Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

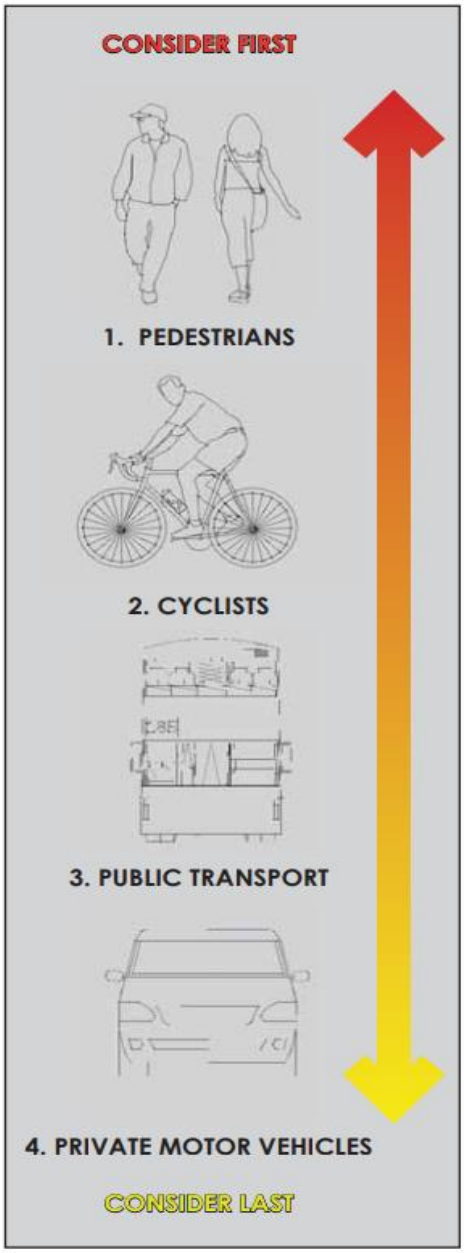
Neighbourhood Transport Schemes 2020

Phase 2 Report (Central Area)

CONTENTS

PURPOSE OF NEIGHBOURHOOD TRANSPORT SCHEMES

The purpose of these schemes is to provide communities with sustainable neighbourhoods with a focus on safety with regard to transport issues. It is the aim to allow for more walkable and calmer streets where the priority is given to pedestrians, cyclists and public transport. These aims are in line with Dublin City Council Corporate Plan 2015-2019 and Dublin City Development Plan 2016-2022.



BACKGROUND DOCUMENTS

DUBLIN CITY DEVELOPMENT PLAN 2016-2022

- The core strategy will guide development in both policy and spatial terms. Delivered together, these priorities represent an integrated and holistic approach to the delivery of essential infrastructure and services within an over-arching sustainable framework.
- In order to create a more sustainable city, the development plan, in accordance with national policy, places emphasis on the need for a modal shift from motorised private modes of transport towards public transport, cycling and walking
- Support the continued development of a quality, affordable and accessible movement system within the city prioritising walking, cycling and quality public transport which serves both the needs of local neighbourhoods and the economy of the city and the health and well-being of all.
- The creation and nurturing of sustainable neighbourhoods, which are designed to facilitate walking and cycling, close to public transport insofar as possible, and a range of community infrastructure, in quality, more intensive mixed-use environments

DUBLIN CITY COUNCIL CORPORATE PLAN 2015-2019

- The place to live (GOAL 4): To deliver improved quality of life and social inclusion throughout the city by providing sustainable neighbourhoods, supported by a range of services and connected by good public transport and green infrastructure.
- The place to live (GOAL 6): To promote healthy living and the recreational use of Dublin's unique natural amenities while protecting the environment and building resilience to cope with climate change.

TECHNICAL DOCUMENTS

- Design Manual for Urban Roads and Streets (DMURS)
- National Cycling Manual
- Traffic Management Guidelines
- Traffic Signs Manual
- Greater Dublin Area (GDA) cycle network plan.

*Note this is not an exhaustive list

OVERVIEW OF NEIGHBOURHOOD TRANSPORT SCHEME PROCESS

To successfully implement an effective Neighbourhood Transport Scheme (NTS), there must be an established procedure documenting the process and the action to be taken.

The NTS process has been divided into the three phases as summarised below.

Phase 1: Screening

This phase involves screening the request to determine whether the area can be considered suitable for a Neighbourhood Transport Scheme Assessment (Phase 2), or another course of action be taken.

