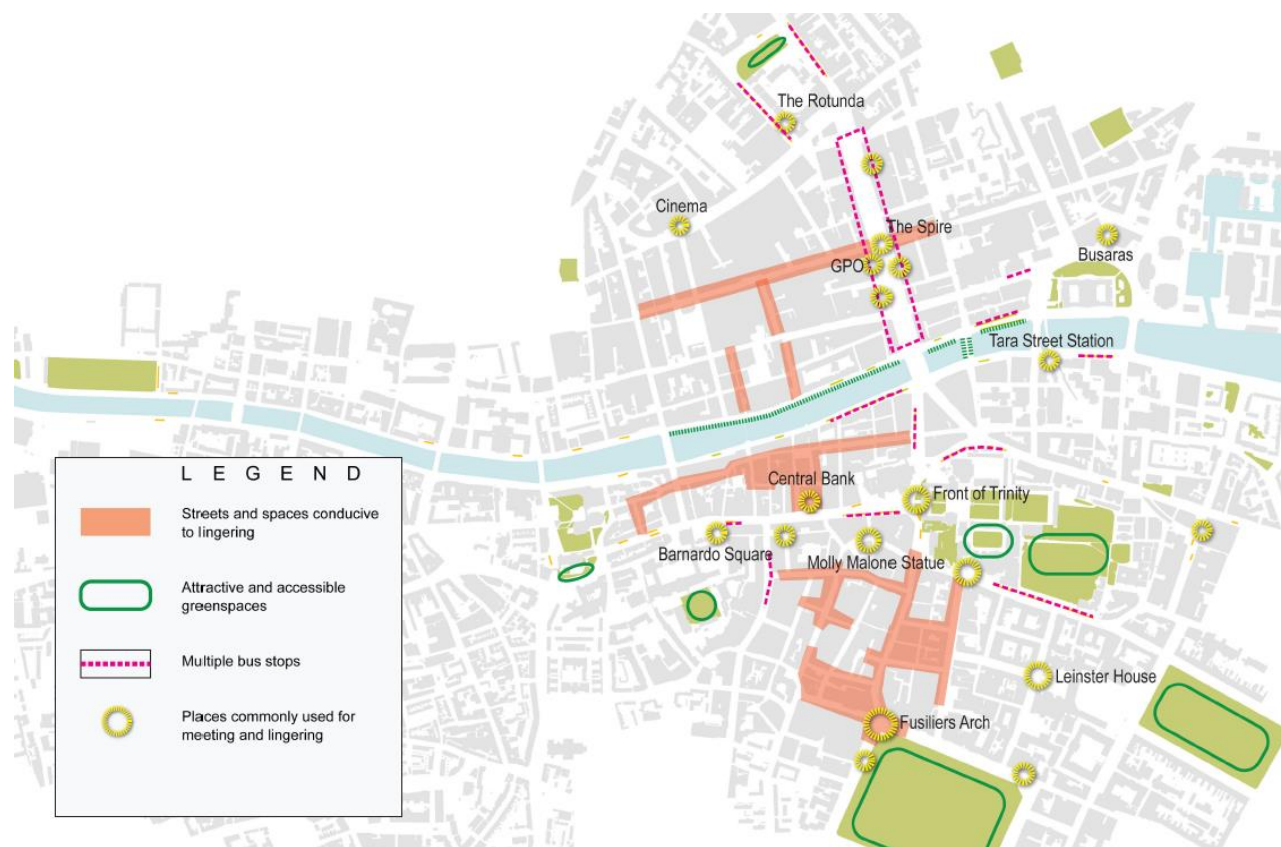
Figure 17. Pedestrian Footfall (2016) [Heart of Dublin: City Centre Public Realm Masterplan, 2016]

The College Green and Dame Street area represents a historic location for meeting and congregation in Dublin’s city centre. The map below illustrates areas already commonly used for meeting and dwelling, including at the junction of South Great George’s St. and Dame Street and by the Central Bank. This represents a key indicator of pedestrian demand for the provision of a public space with reduced traffic dominance. The College Green Dame Street Project would also provide further access and promotion of the well-established meeting points of the Molly Malone Statue (Suffolk Street) and the front gate of Trinity College.

Provision of space to meet and linger offer many benefits to its receiving environment and its users. Creation of a public space to meet gives its users a welcoming and safe space to begin or continue social interaction. This in turn creates opportunity for health and wellbeing improvements and economic/commercial activity within the area.

Space to meet and dwell also facilitates placemaking. They create a shared resource for social, economic, and often cultural activity. Over time, the identity of the space is defined by its users. The College Green Dame Street Project has the opportunity to make the area a more recognisable, safe, and accessible public space to meet and dwell. Once this is provided, the latent pedestrian demand in the area is likely to successfully adopt the area as a key meeting point akin to meeting at ‘the Molly Malone’ or ‘the Trinity gate’.

Figure 18. Areas Conducive to Meet and Dwell [Heart of Dublin: City Centre Public Realm Masterplan, 2016]



Another key indicator of pedestrian demand can be observed along the College Green and Dame Street area through the opportunity for potential respite areas. At present, as works continue at Central Plaza, there are no designated resting areas within the study area. The map below shows potential resting areas (in bold) at South Great George’s St. and north and south of the Henry Grattan Statue. The College Green Dame Street Project would facilitate the installation of these areas, and unlock potential for more within its design.

Urban street design which is conducive to all abilities and ages can invite an environment for economic activity and social interaction. Further, provision of resting areas can also encourage modal shift to active transport, due to the guarantee of respite during, at the beginning, or at the end of a journey.

The College Green On-Street and Online Survey undertaken in 2017 outlined strong support for such interventions, where a strong majority of 91% in online respondents were in favour of more public seating.

The College Green Dame Street Project possesses the opportunity to address this element of pedestrian demand within its implementation, where through universal design, it can provide a place to rest which is comfortable, attractive, and resilient to different seasons.

Figure 19. Existing and Potential Respite Areas [Heart of Dublin: City Centre Public Realm Masterplan, 2016]



7.3.3 Cyclist Demand

Throughout the extent of the College Green and Dame Street area, there is limited cycle lane infrastructure with notable provision for the northbound left-hand turn to Westmoreland Street. Given the trajectory of growth in cycling as a mode choice, the strategic location of Dame Street and College Green reflects an area of high potential cyclist demand. The figure below illustrates some of the existing constraints in the receiving and surrounding environment which should be considered throughout the College Green Dame Street Project, including surface type and the lack of connectivity along the east-west axis.

Cyclists as a user category within the College Green Dame Street study area make up a significant cohort relative to other modes. According to traffic counts undertaken in 2019, of road users (excluding pavements), cyclists represented 34% of total passing movements through the College Green Dame Street Project study area, surpassing buses which accounted for 16%. It should be noted that when looking at the proportion of total vehicular units observed across the 2019 counts, taxis accounted for approximately 56% of the share. The adjacent figure shows the daily flows of cyclists relative to their direction entering and exiting the College Green Dame Street Project area.

Figure 20. Cycle Network Constraints [Heart of Dublin: City Centre Public Realm Masterplan, 2016]

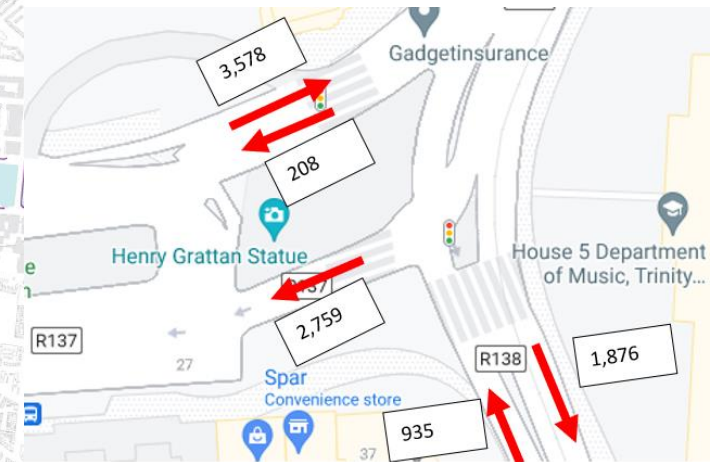
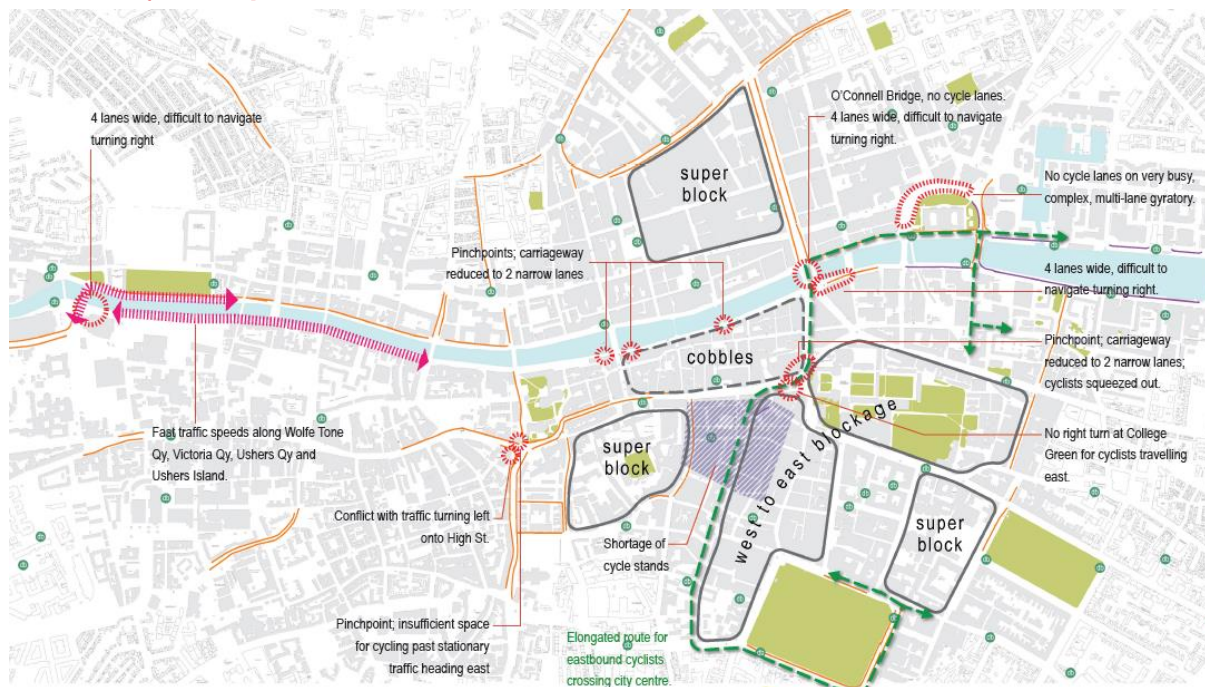
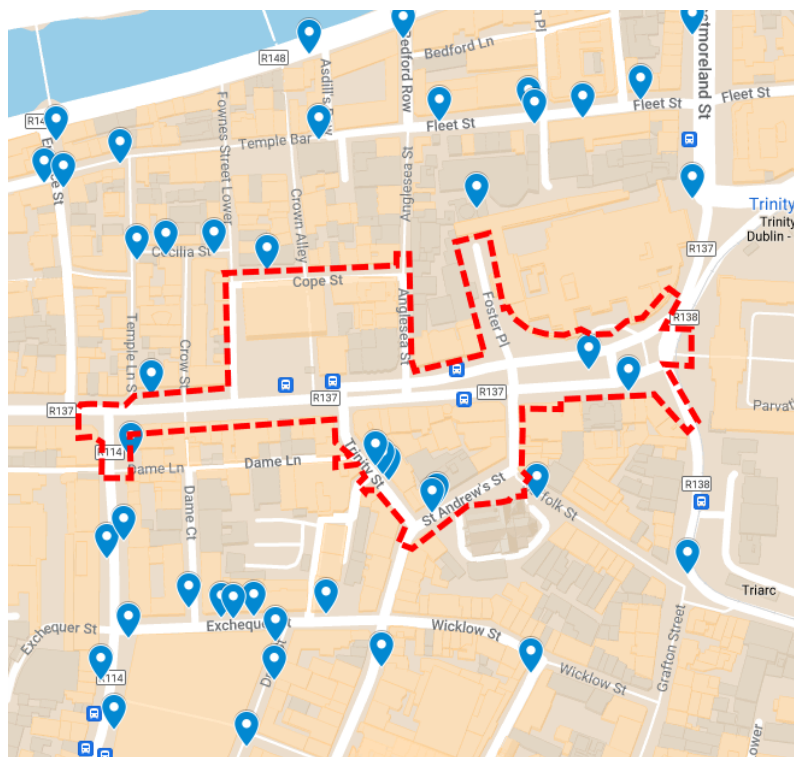


Figure 21. Daily Cyclist Counts [DCC, 2019]

Another area of opportunity for the College Green Dame Street Project given the high degree of cyclist demand in the area is the improvement of cycle parking. The figure below shows the locations of cycle parking within the receiving and surrounding environments. Within and along the boundary of the College Green Dame Street Project, there is only 53 individual Sheffield bike stands. From observations, these stands are well used at present and insufficient quantity to support growth in cycle use.

Figure 22. Cycle Stand Locations [DCC, 2022]



7.3.4 Conflict with Vehicular Traffic

There is an observed dominance of vehicular traffic on College Green and Dame Street despite the high level of footfall and cyclist travel. The figure overleaf assesses the city centre’s roads and streets, scoring the level of pedestrian-friendliness. College Green and Dame Street were both assessed to be subject to ‘extreme traffic domination’. Coupled with the pedestrian demand outlined above and the areas of sub-optimal pavement width and condition, it can be seen that there is a need and demand for an investment in active mode priority to address this friction with vehicular traffic.

This dominance of vehicular traffic along Dame Street and College Green has resulted in a number of collisions and injuries with its users. Over the course of 2013 – 2016 (notably prior to the Luas CrossCity launch), there were 33 minor injuries and nine serious injuries recorded. More recently, from 2017 to present, there have been a recorded nine minor injuries and one serious injury. The collisions recorded between 2017 – 2022 were observed to the east of the College Green Dame Street Project area as shown in the figure below, with the serious and most of the minor injuries noted on the northbound alignment towards Westmoreland Street.

Table 6 highlights the latest levels of vehicular traffic surveyed in the College Green Dame Street Project area. These traffic surveys were undertaken in 2019. As seen in the results, there is currently a strong cohort of taxi traffic using the area, making up 37% of the total vehicles observed. This cohort should therefore be considered throughout the development and implementation of subsequent options.



Figure 23. Collision Locations [2017-Present, Road Safety Authority]



Figure 24. Vehicular Traffic Dominance [Heart of Dublin: City Centre Public Realm Masterplan, 2016]

Table 6. Vehicular Traffic, Cyclist, and Pedestrian Counts [DCC, 2019]

	EASTBOUND	WESTBOUND	TOTAL
Car	1097	423	1520
Light Goods Vehicle	261	112	373
2 axle Heavy Goods Vehicle	125	66	191
3 axle Heavy Goods Vehicle	17	11	28
4 axle Heavy Goods Vehicle	1	2	3
5+ axle Heavy Goods Vehicle	3	1	4
Dublin City Bus	1332	1287	2619
Bus Éireann	6	1	7
Tour Bus	0	98	98
Other Bus	87	63	150
Taxi	4281	2758	7039
Motorcycle	286	169	455
e-Scooters	43	25	68
Bicycle	3578	2759	6,337
Pedestrians	-	-	45,000

It should be noted that there is a significant vehicular demand in the area for commercial services including, but not limited to deliveries,

maintenance access, and loading bays. Given the existing land use and character of the College Green Dame Street Project area, this demand will need to be designed and catered for throughout the subsequent project stages. Access to existing employee car parks (e.g. Bank of Ireland) and emergency services must also be provided.

As shown in the adjacent table, there are significantly greater levels of active travel users along the College Green area. Given the land use character of the area and its skewed allocation for vehicular traffic, there is a clear demand for provision of infrastructure for pedestrians and cyclists.

7.4 Cultural Demand

The historic standing of College Green and Dame Street as an area to meet and congregate – along with the observed level of pedestrian demand and extant socio-economic activity – suggests there is a high level of latent cultural demand in the area. This theory is supported by the success of such trial schemes as the ‘Summer Sundays’ example, where user uptake was high.

The provision of a public space where pedestrians are given priority can help to unlock this latent cultural demand. Once a space is successful in being adopted by the user as a safe and welcoming environment, people can feel comfortable in displaying their identity, arts, trades, and culture. These acts of celebration can in turn strengthen the placemaking objectives of a public space, where the place is defined by people.

7.4.1 Delivery of Cultural Infrastructure

Project Ireland 2040 notes that any projects for investment in culture and heritage must first be supported by high quality infrastructure. The College Green Dame Street Project represents a significant investment opportunity to achieve simultaneous progress towards these goals, satisfying the National Strategic Outcome (NSO) No. 7: ‘Enhanced Amenity and Heritage’.

In addition to providing a new public space, the College Green Dame Street Project also has the opportunity to enhance existing cultural and heritage assets. Originally the nexus of a city boulevard, College Green and Dame Street is framed by strong architecture, including:

- Trinity College;
- Bank of Ireland;
- Former Hibernian Bank (now H&M);
- Ulster Bank;
- Former National Irish Bank (now A&F);
- Union Bank; and
- Belfast Bank.

Provision of public space through the implementation of the College Green Dame Street Project creates an opportunity to not only conserve these architectural and heritage assets, but to make them more visible and valuable to the cultural amenity of the area. This demand has been supported by public consultations such as the 2017 College Green On-Street and Online Survey where respondents noted that architecture, events and festivals, and a negative experience of traffic were among the aspects they associated most strongly with College Green.

The College Green Dame Street Project also presents an opportunity to repair and conserve the areas surfacing and paving, which has been an element of pedestrian and cultural demand which has been challenging to address due to daily levels of footfall. This demand is supported by information on claims within the study area, where 33 have been observed over the course of 2016 to present, five of which specifically relating to paving and kerbing issues.

7.4.2 Latent Demand for Events and Public Space

In addition to the 2017 public consultation finding that events and festivals were among the aspects people associated most strongly with College Green, there are other indicators of demand for public space and events in the College Green Dame Street Project area.

