



**Appendix D5**  
Section 5 – Finglas  
Road from Slaney  
Road to Hart’s Corner

Route Options  
Assessment MCA  
Tables

**Table 6.2.2.1 – Evaluation of Options for Car Park at Glasnevin Cemetery in Section 5**

<b>Assessment Criterion</b>	<b>Assessment Sub-Criterion</b>	<b>Option A Reduced Car Parking</b>	<b>Option B Replacement Car Parking</b>
Economy	Capital Cost	<b>Infrastructure Works</b> Slightly Lower cost	<b>Infrastructure Works</b> Slightly greater cost
		<b>Land Acquisition</b> n/a	<b>Land Acquisition</b> n/a
	<i>Rank</i>		
	Journey Time Reliability (Bus)	Potential obstruction of bus lane during parking	No obstruction of bus lane
	<i>Rank</i>		
<b>Economy</b>			
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>			
<b>Integration</b>			
	Key Trip Attractors (Education / Health / Commercial / Employment)	Loss of parking at cemetery and risk of spill over into residential area.	No reduction in existing car parking.

Accessibility and Social Inclusion	<i>Rank</i>		
	Deprived Geographic Areas	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Accessibility &amp; Social Inclusion</b>			
Safety	Road Safety	Interactions between parking and bus lane	Segregated parking area
	<i>Rank</i>		
<b>Safety</b>			
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Flora & Fauna / Biodiversity	No impact	Minor encroachment into public park, but No appreciable difference.
	<i>Rank</i>		
	Soils & Geology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Hydrology	No change	Increased road footprint offset by SUDS
	<i>Rank</i>		
	Landscape & Visual	No impact	Loss of part of green space
	<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>		
<b>Environment</b>			
<b>Preference Rank</b>		<b>2</b>	<b>1</b>

**Table 6.2.2.3 – Evaluation of Options for Road Widening in Section 5 at Finglas Road South**

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B
		Extensive Widening on Western Side	Less Widening mainly on Eastern Side
Economy	Capital Cost	<b>Infrastructure Works</b> Higher cost for greater degree of road widening	<b>Infrastructure Works</b> Lower cost.
		<b>Land Acquisition</b> 20 properties	<b>Land Acquisition</b> 4 properties
	<i>Rank</i>		
	Journey Time Reliability (Bus)	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Economy</b>			
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>			
<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	More impact	Less impact
	<i>Rank</i>		
	Air & Noise	Traffic closer to more houses	Traffic distance to houses not modified
	<i>Rank</i>		
Land Use and the Built Environment	20 gardens affected (1 school + 19 houses)	4 gardens affected (1 school + 3 houses)	
<i>Rank</i>			
<b>Environment</b>			
<b>Preference Rank</b>		<b>2</b>	<b>1</b>