



Appendix D4
Section 4 – Finglas
Road from St.
Margaret’s Road to
Slaney Road

Route Options
Assessment MCA Tables

Table 6.2.1.1 – Evaluation of Options for Northbound Bus Lane Extension in Section 4

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B
		Road Widening for Bus Lane	Convert Traffic Lane to Bus Lane
Economy	Capital Cost	<i>Infrastructure Works</i> Higher cost.	<i>Infrastructure Works</i> Lower cost
		<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	No appreciable difference	No appreciable difference
	<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	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	Loss of vegetation	No impact
	<i>Rank</i>		
	Soils & Geology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Hydrology	Increased road footprint and drainage flows	No change to existing road footprint
	<i>Rank</i>		
	Landscape & Visual	Minor loss of landscaping	No impact on the landscape
	<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		2	1

Table 6.2.1.3 – Evaluation of Options for Cycle Tracks in Section 4

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B
		Cycle Tracks on Verges	Cycle Tracks by Road Narrowing
Economy	Capital Cost	Infrastructure Works No appreciable difference	Infrastructure Works No appreciable difference
		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	No appreciable difference	No appreciable difference
	<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	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	Loss of trees	No impact
	<i>Rank</i>		
	Soils & Geology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Hydrology	Increased road footprint and drainage flows	No change to existing road footprint
	<i>Rank</i>		
	Landscape & Visual	Loss of trees	No impact
	<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		2	1

Table 6.2.1.5 – Extension of Northbound Cycle Track to Mellows Road in Section 4

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B
		Northbound Cycle Track ends at Church Street	Northbound Cycle Track extended to Mellows Road
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	Less extent of cycle network	Greater extent of cycle network
	<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		2	1