In response to the challenges presented by the COVID-19 pandemic, the Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media established the 'Night-time Economy Taskforce', bringing together relevant stakeholders from across the night-time culture sector to develop an innovative approach to supporting and developing a vibrant, diverse, and sustainable night-time economy in Ireland. One of the Priority Challenges and Recommendations outlined by the Taskforce relevant to the College Green Dame Street Project was the:

Increased collaboration across Government to deliver a high impact and well-functioning public realm to encourage more outdoor activities in the Night-Time Economy

In this vein, the Taskforce recommends a co-ordinated approach to planning and alignment of spend to fund high-impact, best-in-class initiatives that have the potential to positively impact the Night-Time Economy. The 'Report of the Night-Time Economy Taskforce' (2021) also recommends that a re-imagining of urban space to focus on placemaking is required, creating spaces where people can enjoy a wider range of cultural activities and hospitality offerings outdoors, whilst ensuring all new interventions in the public realm remain accessible to all. The College Green Dame Street Project represents a key investment opportunity to address these recommendations.

The demand for public space for events can also be observed by looking at previous challenges and opportunities in the city centre. The table below shows the attendance of previous events in the area surrounding the College Green and Dame Street area, therefore indicated the demand inherent in the space for high volume event space.

Table 7. Past City Centre Event Attendance [DCC, 2022]

Year	Location	Event	Attendance
2015	O'Connell St.	Christmas lights	20,000
2015	O'Connell St.	Dublin team homecoming	20,300
2016	Merrion Sq.	City Spectacular	6,000
2016	Grafton St.	Christmas lights – event had to be stopped due to crowd congestion	-
2017	O'Connell St.	Christmas lights	100,000
2018	Smithfield	Dublin team homecoming	10,000
2019	Custom House Quay; George's Quay	NYE family event	6,800
2019	Merrion Sq.	Dublin team homecoming	8,232

One further example can be seen in the preparation for the UEFA Euro 2020 tournament, which was ultimately cancelled in Dublin as a result of the COVID-19 pandemic. This tournament would have involved the temporary installation of a Fanzone, which was planned for Merrion Square.

This area required a number of infrastructural elements to succeed, including:

- A site where road closures and dynamic traffic management could be facilitated;
- Large area of hardstanding surface that could support a long and continued period of footfall;
- Electrical connections and infrastructure;
- Fibre broadband connections to support reliable televised coverage on large screens;
- Underground trunking for cabling and wiring;
- Space and support infrastructure for large screen(s).

In the example of the planned Merrion Square Fanzone, these requirements presented several challenges for the planned event. In the case of the College Green Dame Street Project area, the dimensions and central location would be able to address many of these issues, where I.T. infrastructure is already in place. Elements such as a large hardstanding area and trunking routes for cabling and wiring are also aspects which can be designed into the project from an early stage. The College Green Dame Street Project represents a key opportunity to address this latent demand for event space in Dublin city centre.

7.5 Environmental Demand

The College Green Dame Street Project represents a significant opportunity to address local and regional Climate Action Plan and biodiversity targets as outlined in the Strategic Alignment with Policy section. This section will outline this demand for climate adaptation and mitigation measures by highlighting several indicators of the receiving environment.

7.5.1 Urban Biodiversity

There is significant opportunity for greening improvements in the College Green Dame Street Project. This is supported by the 2017 On-Street and Online Survey, where 71% of online respondents were noted to be in favour of more greenery along the College Green area.

The figure below illustrates the percentage of tree canopy within the Dublin Metropolitan Area. The College Green Dame Street Project area is observed to fall within an area of 0-5% canopy cover (Dublin City Tree Strategy, 2016-2020). This is significantly low for a capital city (with a desired level in EU cities being 15-20%) and represents a key opportunity for improvement through the College Green Dame Street Project design, operation, and maintenance.

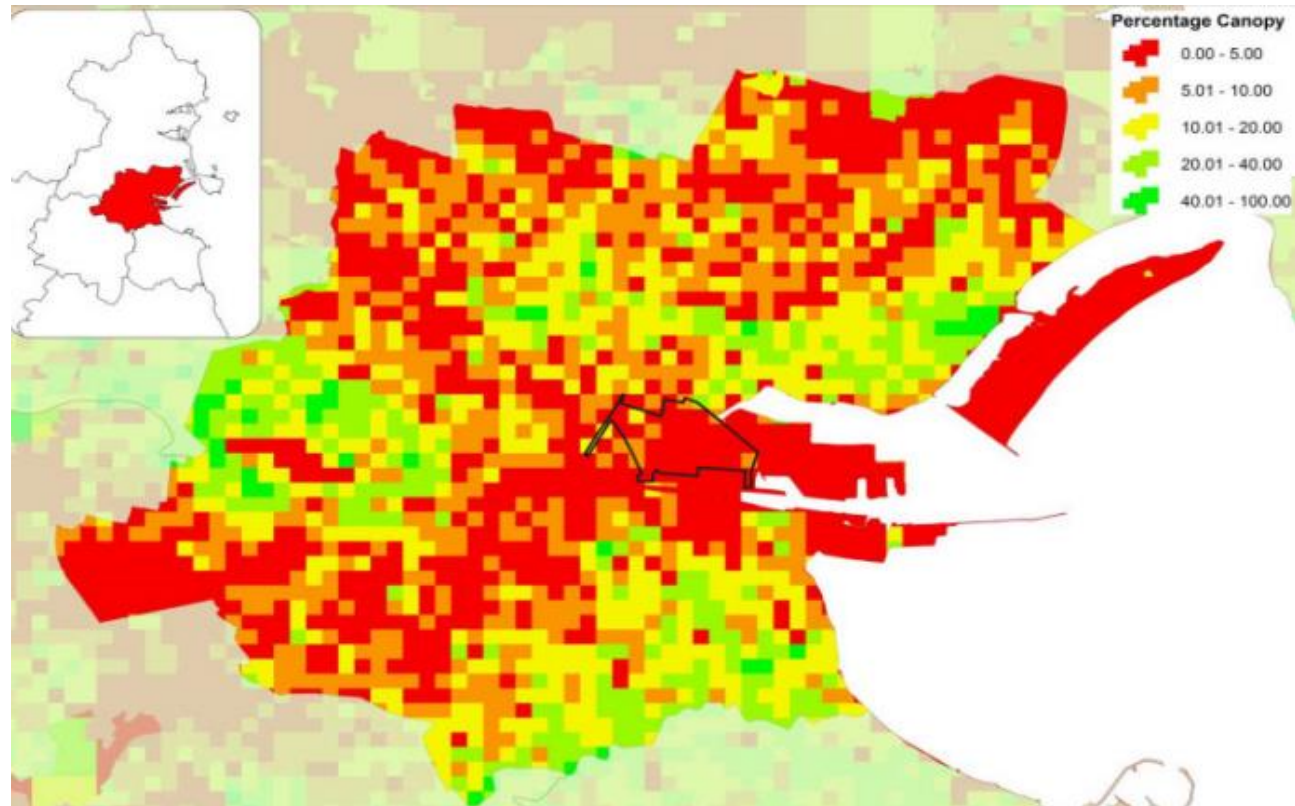


Figure 26. Existing Tree Canopy [DCC, 2022]

7.5.2 Urban Ambience

Lighting of urban roads and streets is an integral component to creating a safe and welcoming environment for users at night. Focus on providing exemplary lighting throughout the College Green Dame Street Project area is necessary to guarantee equal access for all users. The figure below outline the demand for this element of urban ambience improvement, where a high degree of light spill is observed in the study area from the adjacent areas such as Temple Bar, Dame Lane, and Trinity College.



Figure 27. Opportunities for Lighting Improvements [Heart of Dublin: City Centre Public Realm Masterplan, 2016]

Another component outlining demand for improved urban ambience is that of noise quality. Reflecting the vehicular dominance throughout Dame Street and College Green, the receiving environment has been assessed to have a daytime sound level between 75-80 dB(A), ranking it as ‘Undesirable’ in the context of an urban area. The College Green Dame Street Project and associated removal of vehicular traffic represents a significant opportunity to address this demand for noise pollution reduction in the city centre.

Figure 28. Daytime Sound Level [Heart of Dublin: City Centre Public Realm Masterplan, 2016]



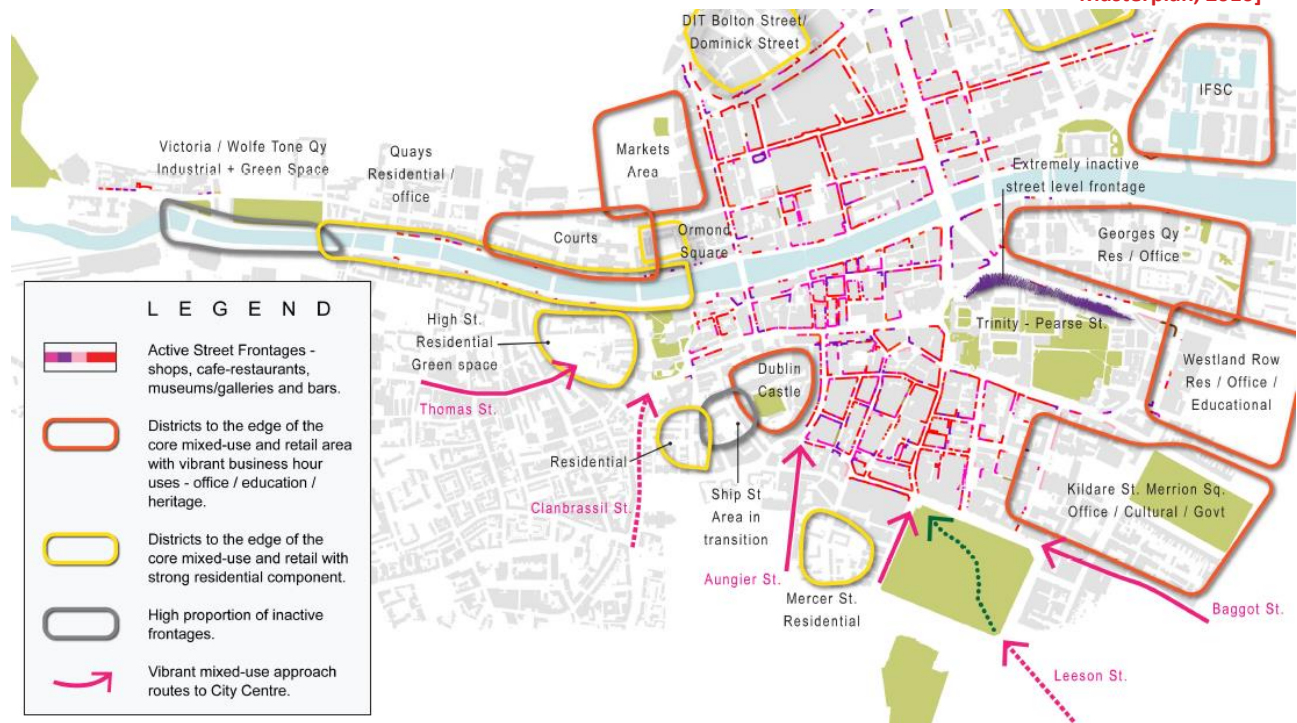
7.6 Economic Demand

The existing land use character of College Green and Dame Street is a mix of retail, hospitality, banking and administration, and education. This mix attracts a vibrant level of commercial and tourism activity, and should be maintained through implementation of College Green Dame Street Project proposals. There is also significant opportunity to increase access and visibility of these services through the removal of vehicular traffic. This aspect is especially important due to Dublin 2 seeing the largest year-on-year increase in vacant units in 2021 [EY, 2022], reaching a vacancy rate of 16.8% - the highest among Dublin’s postal districts. The figure below illustrates street frontages which are currently active, therefore stand to become more visible through College Green Dame Street Project proposals. These active street frontages are predominantly located along Dame Street East, where high pedestrian levels along limited pavement widths coupled with crowding at bus stops hinder the access and visibility to shop signage and entrances.

Economic demand along College Green and Dame Street has been further emphasised by a study undertaken by Bannon in 2020, which analysed Dublin city centre’s position in the context of the wider competitive retail environment, making recommendations in relation to the future development of retail in the city. The Bannon study defined opportunity for retail in Dublin’s city centre to be based upon four key factors:

- Customer pools;
- Current supply;
- Market trends; and
- City experience.

Figure 29. Active Street Frontages [Heart of Dublin: City Centre Public Realm Masterplan, 2016]



The College Green Dame Street Project can have a positive influence on improving customer pools and enhancing the city experience to cater for this economic demand. The 2020 study continues to provide Action Points to capitalise on the city’s potential for retail development. Those which can be aided by the College Green Dame Street Project include:

Action Point No.1 – Opportunity for Micro Dwell Zones:

A dwell zone is an area in the public realm that attracts and/or engages people, encouraging increased dwell time in this area with an overall focus of enhancing the attractiveness and vibrancy of the streetscape. Specific focus should be on areas which link the retail areas to each other, to transport nodes, to cultural attractions and to locations with potential customer bases such as concentrations of office workers or students.

Action Point No.2 – Incorporate Cultural and Retail Experiences:

Identify a coherent and functional trail through which cultural elements can be connected, with a focus on activating streets within the retail core where appropriate. Wayfinding signage or markings should be invested in to activate the trails.

Action Point No.6 – Improving Access to the Retail Core:

Recognise the increased uptake of cycling as a means to access the city centre and provide strategically placed bike stands to accommodate for such.

Action Point No.10 – Improved North-South Pedestrian Links

Continue with the pedestrianisation of streets within the retail core and expand to include the enhancement of the pedestrian realm along Westmoreland Street to improve the connectivity between the north and south retail cores.

7.7 Existing Transport Network

The figure below shows the existing bus network in Dublin, with the inner circle showing the receiving and surrounding area of the College Green Dame Street Project.

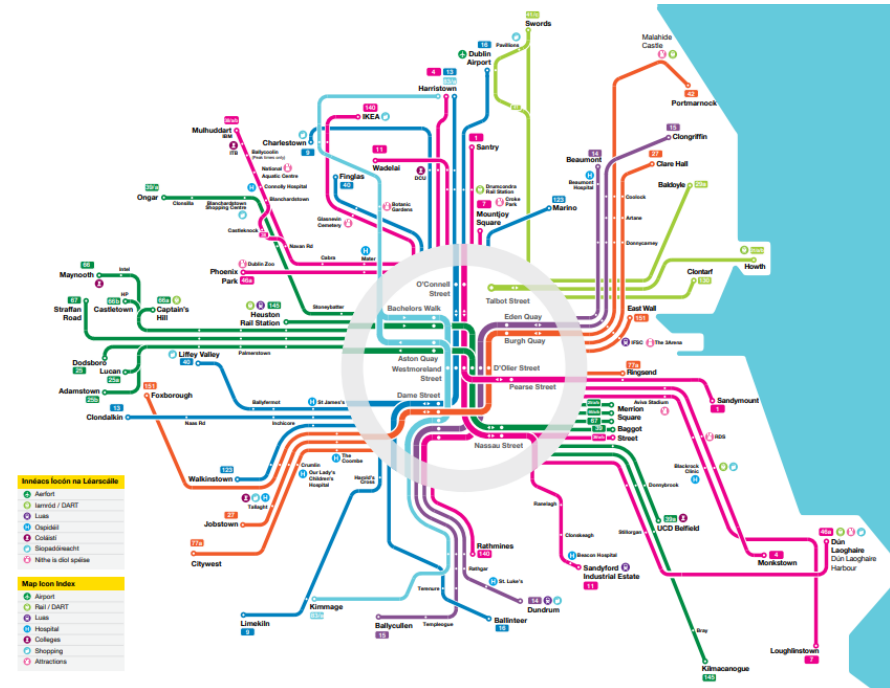


Figure 30. Existing Bus Network [Dublin Bus]

The figure below shows the Luas light rail network in Dublin. The Luas Green line passes through the study area on a north-south axis in front of Trinity College. There are associated stops at Trinity and Westmoreland for southbound and northbound trams respectively.

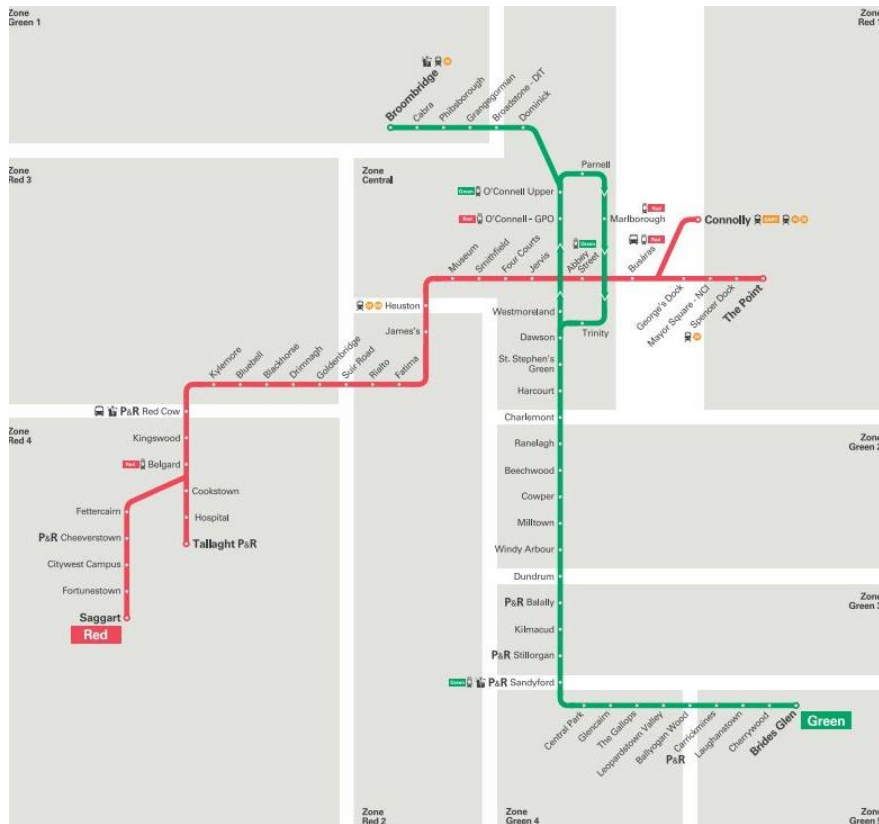


Figure 31. Dublin Luas Network [Luas/TII]

The figure below shows the existing cycle network within Dublin city centre.

