



Appendix D
Templeogue to Terenure
Section Study Area - Section
1 Route Option Assessment
MCA Tables

Table D1.1: Templeogue Village MCA

| Sub-Criteria | Option TG1 (EPR proposal) | Option TG2 (Templeogue Village Bus Priority Traffic Signals) | Option TG3 (Templeogue Village Bus Priority Traffic Signals) |
|------------------------------------|--|--|--|
| 1A Capital Cost | <p>Indicative Scheme Infrastructure Works Costs</p> <ul style="list-style-type: none"> - Segregated Bus lanes provided through Templeogue Village. - Dedicated inbound cycle track provided. - Two traffic lanes provided. <p>Land Acquisition Cost 749.2 sqm Private Land 21 Properties affected</p> | <p>Indicative Scheme Infrastructure Works Costs</p> <ul style="list-style-type: none"> - Two all-traffic lanes provided through Templeogue Village. - Dedicated cycle tracks provided in both directions. - Bus priority traffic signals provided on either side of the village. <p>Land Acquisition Cost 575 sqm Private Land 15 Properties affected</p> | <p>Indicative Scheme Infrastructure Works Costs</p> <ul style="list-style-type: none"> - Two all-traffic lanes provided through Templeogue Village. - Dedicated cycle tracks provided in both directions. - Bus priority traffic signals provided on either side of the village. <p>Land Acquisition Cost 431 sqm Private Land 15 Properties affected</p> |
| Rank | | | |
| 1B Transport Quality & Reliability | <p>Journey Time Inbound: 1.9 mins Journey Time Outbound: 1.9 mins Length: 0.67 km No. of Junctions: 0 No. of Pedestrian Crossings: 2 Virtual Bus Priority provided through signalling at Ashfield.</p> | <p>Journey Time Inbound: 2.1 mins Journey Time Outbound: 2.1 mins Length: 0.67 km No. of Junctions: 0 No. of Pedestrian Crossings: 2 Virtual Bus Priority provided through signalling within Templeogue Village and at Ashfield.</p> | <p>Journey Time Inbound: 2.1 mins Journey Time Outbound: 2.1 mins Length: 0.67 km No. of Junctions: 0 No. of Pedestrian Crossings: 2 Virtual Bus Priority provided through signalling within Templeogue Village and at Ashfield.</p> |
| Rank | | | |
| 2A Land Use Policy | <p>The route offers the potential to connect with lands zoned “<i>To protect, and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountain areas</i>”.</p> <p>The proposed CBC would encourage/support planned development and provide for economic opportunities.</p> | <p>The route offers the potential to connect with lands zoned “<i>To protect, and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountain areas</i>”.</p> <p>The proposed CBC would encourage/support planned development and provide for economic opportunities.</p> | <p>The route offers the potential to connect with lands zoned “<i>To protect, and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountain areas</i>”.</p> <p>The proposed CBC would encourage/support planned development and provide for economic opportunities.</p> |
| Rank | | | |

| Sub-Criteria | Option TG1 (EPR proposal) | Option TG2 (Templeogue Village Bus Priority Traffic Signals) | Option TG3 (Templeogue Village Bus Priority Traffic Signals) |
|--|---|---|---|
| 2B Residential Population and Employment Catchments | <p><u>Residential Population Catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 2027 - 10-minute walking catchment of approx. 4909 - 15-minute walking catchment of approx. 12696 <p><u>Employment catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 359 - 10-minute walking catchment of approx. 1324 - 15-minute walking catchment of approx. 2182 | <p><u>Residential Population Catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 2027 - 10-minute walking catchment of approx. 4909 - 15-minute walking catchment of approx. 12696 <p><u>Employment catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 359 - 10-minute walking catchment of approx. 1324 - 15-minute walking catchment of approx. 2182 | <p><u>Residential Population Catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 2027 - 10-minute walking catchment of approx. 4909 - 15-minute walking catchment of approx. 12696 <p><u>Employment catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 359 - 10-minute walking catchment of approx. 1324 - 15-minute walking catchment of approx. 2182 |
| Rank | | | |
| 2C Transport Network Integration | Potential for interchange with local bus services. | Potential for interchange with local bus services. | Potential for interchange with local bus services. |
| Rank | | | |
| 2D Cycle Network integration | Segregated cycle facilities provided in one direction only through Templeogue Village along Secondary Route 9B from the GDA cycle network plan. | Segregated cycle facilities provided in both directions through Templeogue Village along Secondary Route 9B from the GDA cycle network plan. | Segregated cycle facilities provided in both directions through Templeogue Village along Secondary Route 9B from the GDA cycle network plan. |
| Rank | | | |
| 2E Traffic Network Integration | Current traffic regime maintained within Templeogue Village. | Traffic queued to provide virtual bus priority through Templeogue Village. | Traffic queued to provide virtual bus priority through Templeogue Village. |
| Rank | | | |
| 3A Key Trip Attractors | <p><u>Educational Land Use catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 822 - 10-minute walking catchment of approx. 2471 - 15-minute walking catchment of approx. 4960 | <p><u>Educational Land Use catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 822 - 10-minute walking catchment of approx. 2471 - 15-minute walking catchment of approx. 4960 | <p><u>Educational Land Use catchments</u></p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 822 - 10-minute walking catchment of approx. 2471 - 15-minute walking catchment of approx. 4960 |

