



**Appendix D2**  
Section 2 - Griffith  
Avenue to  
Phibsborough

Route Options  
Assessment MCA  
Tables

**Table 6.1.2.1 – Evaluation of Options for Bus Facilities in Section 2: St. Mobhi Road**

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B
		Bus Gate at Northern end of St. Mobhi Road	Widen St. Mobhi Road for 2 Bus Lanes
Economy	Capital Cost	<b>Infrastructure Works</b> Lower cost	<b>Infrastructure Works</b> Significantly higher cost requirements for road widening.
		<b>Land Acquisition</b> Less cost	<b>Land Acquisition</b> Significant cost
	Rank		
	Journey Time Reliability (Bus)	Northbound bus gate instead of a bus lane may not provide the same reliability	Northbound bus lane ensures reliability.
	Rank		
<b>Economy</b>			
Integration	Policy Integration	No appreciable difference	No appreciable difference
	Rank		
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference
	Rank		
	Public Transport Network	No appreciable difference	No appreciable difference
	Rank		
	Cycling Integration	No appreciable difference	No appreciable difference
	Rank		
	Traffic Network Integration	Local Access Diversions. Through Traffic Diversion	No traffic diversions
Rank			
<b>Integration</b>			

Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Deprived Geographic Areas	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Accessibility &amp; Social Inclusion</b>			
Safety	Road Safety	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Safety</b>			
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Flora & Fauna / Biodiversity	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Soils & Geology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Hydrology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Landscape & Visual	Most street trees retained	All street trees removed
	<i>Rank</i>		
	Air & Noise	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Land Use and the Built Environment	Impact on fewer properties	Impact on more properties
<i>Rank</i>			
<b>Environment</b>			
<b>Preference Rank</b>		<b>1</b>	<b>2</b>

**Table 6.1.2.3 – Evaluation of Options in Ballymun Sub-Section 2B: St. Mobhi Road from Tolka Bridge to Botanic Avenue**

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B	Option C
		No Parking on Eastern Side	Widen on Western Side	Widen on Eastern Side
Economy	Capital Cost	<i>Infrastructure Works</i> Lower cost.	<i>Infrastructure Works</i> Higher cost for road widening	<i>Infrastructure Works</i> Higher cost for road widening
		<i>Land Acquisition</i> n/a	<i>Land Acquisition</i> n/a	<i>Land Acquisition</i> Land take from gardens
	<i>Rank</i>			
	Journey Time Reliability (Bus)	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
<b>Economy</b>				
Integration	Policy Integration	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Residential Population and Employment Catchments	Loss of all on-street parking at houses without driveways.	On-street parking retained.	On-street parking retained.
	<i>Rank</i>			
	Public Transport Network	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Cycling Integration	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Traffic Network Integration	No appreciable difference	No appreciable difference	No appreciable difference
<i>Rank</i>				
<b>Integration</b>				
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			

	Deprived Geographic Areas	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
<b>Accessibility &amp; Social Inclusion</b>				
Safety	Road Safety	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
<b>Safety</b>				
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Flora & Fauna / Biodiversity	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Soils & Geology	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Hydrology	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Landscape & Visual	Trees removed on eastern side	Trees removed on western side	All trees retained
	<i>Rank</i>			
	Air & Noise	No change	No change	Traffic slightly closer to houses
	<i>Rank</i>			
	Land Use and the Built Environment	No impact on gardens	No impact on gardens	Loss of front gardens
	<i>Rank</i>			
<b>Environment</b>				
<b>Preference Rank</b>		<b>2</b>	<b>1</b>	<b>3</b>

6.1.2.5 – Evaluation of Options in Ballymun Sub-Section 2C: St. Mobhi Road south from Botanic Avenue to Botanic Road

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B	Option C
		2 Bus Lanes + 1 Traffic Lane	2 Bus Lanes + 2 Traffic Lanes	1 Bus Lane + 2 Traffic Lanes
Economy	Capital Cost	<b>Infrastructure Works</b> Lower cost with no widening	<b>Infrastructure Works</b> Higher cost for widening	<b>Infrastructure Works</b> Lower cost with no widening.
		<b>Land Acquisition</b> n/a	<b>Land Acquisition</b> 16 properties	<b>Land Acquisition</b> n/a
	Rank			
	Journey Time Reliability (Bus)	Bus lanes in both directions	Bus lanes in both directions	Northbound bus gate instead of bus lane will achieve adequate reliability
	Rank			
<b>Economy</b>				
Integration	Policy Integration	No appreciable difference	No appreciable difference	No appreciable difference
	Rank			
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference	No appreciable difference
	Rank			
	Public Transport Network	No appreciable difference	No appreciable difference	No appreciable difference
	Rank			
	Cycling Integration	2m cycle tracks	2m cycle tracks	1.25m cycle tracks
	Rank			
	Traffic Network Integration	Northbound Traffic Diversion	No traffic diversion	No traffic diversion
Rank				
<b>Integration</b>				
	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference	No appreciable difference