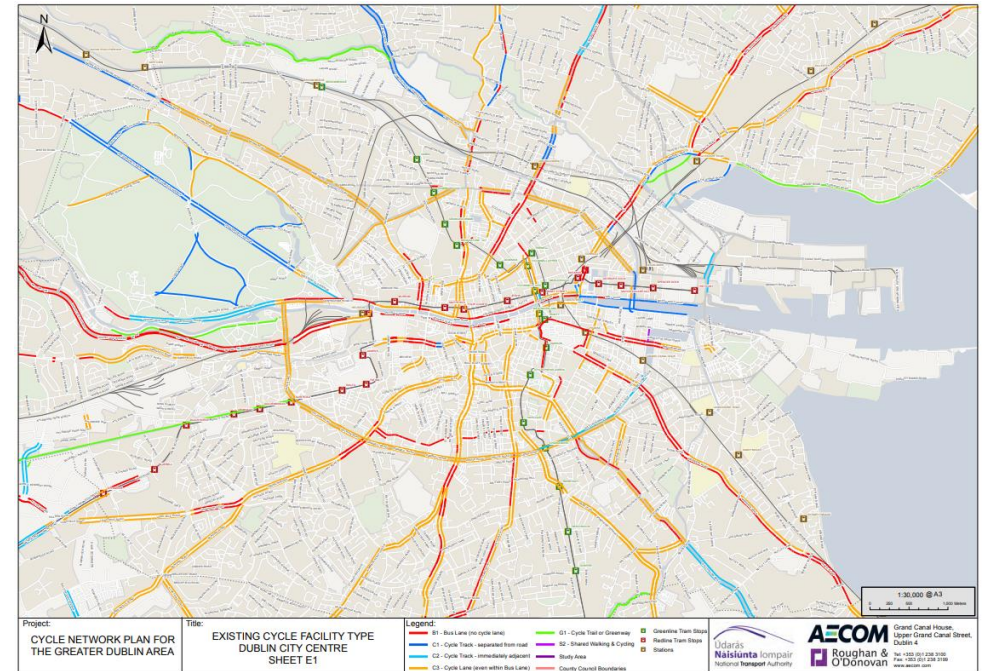


Figure 32. Existing Cycle Network [NTA]

7.8 Planned Transport Schemes

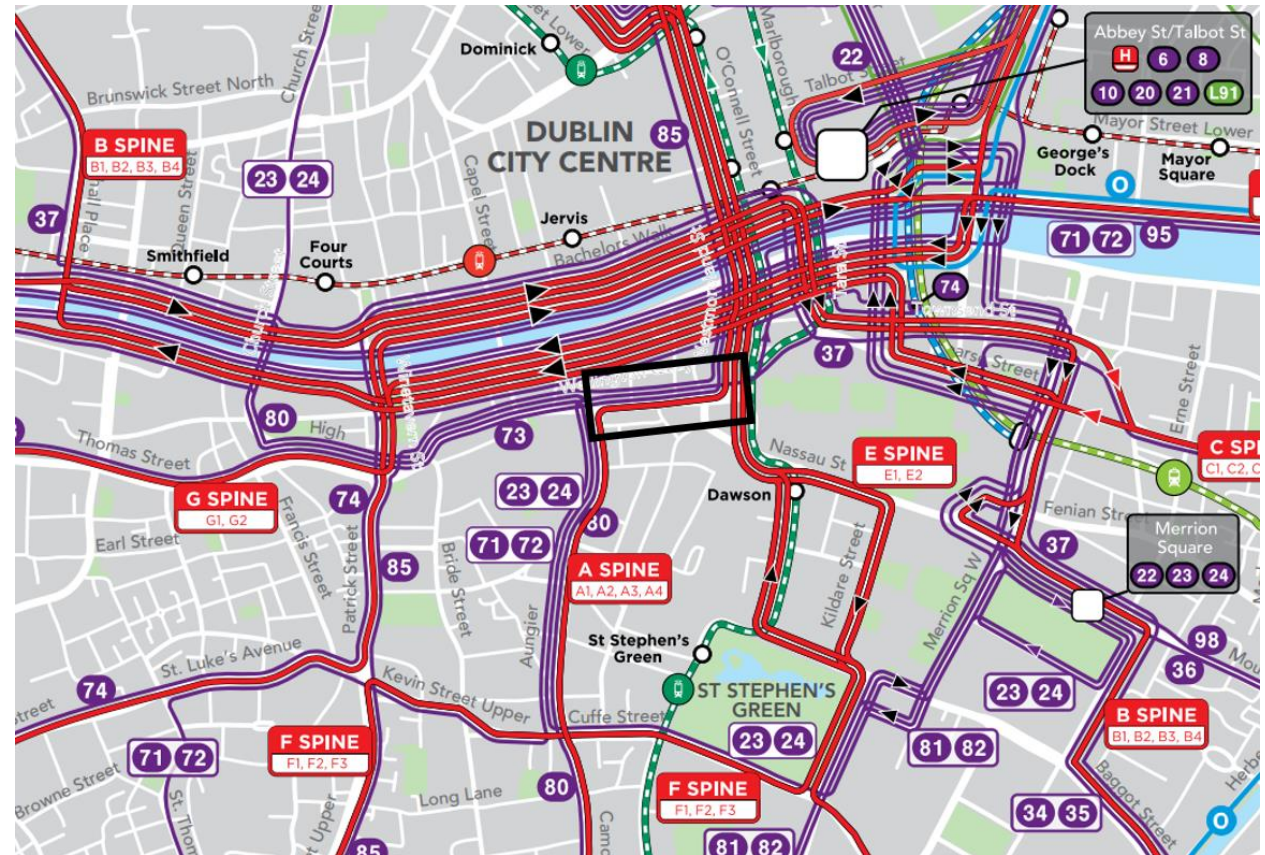
The figure below shows the planned BusConnects Network Redesign. This will have a very significant impact on the future volume of buses operating along College Green / Dame Street.

Dublin City Council are engaging with the National Transport Authority on the potential for alterations of the planned A Spine to create a completely bus-free zone along College Green and Dame Street. The impact of both scenarios of the BusConnects Network Redesign on the College Green Dame Street area is shown in the table below.

Table 8. BusConnects Network Redesign Impact

	Oct-19	Anticipated final BusConnects Network Redesign Option 1 (A spine only)	Anticipated final BusConnects Network Redesign Option
Dublin City Buses	154	24	0
Other Buses	13	13	0
Taxis	124	124	0

Figure 33. Proposed BusConnects Network Redesign [NTA]



The figure below outlines the proposed MetroLink network which will serve Dublin centre. The College Green Dame Street Project has the potential to improve accessibility to two City Centre stops, namely Tara and St Stephen's Green.

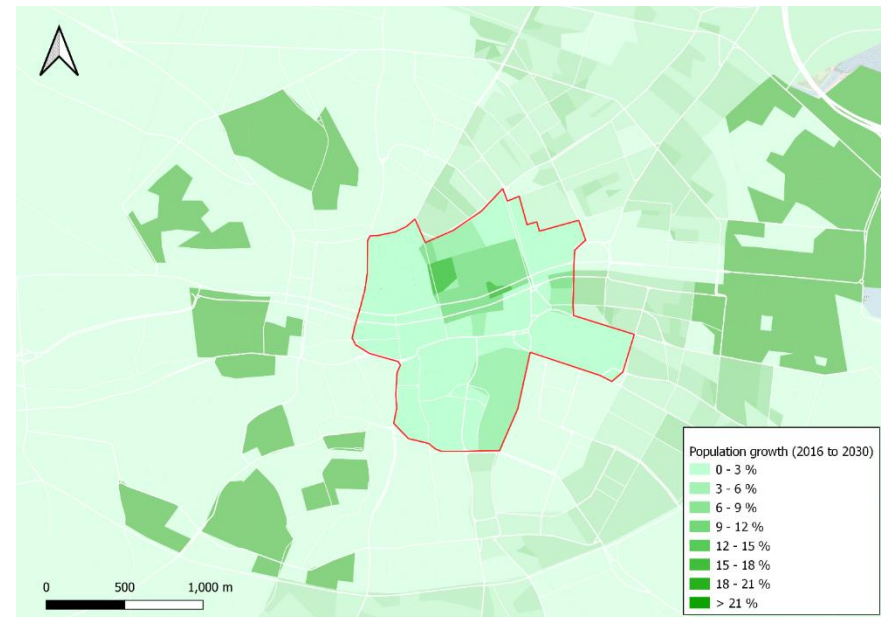


Figure 34. Proposed MetroLink Route [TII / NTA]

7.9 Demand Forecasts

The figure below shows the projected growth in Dublin city centre's population over the period of 2016 to 2030. There can be seen to be modest population growth in the area surrounding College Green and Dame Street of <6% growth in this period.

Figure 35. Population Growth to 2030



The figure below shows the projected growth in Dublin city centre’s employment over the period of 2016 to 2030. There is significant growth forecasted for jobs in this area between now and 2030, with some areas along Dame Street and College Green designated for increases in the number of jobs in the range of 15-21%.

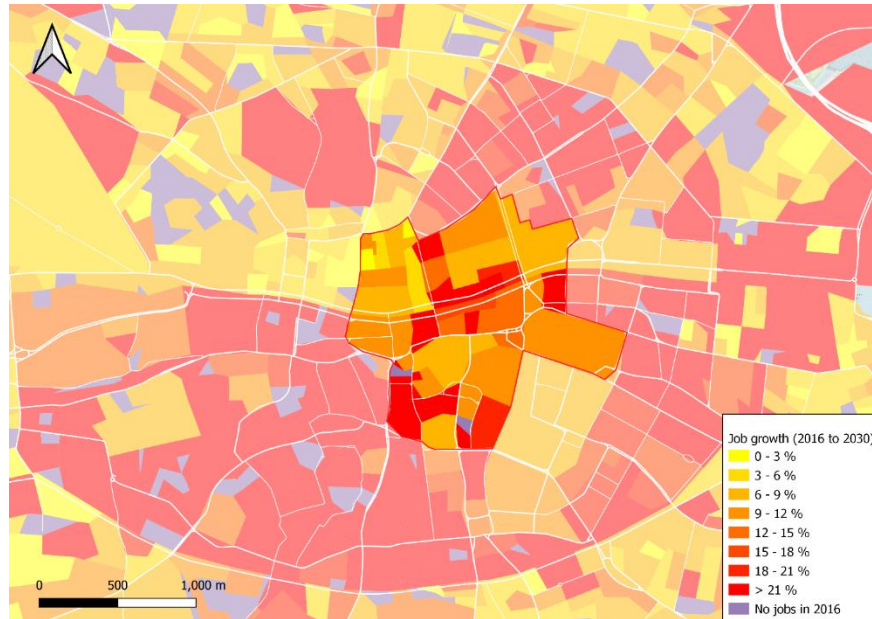


Figure 36. Employment Growth to 2030

7.10 Continued Future Growth in Active Travel Demand

As outlined in the Climate Action Plan (2019), the Government has committed to an additional 500,000 public transport and active travel journeys, daily, by 2035.

This commitment has been put in place to:

“[...] make sure that we provide good public transport, cycling and walking infrastructure, so people are less reliant on their cars, and we can cut congestions [...] Policies need to be better aligned to achieve more ambitious targets for modal shift, involving building supporting infrastructures.”

The figure below outlines the modal shift targets set within the Climate Action Plan and underpinned by the Greater Dublin Area Transport Strategy 2022-2042. As highlighted in the figure, these targets outline significant demand for investment in cycling network infrastructure to encourage the 12% decrease in car use and 10.5% increase in cycling in the AM peak.

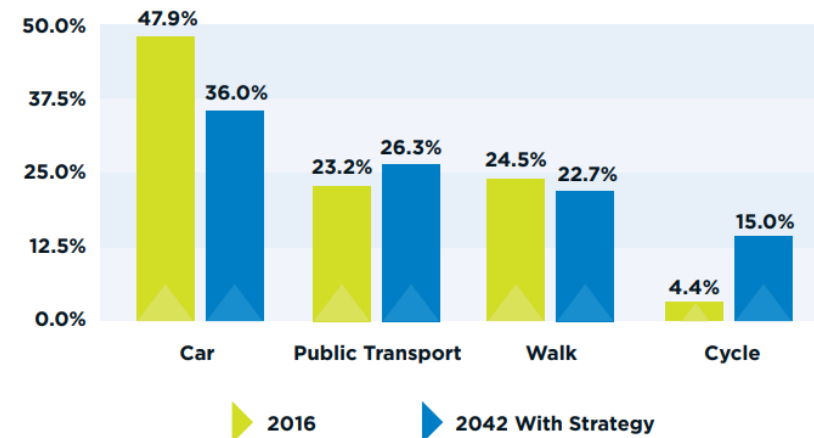


Figure 37. GDA Transport Strategy Modal Shift Targets for Dublin Metropolitan Area [NTA]

7.11 Future Demand for Public Realm Improvements

There are a number of factors that are increasing the need for improvements in Dublin’s public realm, including the following:

- Climate change is driving a need to consider climate adaption and the likes of street shading, measures to support biodiversity and increased levels of sustainable urban drainage.
- Our aging population and need to support accessibility for all increases the need for resting places in our cities.
- To support sustainable urban compact growth and a vibrant city centre there is an increased need for public space for people to congregate and socialise.
- The economy of the city is constantly changing and at present elements of retail are changing due to increased levels of online shopping and working from home. On the other hand, there is potential to support increasing demand for socialising, recreation and leisure activities in our cities.
- Public expectations change as the quality of the public realm improves nationally and internationally.

In addition, public realm improvements and the associated use of civic space, such as for events, can induce demand and lead to a greater need for space to accommodate higher volumes of people.

The future demand for public realm improvements will need to be further considered at the Preliminary Business Case stage. Evidence from case studies will be valuable in estimating potential future demand. An initial consideration of the elements to examine in presented in Table 9.

Table 9. Elements to Consider in Examining Future Demand for Public Realm Improvements

Demand	Anticipated Future Demand Levels
Pedestrians	Increase in number of pedestrians. 25-50%
Cyclists	Increase in number of cyclists. ~50%
Latent demand for events and public space	Increase in number of events per year
Urban Biodiversity and Climate Adaptation	Increased demand for tree canopy, drainage infrastructure, greening
Urban Ambience	Reduction in noise level/ light pollution
Economic Demand	Reduction in vacant units, increase in economic activity in the area
Accessibility	Increase in demand for resting areas, wayfinding and ease of movement for all

8

Identification of Options



8. IDENTIFICATION OF OPTIONS

8.1 Overview

The longlist of options demonstrates feasible movement/transport and public realm interventions that address the project objectives. The development of options at this SAR stage is based on the understanding of the need for change, project objectives, preliminary demand analysis and a review of relevant previous studies. Further work on the development of the design of options will be required to support the preparation of the Preliminary Business Case. For the purposes of the SAR feasible options have been identified through professional judgement and consultation with the Project Steering Group.

The College Green Multi-Criteria Appraisal report (2020) identified a number of project options which aim to:

- Take cognisance of the 2018 application for College Green Plaza and subsequent Inspectors Report, where appropriate to College Green Dame Street Project;
- Incorporate and capitalise on the lessons learned from trial closures of the study area to vehicular traffic during the summer of 2019; and
- Integrate with the proposed BusConnects Network Redesign, which has changed the requirements for bus movements in the College Green Dame Street Project area.

These options have been used to inform the preparation of options described later in this Section. Consideration has been given to the alignment of options with the recently published National Investment Framework for Transport in Ireland, where comment is given to outline the standing of each option in the intervention hierarchy.

8.2 Guiding Principles

Following the consideration of the project objectives, preliminary demand analysis, and strategic alignment with policy, it is prudent to address the constraints and opportunities in the study area that may impact on the options available for the provision of transport and public realm access.

Existing Infrastructure, Access, and Circulation

The options included herein take into account the preliminary demand of the College Green Dame Street Project area and all extant characteristics of infrastructure and access routes. The defined objective to 'Manage Traffic' will be addressed to provide dynamic management of displaced vehicular traffic, including commercial deliveries, emergency services, taxis, and buses.

Climate Action Plan

The longlist of options will consider best practice guidelines when delivering the 'Optimise Environmental Resilience' objective, whereby through design considerations, solutions will be developed to address climate change mitigation and adaptation, maximising opportunities in Sustainable Urban Drainage Systems, biodiversity, tree canopy cover, and construction materials.

Design Guidelines

In the adoption and development of options, it is recommended that design is progressed in line with best practice guidelines, including, but not limited to:

- NTA / TII Area Based Transport Assessment Guidelines
- Department of Transport Design Manual for Urban Roads & Streets

Utilisation of these guidelines will support the appropriate planning of College Green Dame Street Project options and ensure that best practice design principles are adhered to throughout.

Changes to Wider Transport Network

The BusConnects Network Redesign Report was published by the National Transport Authority in September 2020, and in the context of the College Green Dame Street Project area, proposed to significantly reduce the number of routes and peak vehicle requirement in the study area. This network is now in the process of being implemented, rolling out in stages. In the area pertaining to the College Green Dame Street Project, 80% of existing bus service will be removed, and post-implementation, the area will be served only by the A Spine service. The final BusConnects Network Redesign includes an additional option and accompanying map with buses entirely routed away from Dame Street (between South Great George's St. and Anglesea St.) and College Green.

