



Appendix D3

Section 3 – Royal Canal
to Ormond Quay

Route Options
Assessment
MCA Tables

Table 6.1.3.1 – Evaluation of Options in Ballymun Sub-Section 3A - Phibsborough Road

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B
		2 Bus Lanes and Quiet Street Cycle Route	1 Bus Lane + 2 Cycle Tracks
Economy	Capital Cost	<i>Infrastructure Works</i> No appreciable difference	<i>Infrastructure Works</i> No appreciable difference.
		<i>Land Acquisition</i> n/a	<i>Land Acquisition</i> n/a
	<i>Rank</i>		
	Journey Time Reliability (Bus)	Bus lanes for >95% of length	Bus lanes for 50% of length
	<i>Rank</i>		
Economy			
Integration	Policy Integration	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Public Transport Network	2 bus lanes	1 bus lane
	<i>Rank</i>		
	Cycling Integration	Alternative Route for through trips, but not through Phibsborough Village	Continuously segregated through Phibsborough Village
	<i>Rank</i>		
	Traffic Network Integration	No appreciable difference	No appreciable difference
<i>Rank</i>			
Integration			
	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference

Accessibility and Social Inclusion	<i>Rank</i>		
	Deprived Geographic Areas	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Accessibility & Social Inclusion			
Safety	Road Safety	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Safety			
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	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Air & Noise	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Land Use and the Built Environment	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Environment			
Preference Rank		1	2

Table 6.1.3.3 – Evaluation of Options in Ballymun Sub-Section 3A – Cross Guns Bridge

Assessment Criterion	Assessment Sub-Criterion	Option A 2 Bus Lanes	Option B 1 Bus Lane + Wider Footpaths
Economy	Capital Cost	<i>Infrastructure Works</i> No appreciable difference	<i>Infrastructure Works</i> No appreciable difference.
		<i>Land Acquisition</i> n/a	<i>Land Acquisition</i> n/a
	<i>Rank</i>		
	Journey Time Reliability (Bus)	Continuous bus lanes	Short gaps in southbound bus lane with signal-controlled priority
	<i>Rank</i>		
Economy			
Integration	Policy Integration	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Public Transport Network	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Cycling Integration	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Traffic Network Integration	No appreciable difference	No appreciable difference
<i>Rank</i>			
Integration			
	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference

Accessibility and Social Inclusion	<i>Rank</i>		
	Deprived Geographic Areas	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Accessibility & Social Inclusion			
Safety	Road Safety	Adequate footpaths	Wide footpaths
	<i>Rank</i>		
Safety			
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	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Air & Noise	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Land Use and the Built Environment	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Environment			
Preference Rank		1	2

Table 6.1.3.5 – Evaluation of Options for the crossing of Royal Canal Bank at North Circular Road

Assessment Criterion	Assessment Sub-Criterion	Option A Traffic Signal	Option B Bridge
Economy	Capital Cost	Infrastructure Works Lower cost.	Infrastructure Works Significantly higher cost
		Land Acquisition n/a	Land Acquisition n/a
	<i>Rank</i>		
	Journey Time Reliability (Bus)	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Economy			
Integration	Policy Integration	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Public Transport Network	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Cycling Integration	Major traffic route crossing	Segregated Crossing
	<i>Rank</i>		
	Traffic Network Integration	No appreciable difference	No appreciable difference
<i>Rank</i>			
Integration			
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>		
Accessibility & Social Inclusion			
Safety	Road Safety	Traffic Crossing for pedestrians and cyclists	Segregated Crossing
	<i>Rank</i>		
Safety			
Environment	Archaeology & Cultural Heritage	No change	Reinstatement of a bridge on Royal Canal Bank
	<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	Visual severance retained, but no loss of existing landscaping.	Connection along Royal Canal Bank, but loss of existing landscaping and replacement.
	<i>Rank</i>		
	Air & Noise	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Land Use and the Built Environment	Severance of Community	Connectivity of Community
<i>Rank</i>			
Environment			
Preference Rank		2	1

Table 6.1.3.7 – Evaluation of Options for Cyclists from Western Way to Ormond Quay

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B
		Cycle Route along Church Street	Additional Two-Way Cycle Route through Markets Area
Economy	Capital Cost	<i>Infrastructure Works</i> No appreciable difference	<i>Infrastructure Works</i> No appreciable difference
		<i>Land Acquisition</i> n/a	<i>Land Acquisition</i> n/a
	<i>Rank</i>		
	Journey Time Reliability (Bus)	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Economy			
Integration	Policy Integration	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Public Transport Network	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Cycling Integration	Single Route	Additional route
	<i>Rank</i>		
	Traffic Network Integration	No appreciable difference	No appreciable difference
<i>Rank</i>			
Integration			
	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference

Accessibility and Social Inclusion	<i>Rank</i>		
	Deprived Geographic Areas	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Accessibility & Social Inclusion			
Safety	Road Safety	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Safety			
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	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Air & Noise	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Land Use and the Built Environment	No change from existing	Enhancement for Markets Area
	<i>Rank</i>		
Environment			
Preference Rank		2	1