| Sub-Criteria | Option TG1 (EPR proposal) | Option TG2 (Templeogue Village Bus Priority Traffic Signals) | Option TG3 (Templeogue Village Bus Priority Traffic Signals) |
|---------------------------------------|---|---|---|
| | <u>Retail/leisure/commercial Land Uses</u> - Templeogue Tennis Club - Templeogue Village | <u>Retail/leisure/commercial Land Uses</u> - Templeogue Tennis Club - Templeogue Village | <u>Retail/leisure/commercial Land Uses</u> - Templeogue Tennis Club - Templeogue Village |
| Rank | | | |
| 3B Deprived Geographic Areas | Route option serves areas of Marginally Above Average to Affluent means from the Pobal Deprivation Index. | Route option serves areas of Marginally Above Average to Affluent means from the Pobal Deprivation Index. | Route option serves areas of Marginally Above Average to Affluent means from the Pobal Deprivation Index. |
| Rank | | | |
| 4A Road Safety | No. of junctions: 0 No turn movements required. | No. of junctions: 0 No turn movements required. | No. of junctions: 0 No turn movements required. |
| Rank | | | |
| 4B Pedestrian Safety | No. of Pedestrian Crossings: 2 Good pedestrian facility provision. | No. of Pedestrian Crossings: 2 Good pedestrian facility provision. | No. of Pedestrian Crossings: 2 Good pedestrian facility provision. |
| Rank | | | |
| 5A Archaeology & Cultural Heritage | No Recorded Monument or site of archaeological and cultural heritage merit was identified within the assessment area. | No Recorded Monument or site of archaeological and cultural heritage merit was identified within the assessment area. | No Recorded Monument or site of archaeological and cultural heritage merit was identified within the assessment area. |
| Rank | | | |
| 5B Architectural Heritage | 1 no. protected structure was identified within the assessment area. | 1 no. protected structure was identified within the assessment area. | 1 no. protected structure was identified within the assessment area. |
| Rank | | | |
| 5C Flora & Fauna | Requires the removal of 0 trees in public areas and 15 trees in private areas. Total trees impacted: 15 | Requires the removal of 0 trees in public areas and 15 trees in private areas. Total trees impacted: 15 | Requires the removal of 0 trees in public areas and 11 trees in private areas. Total trees impacted: 11 |
| Rank | | | |
| 5D Soils, Geology & Hydrology | No appreciable impact | No appreciable impact | No appreciable impact |
| Rank | | | |
| 5E Landscape & Visual | Land acquisition required from 21 properties. | Land acquisition required from 15 properties. | Land acquisition required from 15 properties. |
| Rank | | | |

| Sub-Criteria | Option TG1 (EPR proposal) | Option TG2 (Templeogue Village Bus Priority Traffic Signals) | Option TG3 (Templeogue Village Bus Priority Traffic Signals) |
|-----------------------|--|---|---|
| 5F Air Quality | Increased proximity of vehicles to residential properties due to road widening. | Increased proximity of vehicles to residential properties due to road widening, to a lesser extent than option TG1. | Increased proximity of vehicles to residential properties due to road widening, to a lesser extent than option TG1. |
| Rank | | | |
| 5G Noise & Vibration | Increased proximity of vehicles to residential properties due to road widening. | Increased proximity of vehicles to residential properties due to road widening, to a lesser extent than option TG1. | Increased proximity of vehicles to residential properties due to road widening, to a lesser extent than option TG1. |
| Rank | | | |
| 5H Land Use Character | Road widening through the village would impact on the land use character of the village. Removal of 10 parking spaces | The character of Templeogue village would be retained and potentially improved with this option. | The character of Templeogue village would be retained and potentially improved with this option. |
| Rank | | | |