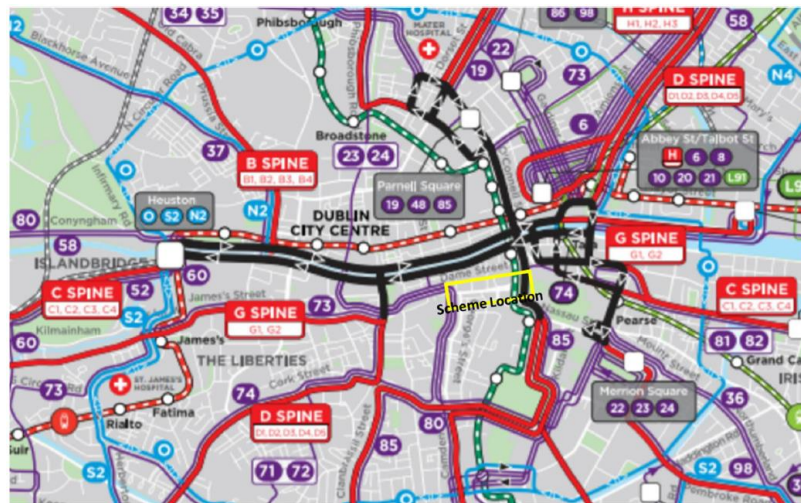


Figure 38. BusConnects Network Redesign with A-Spine Redirected [NTA, 2019]

Dublin City Council are liaising with the National Transport Authority on the implementation of each option for the area, and as such both scenarios are included in the defined options in the subsequent section.

Consideration will also be given to the wider transport network in the area in the present and future timescales. This includes, but is not limited to:

- Passenger access to Luas Green Line stops at the Trinity stop;
- Maintenance access to Luas Green Line along the Trinity College Dublin vicinity;
- Integration with the current and future planned cycle network, including:
 - Existing east-west infrastructure along Lord Edward Street/Dame Street; and
 - Future potential linkage with the Clonskeagh to City Centre and Liffey Cycle Routes.
- Ongoing design and planning of MetroLink and the need for passenger access to the City Centre
- Ongoing design and planning of DART+ and the increase in passenger demand

8.3 Assessment of the Study Area

The methodology used in the development of options at SAR stage is important to establish the various increments of intervention and investment possible to achieve the project objectives.

The BusConnects Network Redesign proposals will have a significant impact on the area and the opportunities to identify options to achieve the project objectives. Consideration has been given to the study area, recognising the long term goals for the development of Dublin City Centre's Public Realm. The consideration of the need for change has identified significant deficits in pedestrian priority, active mode infrastructure and civic space. The recently published NIFTI provides a strong policy context that reinforces the modal hierarchy.

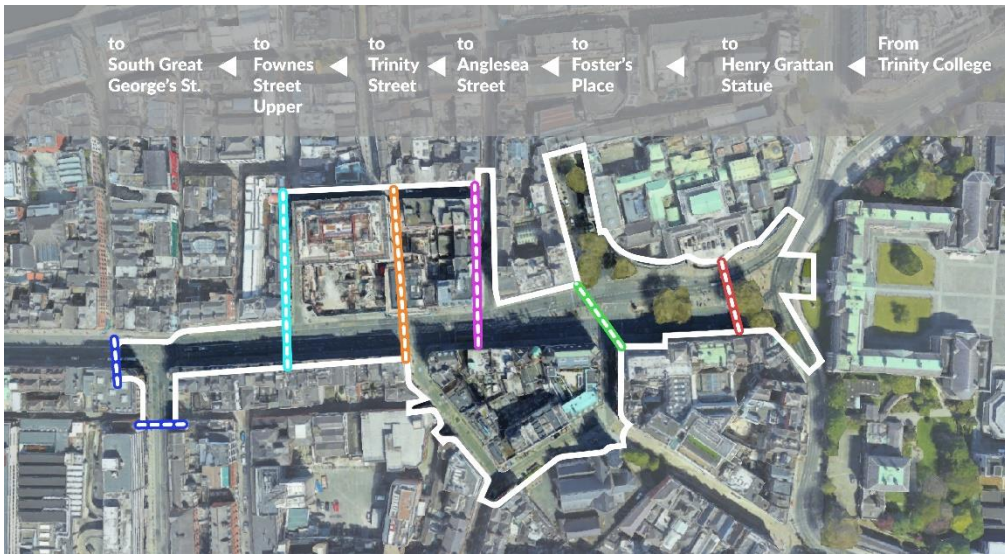
As shown in the figure below, the study area could extend from Trinity College to:

- Henry Grattan Statue
- Foster Place;
- Anglesea Street;
- Trinity Street;
- Fownes Street Upper; or
- South Great George's Street.

Constraining the study area would limit the opportunities to identify options to address the need for change. For that reason, limiting the study area to Foster Place is not considered appropriate.

However, on the other had extending it to too large an area would raise issues of deliverability and affordability. Timing will also be important with the planning and implementation of other relevant schemes, such as BusConnects Network Redesign, and cycle network improvements, likely to result in changing demand patterns in the short and medium term.

Whilst it is a longer term goal of Dublin City Council to improve the wider public realm, at this time it is preferable to limit the extent of the study area to comprise the area from College Green to South Great George's Street. The options presented in this SAR have been identified on that basis.



8.4 Do-Nothing/Do-Minimum Option

A Do-Nothing/Do-Minimum Option (Option 1) is included in the longlist of options. This option also represents the reference case for the later appraisal of the project. This option includes the maintenance of the existing vehicular two-way traffic for bus and taxi, cycle path on north and south arms of College Green and Dame Street, and the 2.5 – 5m wide footpaths along the area and the crossings that serve them.

Figure 39. CGDSP Option Extents

8.5 CGDSP Public Realm Interventions

In addition to providing movement options, the College Green Dame Street Project must also consider supporting measures to deliver the public realm aspect of the project. Inclusion of these options will be dependent upon the degree of change to the built environment, i.e. which movement options are progressed to design.

The table below presents some of the public realm interventions to be considered to supplement and improve upon their associated movement options. Varying options of the design of these interventions such as type, quantity / extent, materials used will have an impact on the costs and benefits of the project. These will need to be considered in more detail as the design progresses as the project proceeds to the Preliminary Business Case.

CAF CRITERIA	CGDSP PUBLIC REALM INTERVENTIONS
ECONOMY	<ul style="list-style-type: none"> • Provision of a high quality, hardstanding public space that is safe and attractive for all users and suitable for everyday use, outdoor dining, and high footfall events. • Repairs and conservations works on pavement adjacent to shop frontages. • Bike stand installation which is located conveniently for shoppers and coherent with broader design characteristics.
ENVIRONMENT	<ul style="list-style-type: none"> • Integrate Sustainable Urban Drainage Systems into the design of the project. • Promote biodiversity in the area through installation of raised beds, and rain gardens. • Improve greening in the area through tree planting, increasing the urban tree canopy coverage. • Use sustainable materials and construction practices throughout project implementation.
PUBLIC HEALTH (SAFETY & PHYSICAL ACTIVITY)	<ul style="list-style-type: none"> • Dampen/reduce noise spillage and air pollution in the area through greening and biodiversity promotion. • Install public seating and respite areas for all users. • Implement a bespoke lighting plan for the area to create a safe space for all users throughout all hours and seasons.
ACCESSIBILITY & SOCIAL INCLUSION	<ul style="list-style-type: none"> • Implement a wayfinding strategy through signage and markings in line with the broader design characteristics of the area. • Provide segregation between pedestrians and cyclists.

Table 10. CGDSP Public Realm Interventions

8.6 CGDSP Movement Options

OPTION 1 DO-NOTHING	DESCRIPTION	TRINITY COLLEGE TO HENRY GRATTAN STATUE	HENRY GRATTAN STATUE TO FOSTER PLACE	FOSTER PLACE TO ANGLESEA STREET	ANGLESEA STREET TO TRINITY STREET	TRINITY STREET TO FOWNES STREET UPPER	FOWNES STREET TO SOUTH GREAT GEORGE' S STREET
Full Pedestrian Priority		x	x	x	x	x	x
Active Modes Only		x	x	x	x	x	x
Partial Pedestrian Priority		x	x	x	x	x	x
Cycle access		✓	✓	✓	✓	✓	✓
Full Segregated Cycle Infrastructure	Limited provision at present	x	x	x	x	x	x
Maintain vehicular traffic		✓	✓	✓	✓	✓	✓
East-West Bus Movement		✓	✓	✓	✓	✓	✓

The Do-Nothing Option would not deliver any significant associated public realm interventions. It will be developed as part of the Preliminary Business Case as a reference case. It is envisaged that ongoing maintenance of the area will be required even in a Do-Nothing Scenario. This may deliver some very limited public realm improvements, in which case this option will evolve into a Do-Minimum Scenario.

OPTION 2 PEDSTRIANISATION FROM COLLEGE GREEN TO ANGLESEA STREET WITH BUS TURNAROUND AT FOSTER PLACE	DESCRIPTION	TRINITY COLLEGE TO HENRY GRATTAN STATUE	HENRY GRATTAN STATUE TO FOSTER PLACE	FOSTER PLACE TO ANGLESEA STREET	ANGLESEA STEET TO TRINITY STREET	TRINITY STREET TO FOWNES STREET UPPER	FOWNES STREET TO SOUTH GREAT GEORGE' S STREET
Full Pedestrian Priority	Full pedestrianisation from College Green to Foster Place	✓	✓	✗	✗	✗	✗
Active Modes Only		✗	✗	✗	✗	✗	✗
Partial Pedestrian Priority	Partial pedestrianisation between Foster Place and Anglesea Street Bus access is provided between Anglesea Street and Foster Place	✗	✗	✓	✗	✗	✗
Cycle access		✗	✗	✗	✗	✗	✗
Full Segregated Cycle Infrastructure	Provide segregated cycle lanes in each direction on Dame Street between George's Street and Foster Place	✗	✗	✗	✓	✓	✓
Maintain vehicular traffic	Provide bus and other vehicle turn around adjacent to Foster Place	✗	✗	✓	✓	✓	✓
East-West Bus Movement		✗	✗	✗	✗	✗	✗
CAF CRITERIA	ASSOCIATED CGDSP PUBLIC REALM INTERVENTIONS						
ECONOMY	<ul style="list-style-type: none"> Provision of a high quality, hardstanding public space that is safe and attractive for all users and suitable for everyday use, outdoor dining, from west of the Luas to Anglesea Street. The extent of this option is unlikely to be suitable for very high footfall events except with temporary traffic management measures. Repairs and conservations works on pavement adjacent to shop frontages. Bike stand installation which is located conveniently for shoppers and coherent with broader design characteristics. 						
ENVIRONMENT	<ul style="list-style-type: none"> Limited potential to integrate Sustainable Urban Drainage Systems into the design of the project. Promotion of biodiversity in the area through installation of raised beds likely to limited due to available space constraints. Some potential for increased levels of urban tree canopy coverage. Use sustainable materials and construction practices throughout project implementation. 						
PUBLIC HEALTH (SAFETY & PHYSICAL ACTIVITY)	<ul style="list-style-type: none"> Some dampening/reduction in noise spillage and air pollution in the area through greening and biodiversity promotion. Limited installation of public seating and respite areas for all users. Implement a bespoke lighting plan for the area to create a safe space for all users throughout all hours and seasons. 						
ACCESSIBILITY & SOCIAL INCLUSION	<ul style="list-style-type: none"> Some improvement in wayfinding strategy through signage and markings in line with the broader design characteristics of the area. 						

OPTION 3 PEDSTRIANISATION FROM COLLEGE GREEN TO ANGLESEA STREET WITH BUS TURNAROUND AT FOSTER PLACE AND BUS LANE TO WESTMORELAND STREET	DESCRIPTION	TRINITY COLLEGE TO HENRY GRATTAN STATUE	HENRY GRATTAN STATUE TO FOSTER PLACE	FOSTER PLACE TO ANGLESEA STREET	ANGLESEA STREET TO TRINITY STREET	TRINITY STREET TO FOWNES STREET	FOWNES STREET TO SOUTH GREAT GEORGE' S STREET
Full Pedestrian Priority	Full pedestrianisation from College Green to Foster Place	✓	✓	✗	✗	✗	✗
Active Modes Only		✗	✗	✗	✗	✗	✗
Partial Pedestrian Priority	Partial pedestrianisation between Foster Place and Anglesea Street Bus access is provided between Anglesea Street and Foster Place	✗	✗	✓	✗	✗	✗
Cycle access		✗	✗	✗	✗	✗	✗
Full Segregated Cycle Infrastructure	Provide segregated cycle lanes in each direction on Dame Street between George's Street and Foster Place	✗	✗	✗	✓	✓	✓
Maintain vehicular traffic	Provide bus and other vehicle turn around adjacent to Foster Place	✗	✗	✓	✓	✓	✓
East-West Bus Movement	Provide bus lane from Anglesea Street to Westmoreland Street. No bus lane in opposite direction	✓	✓	✓	✓	✓	✓

CAF CRITERIA	ASSOCIATED CGDSP PUBLIC REALM INTERVENTIONS
ECONOMY	<ul style="list-style-type: none"> Provision of a high quality, hardstanding public space that is safe and attractive for all users and suitable for everyday use, outdoor dining, from west of the Luas to Anglesea Street. The extent of this option is unlikely to be suitable for very high footfall events except with temporary traffic management measures. Repairs and conservations works on pavement adjacent to shop frontages. Bike stand installation which is located conveniently for shoppers and coherent with broader design characteristics.
ENVIRONMENT	<ul style="list-style-type: none"> Limited potential to integrate Sustainable Urban Drainage Systems into the design of the project. Promotion of biodiversity in the area through installation of raised beds likely to very limited due to available space constraints. Similar levels of urban tree canopy coverage to the Do-Nothing Scenario. Use sustainable materials and construction practices throughout project implementation.
PUBLIC HEALTH (SAFETY & PHYSICAL ACTIVITY)	<ul style="list-style-type: none"> Limited dampening/reduction in noise spillage and air pollution in the area through greening and biodiversity promotion. Very limited installation of public seating and respite areas for all users. Implement a bespoke lighting plan for the area to create a safe space for all users throughout all hours and seasons.
ACCESSIBILITY & SOCIAL INCLUSION	<ul style="list-style-type: none"> Some improvement in wayfinding strategy through signage and markings in line with the broader design characteristics of the area.

OPTION 4 PEDESTRIANISATION FROM COLLEGE GREEN TO SOUTH GREAT GEORGE'S STREET WITH VEHICULAR ACCESS TO ANGLESEA STREET	DESCRIPTION	TRINITY COLLEGE TO HENRY GRATTAN STATUE	HENRY GRATTAN STATUE TO FOSTER PLACE	FOSTER PLACE TO ANGLESEA STREET	ANGLESEA STREET TO TRINITY STREET	TRINITY STREET TO FOWNES STREET UPPER	FOWNES STREET TO SOUTH GREAT GEORGE'S STREET
Full Pedestrian Priority	Full pedestrianisation from College Green to Anglesea Street	✓	✓	✓	✗	✗	✗
Active Modes Only		✓	✓	✓	✗	✗	✗
Partial Pedestrian Priority	Significant additional pedestrian infrastructure, but limited by need to provide for vehicular access to Anglesea Street	✗	✗	✗	✓	✓	✓
Cycle access		✓	✓	✓	✓	✓	✓
Full Segregated Cycle Infrastructure	Provide two way segregated cycle facility between College Green and South Great George's Street	✓	✓	✓	✓	✓	✓
Maintain vehicular traffic	Access maintained between South Great George's Street and Anglesea Street	✗	✗	✗	✓	✓	✓
East-West Bus Movement		✗	✗	✗	✗	✗	✗

CAF CRITERIA	ASSOCIATED CGDSP PUBLIC REALM INTERVENTIONS
ECONOMY	<ul style="list-style-type: none"> Provision of a high quality, hardstanding public space that is safe and attractive for all users and suitable for everyday use, outdoor dining, from west of the Luas to South Great George's Street. Potential to support very high footfall events with minor temporary traffic management arrangements. Repairs and conservations works on pavement adjacent to shop frontages. Bike stand installation which is located conveniently for shoppers and coherent with broader design characteristics.
ENVIRONMENT	<ul style="list-style-type: none"> Potential to integrate Sustainable Urban Drainage Systems into the design of the project. Promotion of biodiversity in the area through installation of raised beds and rain gardens. Increased levels of urban tree canopy coverage. Use sustainable materials and construction practices throughout project implementation.
PUBLIC HEALTH (SAFETY & PHYSICAL ACTIVITY)	<ul style="list-style-type: none"> Dampening/reduction in noise spillage and air pollution in the area through greening and biodiversity promotion. Installation of public seating and respite areas for all users. Implement a bespoke lighting plan for the area to create a safe space for all users throughout all hours and seasons.
ACCESSIBILITY & SOCIAL INCLUSION	<ul style="list-style-type: none"> Improvement in wayfinding strategy through signage and markings in line with the broader design characteristics of the area.

OPTION 5 ACTIVE TRAVEL ONLY FROM COLLEGE GREEN TO SOUTH GREAT GEORGE'S STREET	DESCRIPTION	TRINITY COLLEGE TO HENRY GRATTAN STATUE	HENRY GRATTAN STATUE TO FOSTER PLACE	FOSTER PLACE TO ANGLESEA STREET	ANGLESEA STREET TO TRINITY STREET	TRINITY STREET TO FOWNES STREET UPPER	FOWNES STREET TO SOUTH GREAT GEORGE' S STREET
Full Pedestrian Priority	Full pedestrianisation from College Green to South Great George's Street	✓	✓	✓	✓	✓	✓
Active Modes Only		✓	✓	✓	✓	✓	✓
Partial Pedestrian Priority		x	x	x	x	x	x
Cycle access		✓	✓	✓	✓	✓	✓
Full Segregated Cycle Infrastructure	Provide two way segregated cycle facility between College Green and South Great George's Street	✓	✓	✓	✓	✓	✓
Maintain vehicular traffic	Access to emergency vehicles and suitable arrangements for servicing / delivery requirements	x	x	x	x	x	x
East-West Bus Movement		x	x	x	x	x	x
CAF CRITERIA	ASSOCIATED CGDSP PUBLIC REALM INTERVENTIONS						
ECONOMY	<ul style="list-style-type: none"> Provision of a high quality, hardstanding public space that is safe and attractive for all users and suitable for everyday use, outdoor dining, from west of the Luas to South Great George's Street. Potential to support very high footfall events. Repairs and conservations works on pavement adjacent to shop frontages. Bike stand installation which is located conveniently for shoppers and coherent with broader design characteristics. 						
ENVIRONMENT	<ul style="list-style-type: none"> Potential to integrate Sustainable Urban Drainage Systems into the design of the project. Promotion of biodiversity in the area through installation of raised beds and rain gardens. Increased levels of urban tree canopy coverage. Use sustainable materials and construction practices throughout project implementation. 						
PUBLIC HEALTH (SAFETY & PHYSICAL ACTIVITY)	<ul style="list-style-type: none"> Dampening/reduction in noise spillage and air pollution in the area through greening and biodiversity promotion. Installation of public seating and respite areas for all users. Implement a bespoke lighting plan for the area to create a safe space for all users throughout all hours and seasons. 						
ACCESSIBILITY & SOCIAL INCLUSION	<ul style="list-style-type: none"> Improvement in wayfinding strategy through signage and markings in line with the broader design characteristics of the area. 						