Accessibility and Social Inclusion	<i>Rank</i>			
	Deprived Geographic Areas	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
<b>Accessibility &amp; Social Inclusion</b>				
Safety	Road Safety	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
<b>Safety</b>				
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Flora & Fauna / Biodiversity	All street trees removed	All street trees removed	Street trees retained
	<i>Rank</i>			
	Soils & Geology	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Hydrology	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Landscape & Visual	All street trees removed and replaced	All street trees removed and not replaced	Street trees retained
	<i>Rank</i>			
	Air & Noise	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Land Use and the Built Environment	No encroachment into gardens	Encroachment into 16 gardens	No encroachment into gardens
	<i>Rank</i>			
<b>Environment</b>				
<b>Preference Rank</b>		<b>2</b>	<b>3</b>	<b>1</b>

**Table 6.1.2.7 – Evaluation of Options in Ballymun Sub-Section 2D - Botanic Road**

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B	Option C
		Northbound Bus Lane	Southbound Bus Lane	Cycle Tracks
Economy	Capital Cost	<b>Infrastructure Works</b> Equal cost.	<b>Infrastructure Works</b> Equal cost	<b>Infrastructure Works</b> Equal cost
		<b>Land Acquisition</b> n/a	<b>Land Acquisition</b> n/a	<b>Land Acquisition</b> n/a
	<i>Rank</i>			
	Journey Time Reliability (Bus)	Northbound Bus lane Southbound Signal controlled priority	Southbound Bus lane Northbound Signal controlled priority	Signal controlled priority in both directions
	<i>Rank</i>			
<b>Economy</b>				
Integration	Policy Integration	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Public Transport Network	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Cycling Integration	Slow cyclists uphill in shared lane	Slow cyclists uphill in bus lane	Segregated in both directions
	<i>Rank</i>			
	Traffic Network Integration	No appreciable difference	No appreciable difference	No appreciable difference
<i>Rank</i>				
<b>Integration</b>				
	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference	No appreciable difference



Accessibility and Social Inclusion	<i>Rank</i>			
	Deprived Geographic Areas	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
<b>Accessibility &amp; Social Inclusion</b>				
Safety	Road Safety	Cyclists share traffic lane uphill and bus lane downhill	Cyclists share traffic lane downhill and bus lane uphill	Cyclists fully segregated from all traffic
	<i>Rank</i>			
<b>Safety</b>				
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Flora & Fauna / Biodiversity	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Soils & Geology	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Hydrology	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Landscape & Visual	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Air & Noise	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Land Use and the Built Environment	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
<b>Environment</b>				
<b>Preference Rank</b>		<b>3</b>	<b>2</b>	<b>1</b>

**Table 6.1.2.9– Evaluation of Options at Hart’s Corner (and Finglas Road South)**

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B	Option C
		Extensive Widening	Moderate Widening	Limited Widening
Economy	Capital Cost	<b>Infrastructure Works</b> Highest cost.	<b>Infrastructure Works</b> Moderate cost	<b>Infrastructure Works</b> Lowest cost.
		<b>Land Acquisition</b> 43 Properties	<b>Land Acquisition</b> 12 Properties	<b>Land Acquisition</b> 4 Properties
	Rank			
	Journey Time Reliability (Bus)	Continuous northbound Bus Lane towards Finglas	Continuous northbound Bus Lane towards Finglas	120m gap in northbound Bus Lane towards Finglas
	Rank			
<b>Economy</b>				
Integration	Policy Integration	No appreciable difference	No appreciable difference	No appreciable difference
	Rank			
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference	No appreciable difference
	Rank			
	Public Transport Network	No appreciable difference	No appreciable difference	No appreciable difference
	Rank			
	Cycling Integration	Not fully segregated. Shared bus lane. Less direct route towards Ballymun.	Continuously segregated	Continuously segregated
	Rank			
	Traffic Network Integration	No appreciable difference	No appreciable difference	No appreciable difference
	Rank			
<b>Integration</b>				
	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference	No appreciable difference

Accessibility and Social Inclusion	<i>Rank</i>			
	Deprived Geographic Areas	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
<b>Accessibility &amp; Social Inclusion</b>				
Safety	Road Safety	Increased interactions between cyclists with buses and general traffic.	Full segregation of cyclists	Full segregation of cyclists
	<i>Rank</i>			
<b>Safety</b>				
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Flora & Fauna / Biodiversity	Extensive loss of vegetation in gardens	Moderate loss of vegetation in gardens	Limited loss of vegetation in gardens
	<i>Rank</i>			
	Soils & Geology	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Hydrology	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Landscape & Visual	Significant change	Moderate change	Little change
	<i>Rank</i>			
	Air & Noise	No appreciable difference	No appreciable difference	No appreciable difference
	<i>Rank</i>			
	Land Use and the Built Environment	Impact for 43 properties	Impact for 12 properties	Impact for 4 properties
	<i>Rank</i>			
<b>Environment</b>				
<b>Preference Rank</b>		<b>3</b>	<b>2</b>	<b>1</b>