Phase 2: NTS Business Case

This phase involves ranking (i.e. prioritising) areas based on set criteria that best capture the aims and objectives of a Neighbourhood Transport Scheme.

Phase 3: Plan Development and Approval (NTS Review Process)

This phase involves working with councillors and various internal and external stakeholders in developing and implementing Neighbourhood Transport Plan.

The study process is outlined in Exhibit 1.

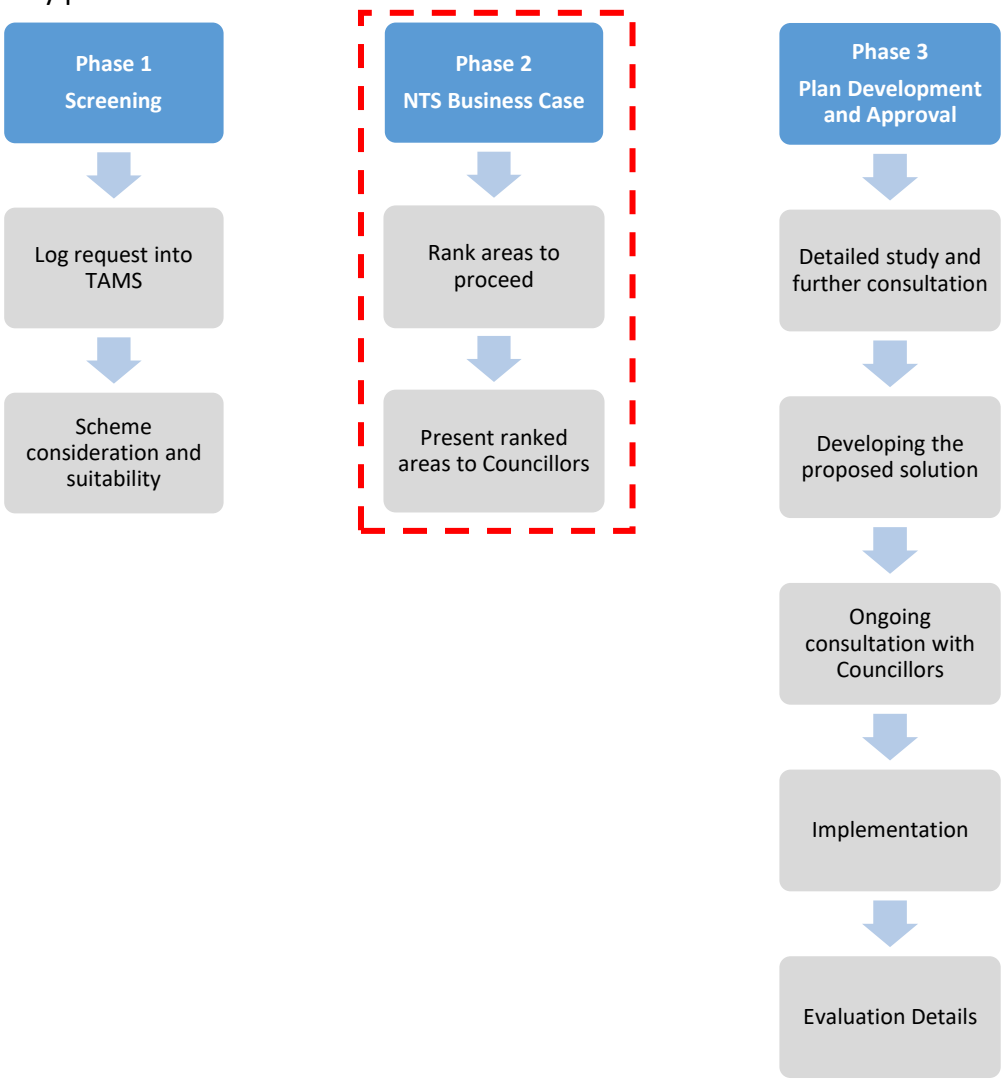


Exhibit 1: Neighbourhood Transport Scheme Process

INTRODUCTION

BACKGROUND

Phase 1 of the NTS process involved reviewing councillor questions and traffic requests to determine whether particular areas can be considered suitable for a Neighbourhood Transport Scheme Assessment (Phase 2), or another course of action be taken.