OPTION 6 PEDESTRIANISATION FROM COLLEGE GREEN TO SOUTH GREAT GEORGE'S STREET WITH VEHICULAR ACCESS TO ANGLESEA STREET AND BUS ACCESS TO WESTMORELAND STREET	DESCRIPTION	TRINITY COLLEGE TO HENRY GRATTAN STATUE	HENRY GRATTAN STATUE TO FOSTER PLACE	FOSTER PLACE TO ANGLESEA STREET	ANGLESEA STREET TO TRINITY STREET	TRINITY STREET TO FOWNES STREET UPPER	FOWNES STREET TO SOUTH GREAT GEORGE'S STREET
Full Pedestrian Priority	Full pedestrianisation from College Green to Anglesea Street	x	x	x	x	x	x
Active Modes Only		x	x	x	x	x	x
Partial Pedestrian Priority	Significant additional pedestrian infrastructure, but limited by need to provide for vehicular access to Anglesea Street and a bus lane from Anglesea Street to Westmoreland Street	✓	✓	✓	✓	✓	✓
Cycle access		✓	✓	✓	✓	✓	✓
Full Segregated Cycle Infrastructure	Provide two way segregated cycle facility between College Green and South Great George's Street	✓	✓	✓	✓	✓	✓
Maintain vehicular traffic	Access maintained between South Great George's Street and Anglesea Street	x	x	x	✓	✓	✓
East-West Bus Movement	Bus access from Dame Street to Westmoreland Street. No bus access in opposite direction.	✓	✓	✓	✓	✓	✓
CAF CRITERIA	ASSOCIATED CGDSP PUBLIC REALM INTERVENTIONS						
ECONOMY	<ul style="list-style-type: none"> Provision of a high quality, hardstanding public space that is safe and attractive for all users and suitable for everyday use, outdoor dining, from west of the Luas to South Great George's Street. Potential to support very high footfall events with temporary traffic management measures for buses and minor traffic management measures to restrict access. Repairs and conservations works on pavement adjacent to shop frontages. Bike stand installation which is located conveniently for shoppers and coherent with broader design characteristics. 						
ENVIRONMENT	<ul style="list-style-type: none"> Some potential to integrate Sustainable Urban Drainage Systems into the design of the project. Promotion of biodiversity in the area through installation of raised beds somewhat limited due to space constraints. Limited increase in levels of urban tree canopy coverage. Use sustainable materials and construction practices throughout project implementation. 						
PUBLIC HEALTH (SAFETY & PHYSICAL ACTIVITY)	<ul style="list-style-type: none"> Limited dampening/reduction in noise spillage and air pollution in the area through greening and biodiversity promotion. Installation of public seating and respite areas for all users. Implement a bespoke lighting plan for the area to create a safe space for all users throughout all hours and seasons. 						
ACCESSIBILITY & SOCIAL INCLUSION	<ul style="list-style-type: none"> Improvement in wayfinding strategy through signage and markings in line with the broader design characteristics of the area. 						

9

Costs, Affordability & Risks



9. COSTS, AFFORDABILITY AND RISKS

9.1 Typical Cost Rates

An indicate forecast cost range places the proposed project in the €20m - €100m range. At this stage, the estimate represents a high degree of uncertainty and will be subject to further development of the project designs.

9.2 Funding

In outline, it is expected that the primary funding sources will be forthcoming from Dublin City Council and the NTA. Preliminary funding has already been allocated for the College Green Dame Street Project in both NTA and DCC's capital programmes. In the 2022 active travel investment grants, €200,000 was allocated to progress the project planning.

Alternative sources of funding will be investigated through later stages of the project, potentially including other national sources of funding or European sources of funding as appropriate.

9.3 Assessment of Affordability at SAR Stage

As part of Project Ireland 2040, the National Development Plan 2021-2030 (NDP) sets out the over-arching investment strategy and budget for the period 2021-2030. There is a firm commitment to active travel investment within the NDP to encourage higher levels of walking and cycling, with €360 million allocated annually under the National Active Travel Programme for the period 2021-2025.

The National Investment Framework for Transport in Ireland set out the high-level strategic framework for prioritising future investment in the land transport network. Background Paper 2 to the NIFTI addressing the Economic and Fiscal Context under which transport investments will be made noted a rationale for establishing an investment benchmark: primarily that national and international analysis indicates that the most highly developed countries have invested more in transport infrastructure than Ireland.

Based on economic projections using a modified Gross National Income (GNI*) (seen in the NIFTI as a more stable benchmark against which to measure transport investment than GDP or GNI, and the metric used to benchmark capital investment in the NDP), transport investment amounted to 1.29% of GNI* for the period from 1995 to 2019. The timeframe included periods of exceptionally high investment, but also expenditure cuts following the 2009 recession, with funding cuts which have not fully been restored in the transport sector.

Using these projections of GNI* and the 1.29% benchmark, Table 3.2 of the Background Paper 2 to the NIFTI sets out what annual transport investment would be in each year out to 2040, in nominal terms, if this benchmark is met, but also noting that the capital allocations for transport over the period 2018 to 2021 fall short of this long-term average.

As the development of the options and associated cost estimates evolve towards the preparation of the Preliminary Business Case, a more detailed assessment of the affordability of the project will be undertaken.

9.4 Risk Management

The proposed risk management approach is based broadly on recognised risk management guidance, including ISO 31000:2018. Additionally, it accounts for good risk management practice on other major projects.

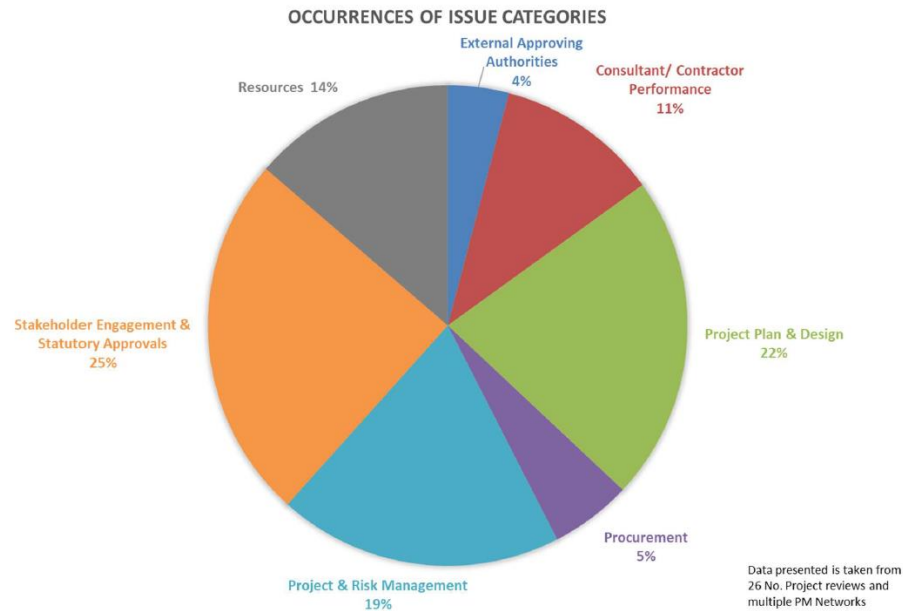


Figure 40. Issue Categories from DCC Project Portfolio [DCC, CPSO, 2022]

Dublin City Council adopt a proactive approach to managing risk. A review has recently been undertaken by the Council’s Corporate Project Support Office of the project portfolio to ascertain lessons learned and identify the key challenges impacting projects. This analysis will inform the management and programming of the College Green Dame Street Project. The key findings of this are shown in the figure above.

The risk management process is illustrated by the below figure. It includes the essential elements within the management systems approach to risk, namely: identification, assessment, analysis, control, monitoring and review.

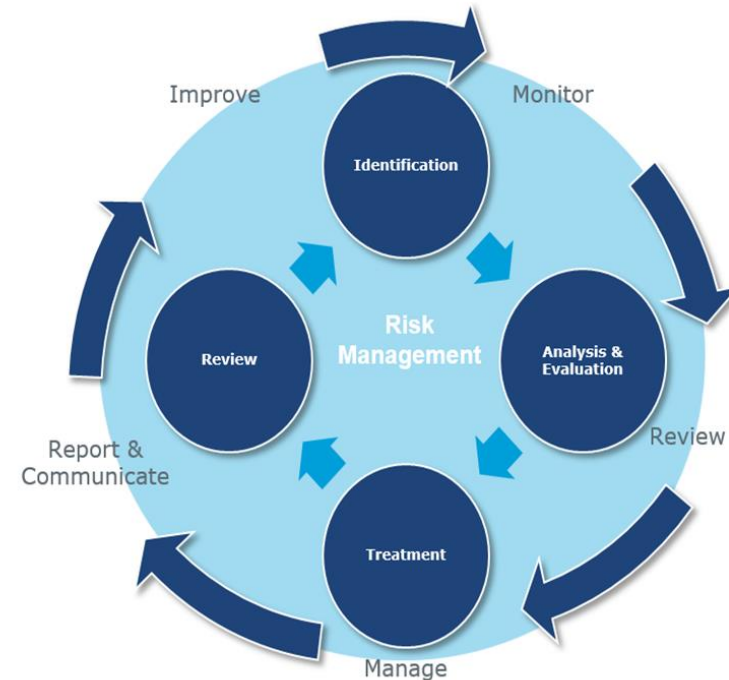


Figure 41. Project Risk Management Methodology

9.5 Identified Risks at SAR Stage

Identified risks for the College Green Dame Street Project are likely to fall under the following categories:

- Design and Construction;
- Cost;
- Planning;
- Demand (both travel demand and demand for utilisation of the civic space);
- External Stakeholders; and
- Procurement.

An initial assessment of risk has been undertaken with consideration of likely impact and potential mitigation. A more thorough risk assessment will be required at the Preliminary Business Case stage. The further development of a risk register will include consideration of interactions between risks, and outline risk rating for both 'impact' and 'probability' along with development of the potential mitigation measures. Ongoing updating of the risk register will be required as the project moves through the Gate approvals processes.

9.5.1 Design and Construction Risk

The design of options will progress at the Preliminary Business Case stage and on towards the Final Business Case. Even as the design progresses, it will be based on available information and there will be a risk throughout that the information is not accurate or subject to change. Risks associated with construction include complex construction within a congested city centre environment, adjacent to road and pedestrian areas. This may also include the potential relocation of significant heritage assets, or unforeseen underground utilities adjacent to development sites. Environmental risks include contaminated land, noise during construction and proximity to assets of national and international architectural and cultural heritage importance. The design and construction risks will be further quantified and evaluated during the options development and multi criteria assessment framework.

Impact on the project: Consequences for the option development and design including consideration of construction techniques. Potential increases in project costs and delays to the programme.

Mitigation: At each stage of the project appropriate contingency will be applied to costs to represent uncertainty. Cost estimates will be reviewed and updated as more data becomes available and when there is more certainty in the design.

9.5.2 Cost Risk

External and internal pressures on the global and national economy may adversely impact the Project costs across a number of phases. Careful consideration of trends in inflation will be given throughout all stages of this project, and professional advice will be sought if negative trends are experienced.

Impact on the project: Potential increases in project costs.

Mitigation: Contingency applied to cost projections. Benchmarking of costs against similar projects. Independent review of cost estimates. Sensitivity testing of variations in the cost of the project.

9.5.3 Planning Risk

Planning and Statutory Consent Risks relate to the scale and complexity of the potential access infrastructure options, the interaction with numerous stakeholders, environmental risks and the proximity of areas of significant cultural heritage, archaeology, landscape and visual value.

Impact on the project: A prolonged approval programme, planning refusal, and conditions on the options and construction techniques.

Mitigation: Careful reviews of planning documentation and technical material. Advice from legal counsel as required throughout the delivery.

9.5.4 Demand Levels

Risks associated with travel demand and demand for civic space include the impact of:

- variations between forecast population growth and actual population growth;
- changes in economic conditions;
- unknown behavioural change;
- wider attractiveness of Dublin City for residents, businesses and visitors;
- wider transport conditions including delivery of major transport projects such as MetroLink and BusConnects Sustainable Transport Corridor Infrastructure.

Forecasting future demand, particularly in the medium/long term is challenging, especially at present given the ongoing COVID-19 pandemic recovery and the changes in cost of living. However, given the strategic location of the project in the heart of Dublin city centre demand should be confidently retained as high.

Impact on the project: Under or over forecasting demand within the economic assessment will influence the economic appraisal of the project.

Mitigation: Sensitivity testing at later stages of the appraisal to specifically consider the potential impact of variations in demand. The appropriateness of undertaking demand surveys will be considered at later stages in the project.

9.5.5 External Stakeholders

Given the need to engage the wider community and stakeholder base (including business owners, taxi drivers, disabled persons and organisations) of the area, there are risks of delays and design implications that may impact the College Green Dame Street Project.

Impact on the project: Potential need to alter programme and/or design resulting in cost implications and potential delays to delivery.

Mitigation: Enactment of a Communications Strategy, which will provide a rigorous programme of consultation and engagement to seamlessly embed this within the Project timeline.

9.5.6 Procurement

At the time of writing risk to construction procurement is increasing due to the level of activity in the market and supply constraints due to the ongoing recovery from the COVID-19 pandemic, the continuing consequences of Brexit, the international energy crisis and rises in the cost of living. Given the overall scale of development the relative risks could be high. However, in the context of the overall projected timeframe for delivery these risks may be short term.

Impact on the project: A lack of capacity in the labour market for both design stage and construction stage may result in increased delays and costs.

Mitigation: Consideration of source of materials at design stage and construction methodology. Careful consideration of resourcing and procurement of services.

10

Project Appraisal Plan



10. PROJECT APPRAISAL PLAN

The Project Appraisal Plan (PAP) functions as a scoping document for the appraisal and transport modelling process. The PAP defines at an early stage in the process, the proposed approach methodologies to various appraisals and transport modelling that is necessary to support the development of the Project.

10.1 Project Appraisal Guidance

The Public Spending Code (PSC) sets out the rules and guidelines that all public bodies must follow when considering, incurring, or monitoring expenditure. The business case describes the proposed project, establishes the rationale for it and informs the decision on whether or not to proceed with it, and is developed through a staged process, with this SAR forming the first stage in that process.

The business case requires an expansion of the strategic case set out in this SAR to be established at the preliminary appraisal stage, through the Preliminary Business Case (PBC) (and Stage Gate 1). Further updates and more detailed appraisals are required for Full Business Case (FBC) (and the pre-tender Stage Gate 2 and post-tender Stage Gate 3).

For both the PBC and FBC stages the business case has to contain economic, financial and Exchequer flow appraisals of the project. If the value of the capital project exceeds €10 million then the cost benefit analysis (CBA) or cost effectiveness analysis (CEA) is required prior to the sanctioning authority granting approval in principle.

The Department of Transport's Common Appraisal Framework (CAF) sets out the appraisal requirements for transport investments that is consistent with the PSC. It also elaborates on the PSC in respect of the appraisal of transport

projects and programmes to assist scheme promoters in constructing robust and comparable business cases for submission to the Approving Authorities.

CAF states that considerable care needs to be taken in appraising transport projects to ensure that the project or programme is a meaningful unit for assessment purposes and that it is properly defined. In particular, it states that the unit of analysis (i.e. the investment proposal) should be specified so as to distinguish projects from programmes. This is an important consideration for College Green Dame Street.

CAF also notes that, for some schemes, a large number of Do-Something options may present themselves. In order to keep the appraisal process manageable, CAF indicates that it is appropriate to adopt an approach which subjects a large number of options to a preliminary appraisal, before subjecting a smaller number to a more complete appraisal. A preliminary appraisal could encompass a qualitative and quantitative approach, which avoids the complexities associated with the monetisation of benefits, with a Multi-Criteria Analysis (MCA) approach offering a suitable approach to sifting options and comparing projects or programmes.

It is also recognised in CAF not all costs and benefits of transport projects can be monetised and that qualitative analysis should be used to assess and report the impact of investment on key government objectives for transport, again potentially using a MCA framework approach. It is noted that the qualitative impacts identified in the appraisal should be presented in a Project Appraisal Balance Sheet and covering the following key criteria:

- Economy;
- Safety;
- Integration;
- Accessibility & Social Inclusion; and
- Physical Activity.

10.2 Framework for Sifting Long-List to Short-List of Emerging Options

The proposed approach is that the project appraisal sifts options using the Objectives described earlier in the SAR as a basis for an MCA framework. This will be used to carry out a more detailed sifting of the options, identifying those which achieve the best outcomes in terms of the project objectives as a basis for making this judgement.

From this a shortlist of options will be identified to be brought forward for more detailed appraisal. These options will be subject to more detailed design than that presented within this SAR. It is recommended in CAF that, in general, at least 3 realistic Do-Something options should be included at the detailed appraisal stage.

The proposed methodology to undertake the option selection process, aligns with the Public Spending Code (PSC), Common Appraisal Framework (CAF) for transport projects and Project Appraisal Guidelines (PAG). It is critical for successful delivery to identify all the major opportunities and constraints early, to provide confidence and surety that the appropriate option has been identified; provide evidence that all reasonable alternatives were examined; to justify the acquisition of public/private land; and document all data that informed the decision to gain buy-in from all the key stakeholders including the public.

An outline of the 3 stages of assessment are:

○ Stage 1: Initial Options Assessment

- The initial long list options will be assessed on a pass/fail basis based on multiple criteria such as feasibility in relation to cost and policy, expected impact based on high level assessment. No modelling is expected during this stage.

○ Stage 2: Multi-Criteria Analysis Option Assessment

- This is an MCA assessment of all viable options and their ability to satisfy the project objectives. Unlike Stage 1 this stage will involve modelling of a short list of options, using KPIs to score each option.

○ Stage 3: Shortlisted Options

- A shortlist of options will be chosen from Stage 2 based on scoring against chosen KPIs and a full business case assessment completed in line with the PSC, CAF and PAG.

10.3 Risk Management and Contingency

The identification of key risks at an early stage of the Project is critical to their successful management and mitigation. The following approach will be employed to manage these risks throughout the delivery of the Project:

- Development of a Risk Register outlining key risks, their probability and their severity to the Project and proposed mitigation actions; and
- Ongoing identification and monitoring of risks throughout the Project. The Risk Register will be updated should changes and alterations of project scope, schedule and cost estimates occur. The Register is intended to be a live document.

10.4 Economic Appraisal

The appraisal will use the most up to date version of the CAF guidance. The wider quantified appraisal will draw on current recommended practice, existing appraisal packages and bespoke analysis. This will include, for example established software/toolkits or bespoke appraisal approaches.

Transport Modelling

In order to ensure the appraisal is proportionate, it is currently anticipated that the appraisal will involve the utilisation of existing modelling, where appropriate. As identified in the previous feedback it will be of critical importance to assess the impacts of the project on all users, including the effects of rerouting on motor vehicles and buses. The modelling will require the confirmation of:

- the appropriateness of any existing traffic modelling (such as the National Transport Authority’s Eastern Regional Model or previously developed models in support of the project); and
- the suitability of any existing traffic and pedestrian/cyclist surveys.

Due to the project being primarily targeted at pedestrians, the recommended approach is the development of a new VISSUM model to model the post-COVID traffic level combined with VISWALK to allow pedestrian modelling to be included.

Appraisal Methodology

As the proposed project exceeds €20 million the economic appraisal requires a quantitative assessment and will utilise a Cost-Benefit Analysis (CBA) or Cost Effectiveness Analysis (CEA), which is the recommended method of quantitative economic appraisal. There are a number of existing tools, mainly developed by the National Transport Authority and Transport Infrastructure Ireland, that are likely to be of benefit for the efficient appraisal of the project, these include:

- The NTA’s Regional Modelling System’s Appraisal Toolkit which includes modules for:
 - **TUBA** – Transport User Benefits Appraisal for the consideration of impacts on travel times and operating costs
 - **ENEVAL** – For the consideration of tailpipe emissions
 - **HEAT** – For the estimation of health benefits
 - **COBALT** – For the monetisation of safety benefits

○ TII’s TEAM – Tool for Economic Appraisal of Active Modes

In addition, bespoke spreadsheet models will likely be required to assess other significant benefits such as:

- Impact on vacancy levels and the collection of rates;
- Revenue impacts of events;
- Wellbeing impacts; and
- Benefits of improvements to the urban realm

Careful consideration will need to be given to avoid potential double counting of benefits. Results arising from bespoke methodologies should be clearly identified and presented separately to the core monetised impacts. Examples of potential source material for the development of bespoke evaluation of the project are presented below.

As there is significant value to be placed on the development of a crucial public space (both for daily use and as an events space), it is proposed to also place monetary value on the production of space where users will dwell rather than solely traverse through. Therefore, consideration should be given to the utilisation of the Transport for London (TfL) Valuing Urban Realm Toolkit (VURT).

VURT was developed to provide monetised assessments of the benefits of improving the urban realm. It captures, using willingness to pay values, the improvements in elements of urban realm such as effective width, permeability and quality of environment. The process initially involves undertaking a Pedestrian Environment Review System (PERS) audit of the existing situation on the ground and capturing the relevant attributes. Project designs are then used to assess the improvements to each of the attributes. As this is a non-standard tool in Irish appraisal, the benefits will be added to an ‘adjusted BCR’. In addition, when using TEAM and VURT for valuing benefits from improvements in journey quality there is potentially some overlapping on elements of the journey quality. In these cases, TEAM is proposed to be used as it is a more recently updated tool and designed for Irish appraisal.

The Table below summaries how each impact is proposed to be assessed.

Table 11. Overview of proposed appraisal methodology

CATEGORY	IMPACT	ASSESSMENT	TOOL
Environment	Air Quality & Climate	Quantitative	ENEVAL
	Noise & Vibration	Qualitative	N/A
	Waste	Qualitative	N/A
	Landscape & Visual Amenity	Qualitative	N/A
	Biodiversity	Qualitative	N/A
	Agriculture	Qualitative	N/A
	Architectural Heritage	Qualitative	N/A
	Archaeological & Cultural Heritage	Qualitative	N/A
	Soils & Geology	Qualitative	N/A
	Hydrology	Qualitative	N/A
Safety	Hydrogeology	Qualitative	N/A
	Collision Reduction	Quantitative	COBALT
Physical Activity	Security	Qualitative	N/A
	Ambience	Quantitative	TEAM – Journey Quality & Recreation
	Absenteeism	Quantitative	TEAM – Workplace Absenteeism or HEAT
Economy	Reduced Health Risk	Quantitative	TEAM – Reduced Mortality or HEAT
	Transport Efficiency and Effectiveness	Quantitative	TUBA – Vehicle Operating & Ownership Costs; Journey Time (Motorised Users) TEAM – For active mode journey time impacts or bespoke model output from VISWALK
	Valuing the Urban Realm	Quantitative	VURT
	Wider Economic Impact	Qualitative	Case study evidence
	Funding	Qualitative	N/A
Accessibility and Social Inclusion	Deprived Geographic Areas	Qualitative	N/A
	Vulnerable Groups	Qualitative	N/A
Integration	Transport Integration	Qualitative	N/A
	Land-Use Integration	Qualitative	N/A
	Geographical Integration	Qualitative	N/A
	Integration with Other Government Policies	Qualitative	N/A

In so far as possible, the methodology should provide for the quantification and, preferably, subsequent monetisation of significant impacts. To that end, any updates in appraisal methodologies internationally should be considered and case study evidence sought. One area of development in the UK recently, for example, is the consideration of the evaluation of ‘wellbeing’. UK guidance is available on the monetisation of wellbeing and a new tool “WELLBY” (Wellbeing-adjusted Life Year” is available.

While wider economic impacts will not be assessed quantitatively, additional narrative should be presented to support the potential impacts that could be expected drawing on wider evidence (as set out in Section 7). This will include potential uplifts to pedestrian footfall, reduce vacancy retail rates and potential additional spend in the local economy.

Using a combination of the available tools, a cost-benefit analysis (CBA) will be undertaken. The economic parameters utilised in the CBA will be aligned with those defined in the CAF, including:

- Appraisal and residual periods;
- Discount rates;
- Shadow price of public funds, labour and carbon;
- Values of Time (taking cognisance of recent changes); and
- Fuel consumption parameters, non-fuel costs and CO2 emissions factors.

In addition to the above quantitative assessments, further quantitative and qualitative assessments of project impacts will be undertaken as part of the MCA process required at each appropriate stage of appraisal.

The results of the economic appraisal will be presented in terms of number of key indicators, including: Internal Rate of Return; and Net Present Value. Appropriate use will be made of discounting applying the discount rates set out in the PSC.

10.5 Sensitivity Analysis

There are a number of areas where sensitivity is required to ensure that a robust approach to risk and uncertainty is adopted within the appraisal process. Some of the primary areas where the influence of the inputs, assumptions and parameters used in the appraisal process are default sensitivity tests within the TEAM toolkit. The table below provides an overview of the proposed sensitivity analysis.

Table 12. Overview of proposed sensitivity tests

SENSITIVITY TEST	DESCRIPTION
Cost Sensitivity	Present Value Costs (PVC) ranging between $\pm 20\%$
Demand Sensitivity	Low and High demand scenario
Benefits Sensitivity	Present Value Benefits (PVB) ranging between $\pm 20\%$
Events Demand Sensitivity	Inclusion of additional events demand
Full GDA Planning	Inclusion of current uncommitted plans

In some cases, undertaking sensitivity tests will require changes to the transport modelling and significant numbers of model runs, to ensure the appropriateness of the results. However, throughout the appraisal process consideration must be given to proportional effort – with the level of resources

and effort appropriate to the complexity of the issues and the scale of the investment / likely benefit.

10.6 Financial Appraisal

Both the Public Spending Code (PSC) and the Common Appraisal Framework (CAF) underpin the need for economic and financial appraisal, irrespective of project scale. Such analysis enables an understanding of the impacts of implementation of the Project on the finances of the Sponsoring Agency and the Exchequer respectively.

As such, a detailed forecast of exchequer cash inflows and outflows will be developed for each of the shortlisted project options. Cash flows will include all associated annualised inflows and outflows encompassing such things as capital investment costs, operation, maintenance, labour, tax, renewals costs and revenues, amongst others.

10.7 Monitoring & Evaluation - Key Performance Indicators

Monitoring and evaluation are vital to assess the effectiveness and impact of interventions and actions. They create an evidence base that can inform decision makers about the need to adapt their plan and/or interventions to reach their targets. When developing a monitoring and evaluation program, the following issues should be considered:

- Roles and responsibilities;
- Challenges or issues around data collection;
- The frequency of data collection required to provide the information needed as well as the appropriate level of detail for the data;
- Alignment of monitoring and evaluation processes with other existing efforts to both employ resources efficiently and take advantage of existing, familiar processes;

- Lag time (i.e., the time between an intervention and the resultant impact) and sensitivity (i.e., the scale of impact required before an impact can be determined); and
- The frequency with which findings will be reported and whether reports will be publicly available.

The approach to monitoring and evaluation will be developed at later stages in the business case cycle. At this SAR stage, initial consideration has been given to Key Performance Indicators that could form the basis of later monitoring and evaluation. These KPIs derive from the preparation of the Logic Path Map and, therefore, link to the policy context, issues and need for the project, anticipated outcomes and the objectives for the College Green Dame Street Project as shown in Figure 40.

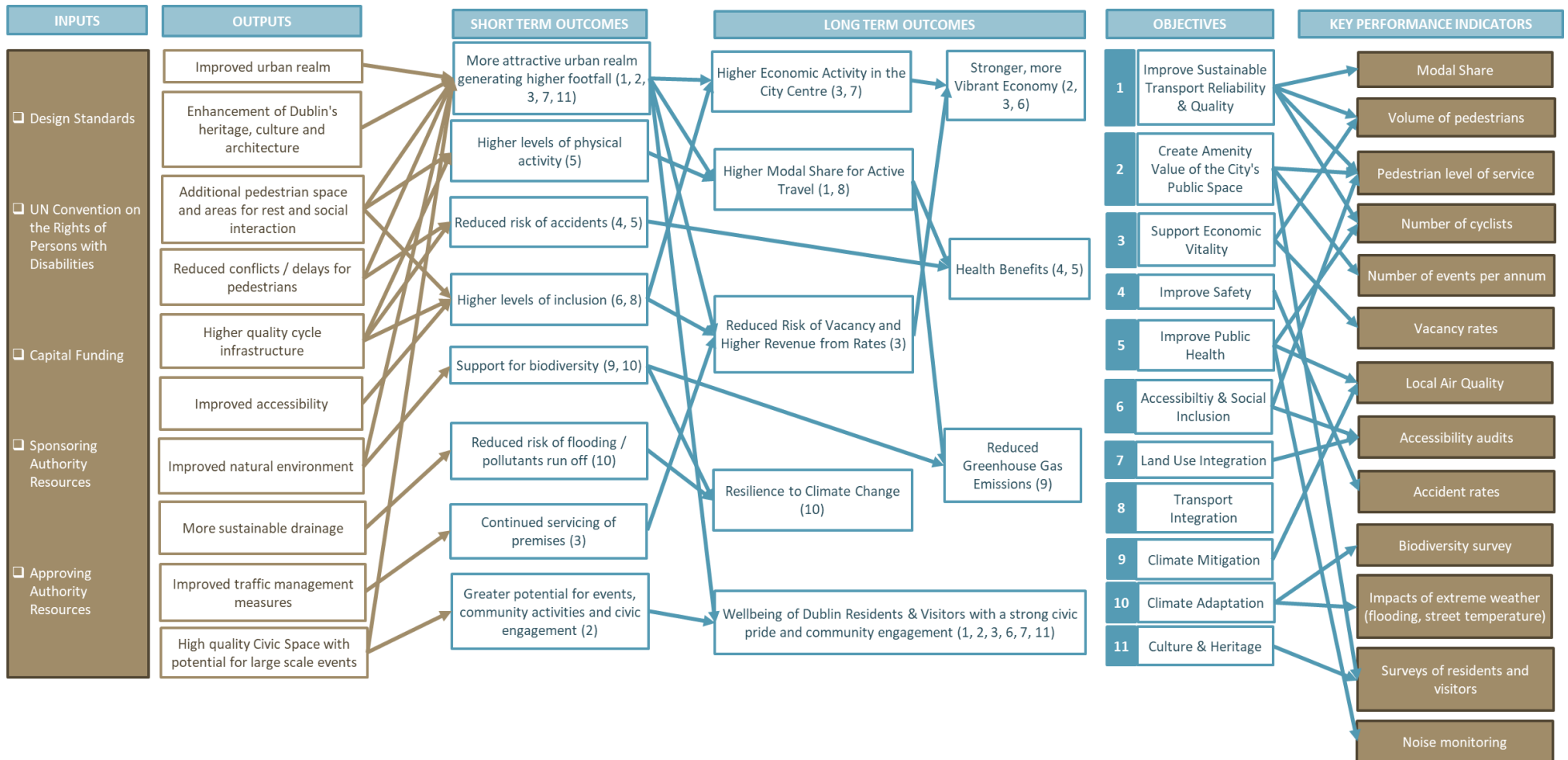


Figure 42. Initial Identification of Key Performance Indicators

11

Outline Governance Plan



11. OUTLINE GOVERNANCE PLAN

Subject to the acceptance of this Strategic Assessment Report; a Project Execution Plan will be finalised and will develop a comprehensive Governance structure and Plan for developing the project. The Governance Plan will be refined and built upon in the subsequent business case phases and more detailed consideration will be given to implementation. The Governance Plan will be undertaken in line with the Capital Works Management Framework guidance alongside the NTA Project Approval Guidelines 2020. In any case, the key organisations and structures are outlined below.

The Governance Framework for College Green Dame Street Project is being developed in line with the Public Spending Code (2019), DCC's Capital Project Governance Guidelines, and the Code of Practice for the Governance of State Bodies (2016). It will comply with all applicable Corporate Governance by DoT, NTA and DCC and will provide specific programme governance in line with NTA Project Approval Guidelines.

Dublin City Council and the National Transport Authority will jointly discharge the function of Approving Authority providing direction and approvals in line with the above documents. Dublin City Council's Environment and Transportation Department will discharge the role of Sponsoring Agency. This governance structure will be further developed at the Preliminary Business Case stage.

A Project Board (Steering Group) will be set up to provide oversight to the Project Team.

The governance framework will capture all approvals associated with Decision Gates, the day-to-day reporting and all applicable external assurance processes including the proposed External Review process (as per the Public Spending Code), which is at the moment under development.

A RACI matrix or responsibility assignment matrix will capture the decision making architecture and the accountabilities associated with the delivery.

The governance framework will be reviewed at key project decision gates to ensure its fitness for purpose.

As the project progresses, it is expected that the list of key stakeholders will expand significantly.

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Little Falls, Los Angeles, Montreal, New-York, Philadelphia,
Washington

The SYSTRA logo is displayed in a large, bold, red, sans-serif font. The letters are thick and closely spaced, with a slightly irregular, hand-drawn appearance. The 'S' and 'Y' are particularly prominent.