The outcome of this review was that the following areas were added to a provisional list for consideration to proceed to Phase 2 of the NTS process.

1. East Wall
2. Stoneybatter
3. Cabra East
4. Cabra West
5. Ratra Park
6. North Great Clarence St. (and surrounding area)
7. Synnott Place (and surrounding area)
8. Roads bounded by Dorset St., Ballybough Rd and Clonliffe Rd.

The provisional list above was then presented to our Elected Members at the October 2019 Central Area Committee Meeting for their approval to proceed to Phase 2. During this presentation, it was agreed that a workshop is to be held in the Central Area Office on the 30th October 2019. The purpose of this workshop was to shortlist and agree with our Elected Members which of the areas should proceed to Phase 2.

During this workshop, the Councillors proposed that a vote should determine which areas should proceed to Phase 2. The outcome of this vote was that the following areas proceeded to Phase 2:

1. East Wall
2. Stoneybatter
3. Cabra East
4. Cabra West
5. Phibsborough Village*

* This area was added during the workshop. However, following further analysis of Phibsborough Village, it was determined that this area was outside the scope of a residential NTS scheme due to Phibsborough Village being an arterial route. Accordingly, this area has been forwarded to the Sustainable Transport Team for consideration.

PHASE 2: NEIGHBOURHOOD TRANSPORT SCHEME APPRAISAL

The purpose of this Phase 2: Neighbourhood Transport Scheme Appraisal is to determine the order of ranking for implementation of a Neighbourhood Transport Scheme for the areas agreed with our elected members.

In this high level assessment, a number of onsite and desktop assessments of the agreed areas was conducted to assess the issues in each area based on set criteria (see Assessment Criteria below) that best capture the aims and objectives of a Neighbourhood Transport Scheme. A comparison of the issues in each area was then conducted to determine the order of ranking for implementation.

ASSESSMENT CRITERIA

The following five criteria that best capture the aims and objectives of a Neighbourhood Transport Scheme will be considered in this assessment:

CRITERION 1: TRANSPORT

'The aim of the Transport appraisal is to assess the extent to which the area is experiencing transport related issues relating to motorised transport, road safety, and restricted sustainable transport modes i.e. the extent to which the area is used, or has the potential to be used, for walking and cycling.'

CRITERION 2: TRIP GENERATORS & ATTRACTORS

'The aim of the Trip Generators & Attractors appraisal is to assess the extent to which the area draws, or has the potential to draw, significant pedestrian numbers to an existing attraction site and its proximity to an existing population centre.'

CRITERION 3: ENVIRONMENT

'The aim of the Environment appraisal is to assess the extent to which the area is experiencing environmental issues (i.e. noise and air pollution) relating to motorised transport and its proximity to sensitive receptors.'

CRITERION 4: COMMUNITY/STAKEHOLDER SUPPORT

'The aim of the Community/Stakeholder Support appraisal is to assess the extent and level of support for a scheme, relating to the local authority (or other public body), the local community, specific user groups (including people with particular needs), particular interest groups (e.g. Green Schools), local schools, local businesses, local development enterprises, etc.'

CRITERION 5: SCHEME COMPLEXITY

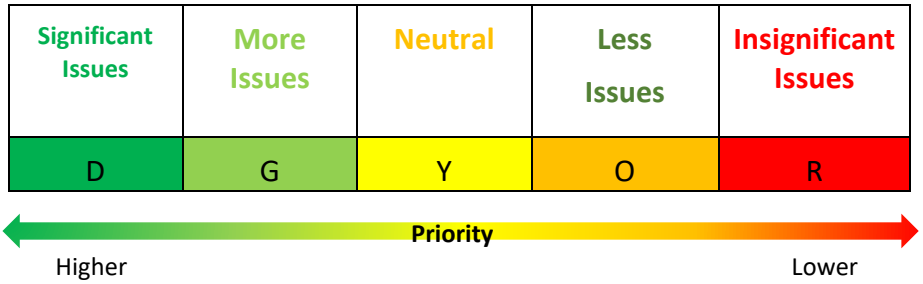
'The aim of the Scheme Complexity appraisal is to assess the level of complexity involved in identifying potential solutions regarding (e.g.) cut-through traffic, speeding, road safety, and on formulating proposed integrated and sustainable solutions to tackle these.'