College Green Dame Street Project

Strategic Assessment Report

APPENDIX A

Issues, Constraints &
Opportunities Workshop
Summary

SYSTRA



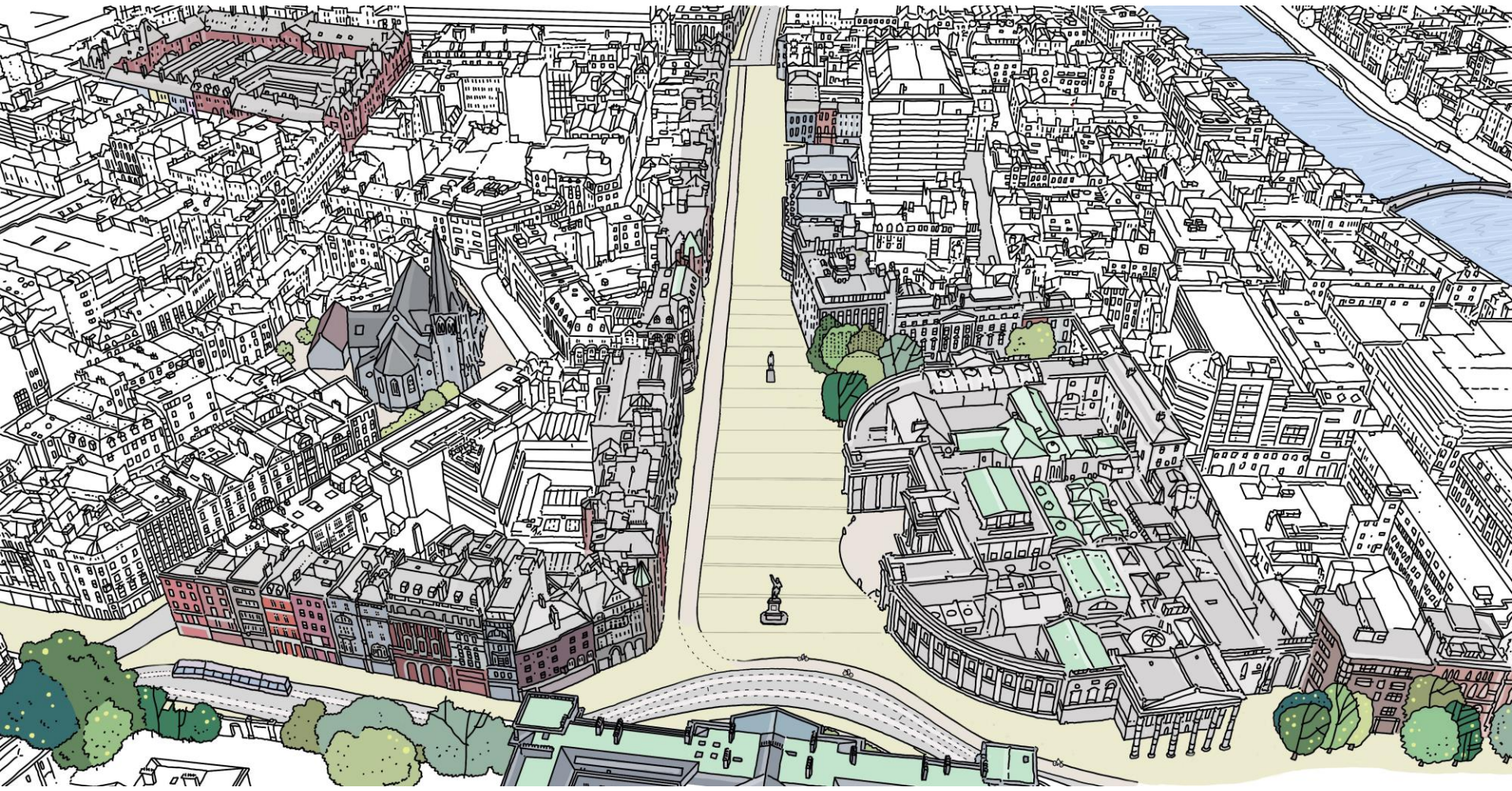
Proposed Red Line Area



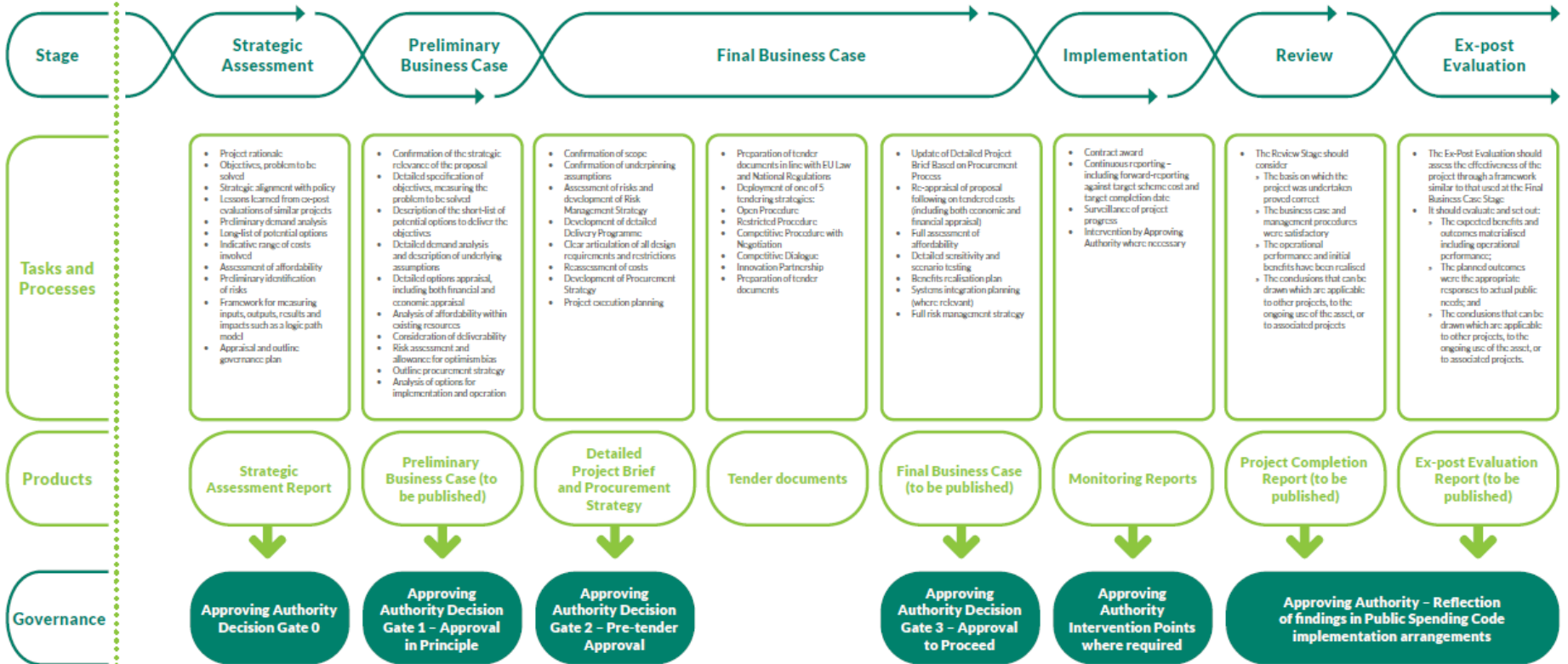
High Quality Public Realm Upgrade - Stone paving throughout



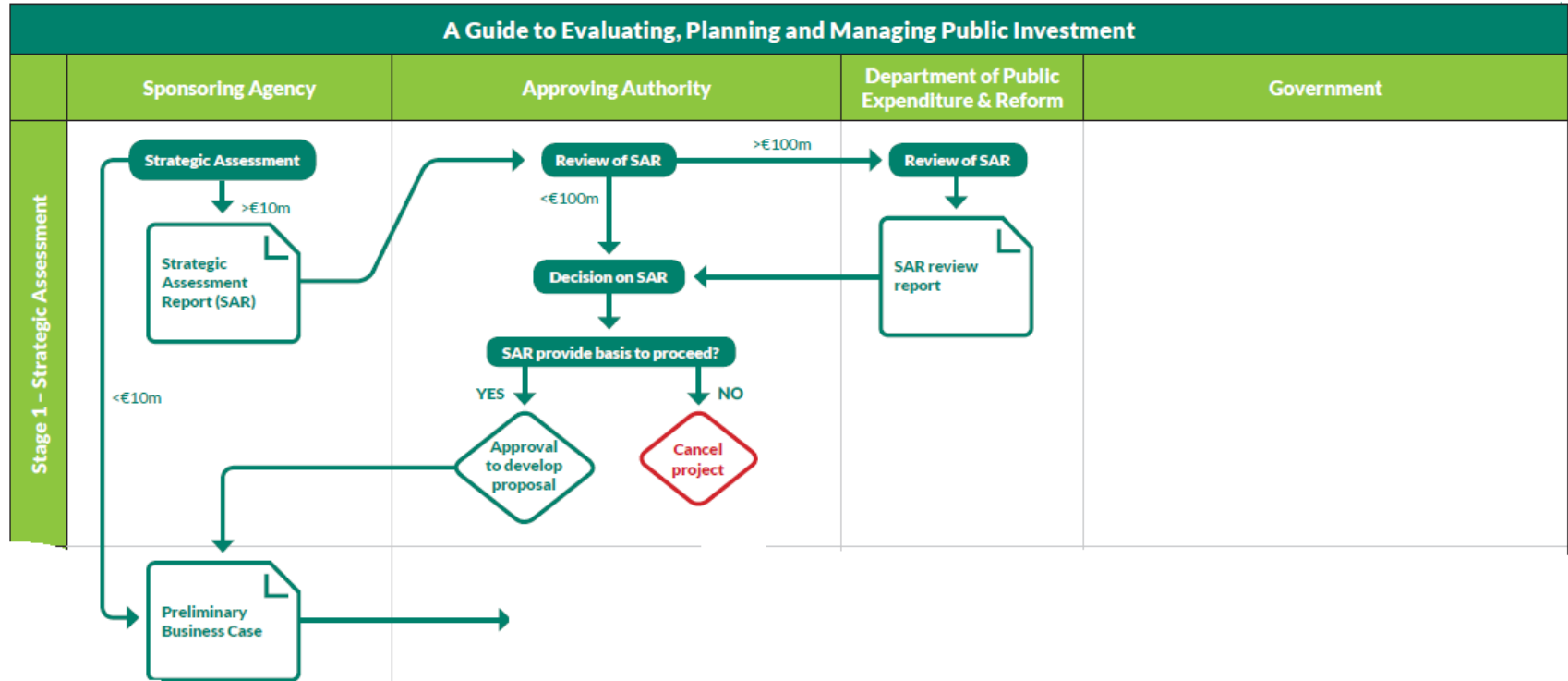
Standard road finishes, repaving footpaths, signing, lining and minor kerb realignments



Public Spending Code Lifecycle and Decision Gates

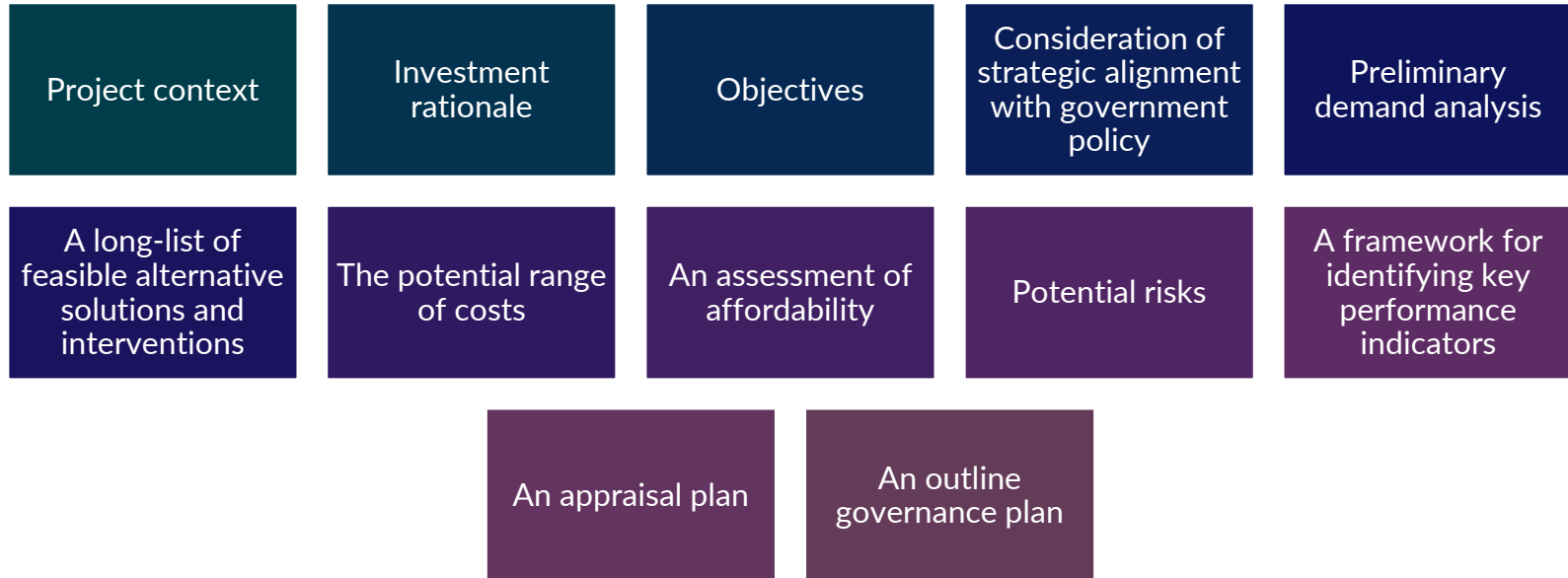


SAR Approval Process



Public Spending Code | Guide to Evaluating, Planning and Managing Public Investment

SAR Requirements



Project Rationale / Project Context

- Why is a public intervention necessary?
- To what extent could an intervention create adverse impacts or unintended consequences?
- What is the strategic fit of the College Green Dame Street project?
 - Linkages, consistencies and complementarities with policy goals – not enough that a project is listed
- Assumptions underpinning the SAR must be routed in assumptions about future spatial development and population growth in Dublin & nationally
- Who will be impacted by the project?

What issues exist that justify the project and develop a rationale for investment intervention?

These issues will ultimately be used to inform both the objectives and options of the investment proposal

About the Workshop

- The focus of the Workshop is to consider
 - Issues: What are the existing/future problems?
 - Constraints: What do we need to protect / provide for no matter what?
 - Opportunities: What are the ideal outcomes and why?
- Lessons learnt from elsewhere
- The project context and rationale for investment are key components of the SAR and we welcome your participation in this workshop to ensure we understand and communicate these critical components

Workshop Structure

- The Department of Transport's Common Appraisal Framework sets out criteria for the assessment of projects
- We have used these criteria to structure the workshop and will discuss what the Project issues, constraints and opportunities are under each of these headings:

Culture,
Heritage &
Environment

Safety &
Public Health

Accessibility
& Social
Inclusion

Economic

Integration &
Strategic
Alignment

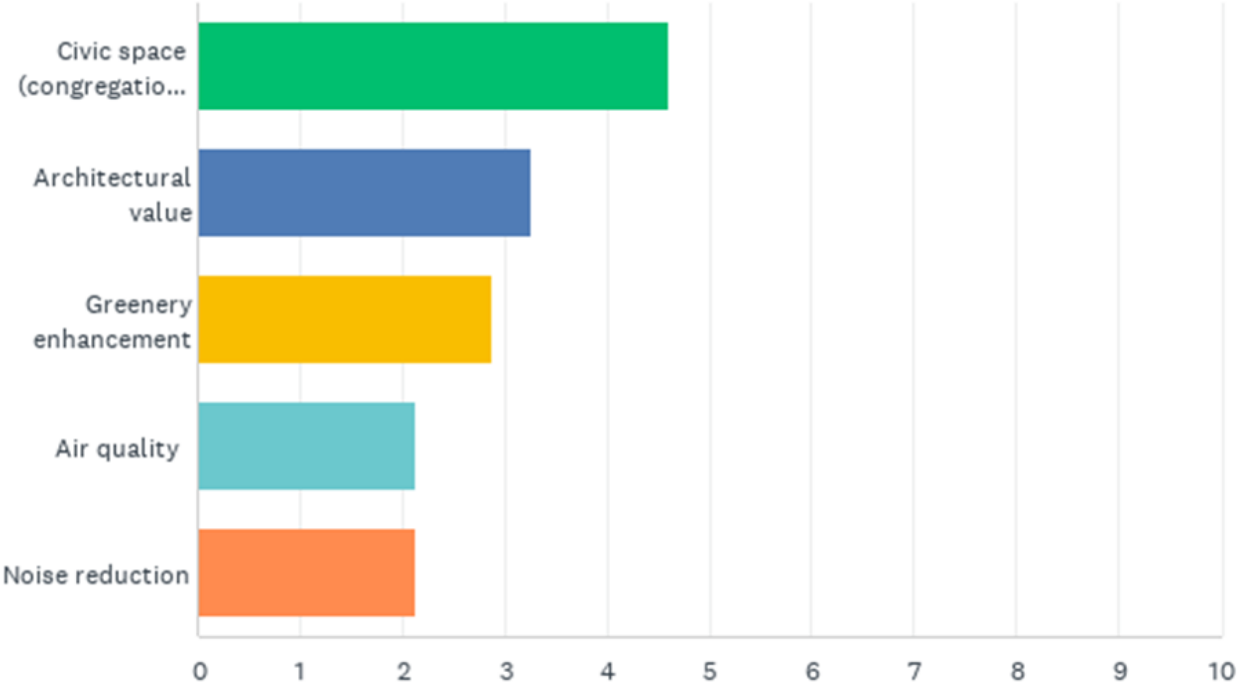
Agenda

Time	Item
09:30 – 09:40	Introductions
09:40 – 09:50	Overview of the SAR; Workshop Objectives; Workshop Plan
09:50 – 10:20	Culture, Heritage & Environment
10:20 – 10:40	Safety & Public Health
10:40 – 10:50	Break
10:50 – 11:10	Accessibility & Social Inclusion
11:10 – 11:30	Economic
11:30 – 11:50	Integration & Strategic Alignment
11:50 – 12:00	Break
12:00 – 12:30	Key Issues / Messages; Initial Logic Mapping; Wrap Up

Culture, Heritage & Environment

- Carbon Emissions
- Air Quality
- Noise & Vibration
- Landscape & Visual Quality – intrinsic character, quality of views
- Biodiversity
- Effects on Cultural Heritage
 - Archaeological remains
 - Historic buildings
 - Historic landscapes
- Land Use
- Water Resources
 - Surface water / ground water

Culture, Heritage & Environment: Results of Pre-Workshop Poll



Feedback Received During Workshop

THEME 1 – CULTURE, HERITAGE & ENVIRONMENT

ISSUES

- Dublin in desperate need of civic space – civic entertainment spaces
- Industries worth over a €1B annually
- No Dublin civic space >5,000 capacity (Smithfield Sq closest)
- PT pinch points hindering visual line of sight
- Security from issues
- Traffic management
- Large degree of visual clutter
- Incumbent area is a negative city centre space in terms of traffic.
- UHI needs to be considered. Alleviation of urban heat must be addressed.
- Historic flooding is an issue specifically within basements. Records requested. <https://www.floodinfo.ie/>
- Greening is an opportunity but limited on grounds of SUDS.
- Functionality of normal use and the event times – rather than temporary infrastructure
- Requirement for Stone Paving throughout may not help for SUDS, Greening & Climate Change interventions

OPPORTUNITIES

- Backlog of event booking represents opportunity for CGDS
- Space for national celebrations/homecomings.
- CGDS best potential site for civic space
- Dame Lane restoration of desire line and facades.
- Potential for flood protection and SUDS within design to contribute to city centre climate resilience.
- Potential for a strong balance between SUDS, greenery and the civic environment.

CONSTRAINTS

- National constraints – currently College Green no fit for purpose for large gathering – very difficult process for organising large events
- Architecturally significant area. Protected areas (granite kerbs etc.) as noted in Development Plan.
- Parliament buildings and bank area is an area of importance that should be highlighted
- Junction between pavements should also be considered by conservation architect – surveys likely needed
- Coal holes, street furniture also justifying need for surveys.
- Site needs to be addressed in context of it being a heritage site.
- Rich bank architecture within the study area.
- Fosters Pl has an example of intact Sets.
- Castiron lamp standards in front of A+F building.
- Davis and Grattan monuments (potential for learnings from re-restoration works in O’Connell St)
- Underground cellars & utilities to consider in the design

OTHER

- Conservation advisor (architect) should be included on design team.
- Dame Lane – omission from project; also area has potential for incorporation
- Book published on Bank Architecture – https://issuu.com/charlesduggan/docs/bank_architecture_in_dublin_final_copy
- AQ monitor on Pearse Street (poor connection – Paul) might be indicative of CGDS? NOX is a particularly significant metric here.