MULTI-CRITERIA ANALYSIS

The decision to select which area should receive a Neighbourhood Transport Review (Phase 3) is based on the Multi Criteria Analysis (MCA) approach, a methodology used to compare complex solutions, where a large number of different criteria are considered. The use of the Common Appraisal Framework for Transport Projects and Programmes recommendations by the Department of Transport, Tourism and Sport is used as a basis for this.

A colour coded system of attributing the relative grades for each area in the MCA is applied. These are graded:

- **Significant Issues over Other Areas (Dark Green);**
- **More Issues over Other Areas (Light Green);**
- **Neutral over Other Areas (Yellow);**
- **Less Issues over Other Areas (Orange); and**
- **Insignificant Issues over Other Areas (Red)**



NOTE: Where all areas assessed are considered comparatively equal against the scheme sub-criteria they all ranked as neutral.

RESULTS

A summary of the ranking of areas against the scheme sub-criteria is presented below.

Assessment Criteria	Sub-Criteria	East Wall	Cabra East	Stoneybatter	Cabra West
Transport	Level of Traffic Calming	G	G	O	G
	Availability of Commuter Parking	O	O	G	O
	Cut-Through Traffic Volumes (Peak-time)	G	G	G	O
	Vehicle Volumes (Peak-time)	G	O	G	O
	Vehicle Speeds (Off-peak)	O	G	O	G
	Walking Volumes (Peak-time)	G	O	O	O
	Cycling Volumes (Peak-time)	G	G	O	O
	Accident Data (RSA Data)	Y	G	O	O

	Access to walking/cycling routes	Y	Y	Y	Y
Trip Generators & Attractors	*Housing Density (e.g. apartments)*	O	O	O	O
	Education (e.g. schools)	Y	Y	Y	Y
	Health (e.g. hospitals)	Y	Y	Y	Y
	Recreational (e.g. parks, sports facilities)	O	G	O	G
	Commercial (e.g. jobs, shops)	G	O	G	O
	Other	Y	Y	Y	Y
Environment	*Volume of Trucks and Buses*	G	G	O	O
	Proximity of traffic to sensitive receptors (e.g. houses, schools and hospitals)	G	Y	G	Y
Community / Stakeholder Support	*Number of requests for NTS arising from service requests, councillor requests, area office requests, Gardaí, Dublin Bus,* etc.	G	G	Y	O
Scheme Complexity	*Number of entry/exit routes into neighbourhood*	Y	Y	Y	Y
	Degree of mixed use development (e.g. area developed for residential and commercial use)	G	O	G	O
	Degree of integration of roadway with public transport (e.g. bus lanes)	O	G	G	O
	Degree of integration of roadway with sustainable transport (e.g. primary cycle routes)	Y	Y	Y	Y

A summary of the ranking of areas against the scheme sub-criteria is presented below.

CRITERION 1: TRANSPORT

LEVEL OF TRAFFIC CALMING

East Wall, Cabra East and Cabra West score higher on the “Level of Traffic Calming” criterion as the provision of traffic calming measures is lower in these areas. Stoneybatter scores lower as the area benefits from an increased level of traffic calming measures.

AVAILABILITY OF COMMUTER PARKING

In terms of "Availability of Commuter Parking", the increased provision of Pay & Display parking in the Stoneybatter area has reduced the demand for commuter parking so it scores higher on this criterion. There is little to differentiate between the other areas.

CUT-THROUGH TRAFFIC VOLUMES

East Wall, Stoneybatter and Cabra East score higher on the "Cut-Through Traffic Volumes" criterion as there is a higher volume of cut-through traffic through these areas.

VEHICLE VOLUMES

In terms of "Vehicle Volumes", a higher volume of vehicles travelling in the East Wall and Stoneybatter areas was observed during peak-times (AM & PM). This is perhaps due to these areas being in closer proximity to the city centre. There is little to differentiate between the other areas which score lower on this criterion.

VEHICLE SPEEDS

In terms of "Vehicle Speeds", vehicles were observed to travels at greater speeds through Cabra East and Cabra West during the off-peak so these areas score higher on this criterion. This may be due to these areas being more suburban in nature. There is little to differentiate between the other two areas.

WALKING VOLUMES

In terms of "Walking Volumes", the relatively higher volume of pedestrians travelling through East Wall to the city centre (and vice-versa) during peak times (AM & PM) scores this area higher on this criterion. There is little to differentiate between the other three areas.

CYCLING VOLUMES

East Wall and Cabra East score higher on the "Cycling Volumes" criterion as there was a higher volume of cyclists observed to travel though these areas. There is little to differentiate between the other two areas.

ACCIDENT DATA

In terms of "Accident Data", the greater number of serious accidents recorded in Cabra East scores this area highest on this criterion. There is little to choose between the other areas although a serious accident was recorded in East Wall.

ACCESS TO WALKING/CYCLING ROUTES

In terms of Access to Walking/Cycling routes, there is little to differentiate between all areas. Therefore, all areas are ranked as neutral.

CRITERION 2: TRIP GENERATORS & ATTRACTORS

Under “Trip Generators & Attractors” East Wall and Stoneybatter serve a number of high volume trip attractors including shopping centres and offices. Cabra East and Cabra West serve high trip generators such as recreational parks and sports facilities. On balance all areas are considered equal under this criterion

CRITERION 3: ENVIRONMENT

VOLUME OF LARGE VEHICLES

In terms of “Volume of Large Vehicles”, the greater number of trucks and buses observed in East Wall and Cabra East scores these areas higher on this criterion as these vehicles would likely have a negative impact on air and noise pollution. There is little to differentiate between the other two areas.

PROXIMITY OF TRAFFIC TO SENSITIVE RECEPTORS

East Wall and Stoneybatter score higher on the “Proximity of Traffic to Sensitive Receptors” criterion as residential dwellings in these areas are generally located in closer proximity to roadways which would likely increase a resident’s exposure to air and noise pollution. There is little to differentiate between the other two areas.

CRITERION 4: COMMUNITY/STAKEHOLDER SUPPORT

Under “Community/Stakeholder Support”, East Wall and Cabra East received a greater number of requests/councillor support for a Neighbourhood Transport Scheme (NTS). There is little to choose between the other two areas although Stoneybatter received more councillor support for a scheme.

CRITERION 5: SCHEME COMPLEXITY

NUMBER OF ENTRY/EXIT ROUTES INTO NEIGHBOURHOOD

In terms of “Number of Entry/Exit Routes into Neighbourhood”, there is little to differentiate between all areas. Therefore, all areas are ranked as neutral.

DEGREE OF MIXED-USE DEVELOPMENT

In terms of “Degree of Mixed-Use Development”, East Wall and Stoneybatter score higher on this criteria as these areas have a higher degree of mixed-use development including residential, commercial and institutional uses. There is little to differentiate between the other two areas.

DEGREE OF INTEGRATION OF AREA WITH PUBLIC TRANSPORT

Cabra East and Stoneybatter score higher on the 'Degree of Integration of Area with Public Transport' criterion as these areas are served by a greater number of bus routes. There is little to differentiate between the other two areas.

DEGREE OF INTEGRATION OF ROADWAY WITH SUSTAINABLE TRANSPORT

In terms of "Degree of Integration of Roadway with Sustainable Transport", there is little to differentiate between all areas. Therefore, all areas are ranked as neutral.

CONCLUSIONS

A summary of the assessment and a relative ranking for each of the five assessment criteria is shown below.

Assessment Criteria	East Wall	Cabra East	Stoneybatter	Cabra West
Transport				
Trip Generators & Attractors				
Environment				
Community/ Stakeholder Support				
Scheme Complexity				

Based on the assessments above it has been determined that the order of ranking for implementation for a Neighbourhood Transport Scheme is as follows:

1. **East Wall**
2. Cabra East
3. Stoneybatter
4. Cabra West

East Wall scores highest in terms of the agreed prioritisation process and will proceed to Phase 3 for the following reasons:

- it is experiencing the most significant issues in relation to motorised transport.
- the high volume of trucks and buses likely have a negative impact on air and noise pollution
- there is strong councillor support for a Neighbourhood Transport Scheme (NTS)
- there is a relatively higher degree of mixed-use developments

Cabra East is identified as second on the order of ranking followed by Stoneybatter and Cabra West.

NEXT STEPS

This Phase 2 report has identified the order of ranking for implementation for a Neighbourhood Transport Scheme with the East Wall Area ranking highest.

The next NTS Phase (Phase 3: Plan Development and Approval (NTS Review Process)) is to define the transport-related issues in the East Wall neighbourhood and to outline the potential solutions available to alleviate these issues following the implementation procedure agreed with our elected members. Councillors can then advise which avenues they wish to pursue in terms of providing a solution to the local residents and businesses.