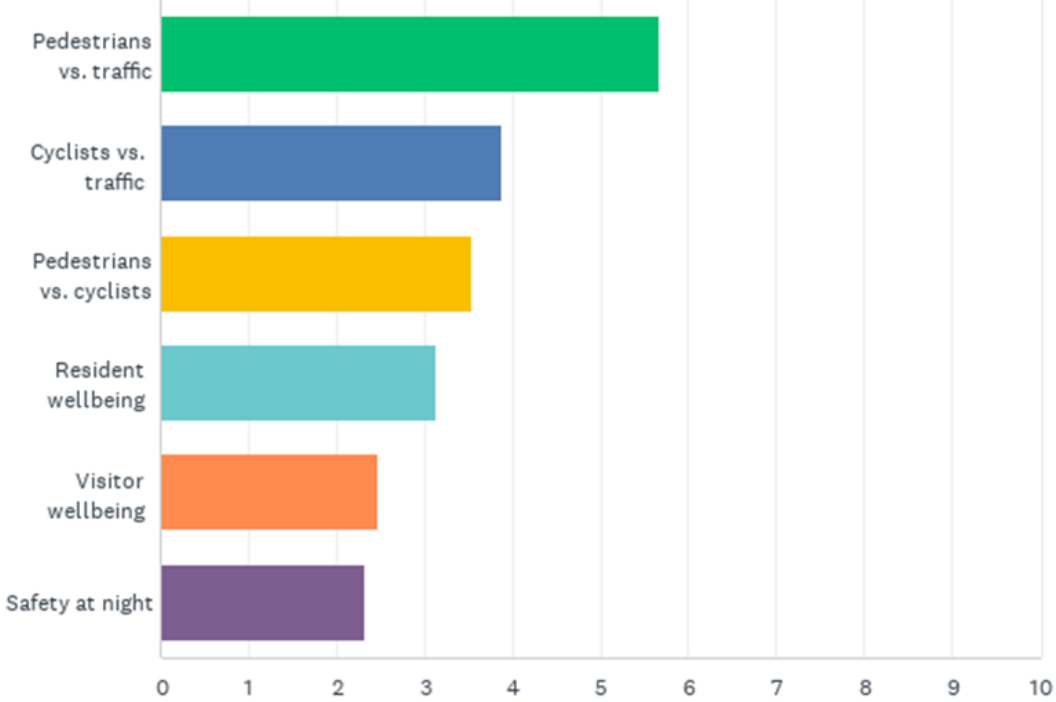
Final remarks

- [REDACTED] mentioned if redline taken literally it may negatively impact SUDS

Safety & Public Health

- Safety
 - Collisions
 - Which user groups affected?
- Public Health
 - Health benefits from active travel
 - Wellbeing

Safety & Public Health: Results of Pre-Workshop Poll



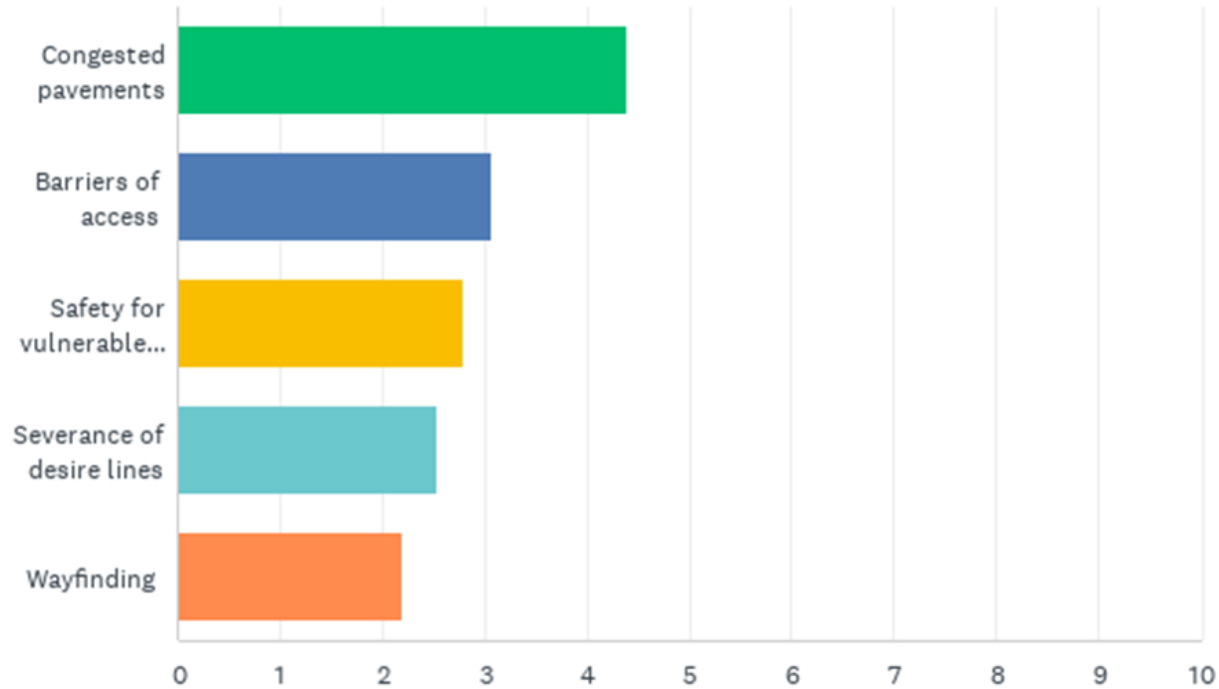
Feedback Received During Workshop

THEME 2 – SAFETY & PUBLIC HEALTH	
ISSUES	CONSTRAINTS
<ul style="list-style-type: none"> • Trip hazards and static street clutter represent issue. • Ped v Traffic dominant issue raised in survey. • Air quality likely dependant on traffic levels • It is not clearly signalled to ped and cyclists how to use the space. • Nature & no of vehicles – heavily used bus stops & Luas currently • Navigation of “stressful” environment. Vehicular movement at junctions and crossings; navigating inebriated individuals. • Removal of taxi rank will remove a level of positive surveillance. • Lack of rest space. In context of continuity after O’Connell/Grafton/west travel, fatigue is an issue. Dame Lane potential respite (also links to Theme 3) 	<ul style="list-style-type: none"> • Challenge for cyclists giving priority to pedestrians – how to communication pedestrian priority & design accordingly. Space and time considerations • North South PT corridor must be designed around and welcome access and circulation around. • CP at Bank of Ireland & post office must be incorporated and therefore a mix of vehicles must be acknowledged.
OPPORTUNITIES	OTHER
<ul style="list-style-type: none"> • Can we create pedestrian safe zones in the interest of mitigating future vulnerability and user conflict? • Potential for space and time design aspects. Critical site for pedestrian and cyclist movement. Must be designed for one and all. • Decluttering – provide opportunity for clearer definition of “space function” • Rationalise crossing points and supplement with signage, wayfinding, and decluttering. Create safer desire lines and bolster with wayfinding. • Trinity St across Dame St. Crossing should be addressed in context of vulnerable users. • Potential for defining the space and therefore providing bespoke or dynamic lighting. Lighting at min is an amenity but can be an asset. • Must be maintainable throughout all timeframes (constraint). • User experience and embedding this in design represents an opportunity to improve wellbeing and placemaking aspects. 	<ul style="list-style-type: none"> • Emphasis north south accessibility • Biodiversity to be consulted offline. • Surveys on green space and public sentiment might be relevant to design aspects (Mary to fwd resources). • https://www.bloomberg.com/news/articles/2022-03-21/make-the-world-safe-for-drunk-drivers?cmpid=BBDO32122_CITYLAB&utm_medium=email&utm_source=newsletter&utm_term=220321&utm_campaign=citvlabdaily •

Accessibility & Social Inclusion

- Poverty & Social Exclusion
- Issues for vulnerable groups
 - Vulnerable women
 - Children & young people
 - Older people
 - People with disabilities: mobility and sensory impairments
 - Ethnic minorities
 - Low income groups

Accessibility & Social Inclusion: Results of Pre-Workshop Poll



Feedback Received During Workshop

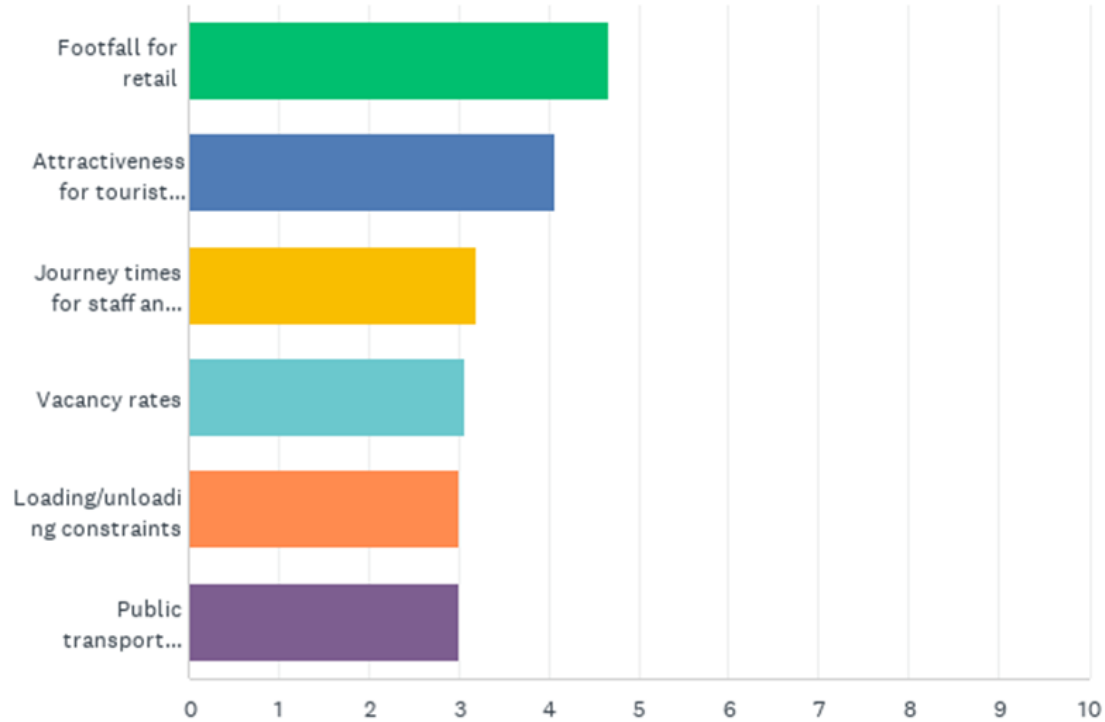
THEME 3 – ACCESSIBILITY & SOCIAL INCLUSION	
ISSUES	CONSTRAINTS
<ul style="list-style-type: none"> • Congested pavements & lack of lingering space • Conflict between users: cyclist/pedestrians/bus-goers. Specifically along south boundary bank line. • Congestion within underground services and utilities (reflect in S&PH) • Is the problem being diverted elsewhere? • Not enough space for rest, linger, wait, recover. Play/informal play • Social problems – drugs in full view of public; design should consider – suggestion of potential via SMART technology 	<ul style="list-style-type: none"> • Consultations must be accessible to all user groups. Statutorily obligated – success should start early • Capture within Options chapter of the SAR
OPPORTUNITIES	OTHER
<ul style="list-style-type: none"> • Learnings from O’Connell St. Pavement raising tells us that CGDS design can provide major trip hazard mitigation. • Space to linger? Studies have been undertaken to ascertain how city is used temporally. (Edel). Civic spine. Lingering, greening recommendations have been identified. • Universal design requirement & legal considerations – including the Disability Act 2005, UN Rights with Persons with Disability (no.7), EU Convention, ISEN 13210 New Standards); opportunities presented to make CG more accessible and set a high standard • Procurement opportunities – inclusivity in project design/delivery 	<ul style="list-style-type: none"> • Dublin Spatial Calculator – concluded that the pavement should meet in the centre ([REDACTED]) • Pedestrian priority must be highlighted within Strategic Alignment • National Disability Authority toolkit ([REDACTED] providing further resources). <p>Accessibility: Requirements to consider and implement in planning and detail design: United Nations Convention on the rights of Persons with Disabilities – prioritises the rights of disabled persons and obliges consultation with disabled persons organisations. Aarhus Convention: Fundamental right to information on changes to the environment. Guides and standards: I.S. EN 17210:2021 (Accessibility and usability of the built environment - Functional requirements) Customer Communications Toolkit for the Public Service - A Universal Design Approach</p>

Economic

- Cost
- Economic Impact
- Financial Impact

- Transport Efficiency (value of time)
- Transport Costs / Business Impacts (taxi, bus operation)
- Employment Impacts
- Commercial Vacancy Rates
- Wider Economic Impacts

Economic: Results of Pre-Workshop Poll



Feedback Received During Workshop

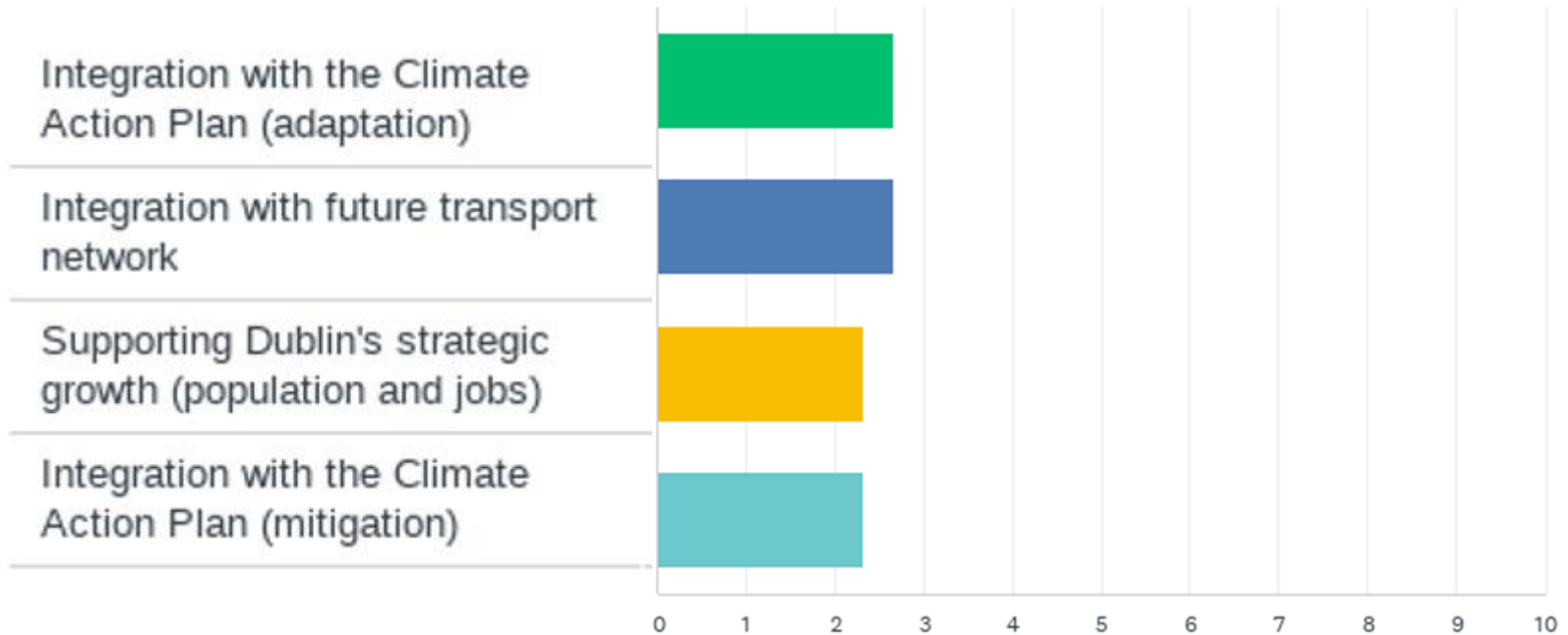
THEME 4 – ECONOMIC	
ISSUES	CONSTRAINTS
<ul style="list-style-type: none"> • Footfall cited as the main issue to be dealt with to encourage economic activity. • Latent demand • Economic data inconsistent for event economy • PwC = events industry 3.5bn • 2020 estimate = 1.5bn (economic multiplier x6) (Lynn to fwd each of these assessments) • Events industry employs 35,000. Filming industry (Dublin City Centre) significant activity within https://data.oireachtas.ie/ie/oireachtas/committee/dail/33/special_committee_on_covid_19_response/submissions/2020/2020-09-30_submission-sophie-ridley-chair-event-production-industry-covid-19-working-group-scc19r-r-0360_en.pdf • 	<ul style="list-style-type: none"> •
OPPORTUNITIES	OTHER
<ul style="list-style-type: none"> • 	<ul style="list-style-type: none"> • https://www.businessstarts.ie/images/uploads/News_Release_Shining_the_light_on_successful_sponsorships.pdf • Spending Pulse data is available through the Dublin Economic Monitor www.dublineconomy.ie • Vienna international example - https://bplusb.nl/en/work/mariahilferstrasse/ •

Integration & Strategic Alignment

Existing & Future

- Transport Integration
- Land Use Integration – opportunities for development
- Policy Integration

Integration & Strategic Alignment: Results of Pre-Workshop Poll



Feedback Received During Workshop

THEME 5 – INTEGRATION & STRATEGIC ALIGNMENT	
ISSUES	CONSTRAINTS
<ul style="list-style-type: none">• Must acknowledge and design out potential for AQ hazards when improving civic congregation space.• Space needed for pedestrians due to the increasing nature of transport interchange in the area.	<ul style="list-style-type: none">• Carbon budget – forthcoming; Dublin likely bigger role• National carbon budget will impact local target significantly• Must acknowledge fluid nature of the planning horizon and consider the live nature of development throughout project lifetime.
OPPORTUNITIES	OTHER
<ul style="list-style-type: none">• City centre zoning• Monitors of economic value can feed into design.• Space potential exemplar for circular economy• Trinity scheme investigating opps for start ups to test circular economy solutions which could feed into the CGDS project.• Opps to integrate with draft development plan and have lessons learned with its development.	