



Appendix G
Rathfarnham to City
Centre Study Area Section
- Section 2 Terenure Cross
to Grand Canal Route
Options Assessment MCA
Tables

Table G1.1: Rathgar Road MCA

Appraisal Criteria	Sub-Criteria	Option RG1 Full Cross Section (EPR Option Proposal)	Option RG2 One-way inbound, 1.5m cycle track on Rathgar Road, Parallel Cycle in Harold's Cross & Orwell	Option RG3 One-way inbound, 2m cycle track	Option RG4 Combination of bus lanes and signal- controlled priority, 1.5m cycle track, Parallel Cycle in Harold's Cross & Orwell	Option RG5 Combination of bus lanes and signal- controlled priority, 2m cycle track
1 Economy	1A Capital Cost	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Section without cycle track on Terenure Road East at Pinch point. - Dedicated cycle tracks on Rathgar Road - Dedicated Bus Lanes on Rathgar Road. - Approx. 4m of land-take from properties along Rathgar Road. <p><i>Land Acquisition Cost</i> 5,429 sqm Private Land 108 Properties affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Inbound Traffic only on Rathgar Road. - No cycle facilities provided on Terenure Road East. - Signal-controlled priority on Terenure Road East at pinch point. - Dedicated cycle tracks on Terenure Road North and Harold's Cross Road connecting to the Kimmage to City Centre CBC. - Dedicated Bus Lanes on Rathgar Road. - 1.5m cycle tracks on Rathgar Road. - Minimal land-take from properties along Rathgar Road. <p>- Outbound cycle track on Bushy Park Road. Quiet</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Inbound Traffic only on Rathgar Road. - Dedicated 2m cycle tracks on Rathgar Road - Dedicated Bus Lanes on Rathgar Road. - Approx. 1m of land-take from properties along Rathgar Road. <p><i>Land Acquisition Cost</i> 2,703sqm Private Land 95 Properties affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - A combination of bus lanes and signal-controlled priority provided on Rathgar Road - No cycle facilities provided on Terenure Road East. - Signal-controlled priority on Terenure Road East at pinch point. - Dedicated cycle tracks on Terenure Road North and Harold's Cross Road connecting to the Kimmage to City Centre CBC. - Dedicated Bus Lanes on Rathgar Road. <p>- 1.5m cycle tracks on Rathgar Road.</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - A combination of bus lanes and signal-controlled priority provided on Rathgar Road. - Dedicated 2m cycle tracks on Rathgar Road - Dedicated Bus Lanes on Rathgar Road. - Approx. 1m of land-take from properties along Rathgar Road. <p><i>Land Acquisition Cost</i> 2,703 sqm Private Land 95 Properties affected</p>

Appraisal Criteria	Sub-Criteria	Option RG1 Full Cross Section (EPR Option Proposal)	Option RG2 One-way inbound, 1.5m cycle track on Rathgar Road, Parallel Cycle in Harold's Cross & Orwell	Option RG3 One-way inbound, 2m cycle track	Option RG4 Combination of bus lanes and signal- controlled priority, 1.5m cycle track, Parallel Cycle in Harold's Cross & Orwell	Option RG5 Combination of bus lanes and signal- controlled priority, 2m cycle track
			<p>street treatment on Wasdale Park, Wasdale Grove, Victoria Road and Zion Road. Dedicated cycle tracks on Orwell Road.</p> <p>Land Acquisition Cost 799 sqm Private Land 28 Properties affected</p>		<p>- Minimal land-take from properties along Rathgar Road. - Outbound cycle track on Bushy Park Road. Quiet street treatment on Wasdale Park, Wasdale Grove, Victoria Road and Zion Road. Dedicated cycle tracks on Orwell Road.</p> <p>Land Acquisition Cost 799 sqm Private Land 28 Properties affected</p>	
	Rank					
	1B Transport Quality & Reliability	<p>Journey Time Inbound: 4.6 mins Journey Time Outbound: 4.6 mins Length: 1.79 km No. of Junctions: 2 No. of Pedestrian Crossings: 1</p> <p>Full Physical Bus Priority provided throughout.</p>	<p>Journey Time Inbound: 4.6 mins Journey Time Outbound: 4.6 mins Length: 1.79 km No. of Junctions: 2 No. of Pedestrian Crossings: 1</p> <p>Full Physical Bus Priority provided throughout.</p>	<p>Journey Time Inbound: 4.6 mins Journey Time Outbound: 4.6 mins Length: 1.79 km No. of Junctions: 2 No. of Pedestrian Crossings: 1</p> <p>Full Physical Bus Priority provided throughout.</p>	<p>Journey Time Inbound: 5.6 mins Journey Time Outbound: 5.6 mins Length: 1.79 km No. of Junctions: 2 No. of Pedestrian Crossings: 1</p> <p>Bus priority provided through signalling with buses sharing the lane with traffic for large portions of Rathgar Road.</p>	<p>Journey Time Inbound: 5.6 mins Journey Time Outbound: 5.6 mins Length: 1.79 km No. of Junctions: 2 No. of Pedestrian Crossings: 1</p> <p>Bus priority provided through signalling with buses sharing the lane with traffic</p>

Appraisal Criteria	Sub-Criteria	Option RG1 Full Cross Section (EPR Option Proposal)	Option RG2 One-way inbound, 1.5m cycle track on Rathgar Road, Parallel Cycle in Harold's Cross & Orwell	Option RG3 One-way inbound, 2m cycle track	Option RG4 Combination of bus lanes and signal- controlled priority, 1.5m cycle track, Parallel Cycle in Harold's Cross & Orwell	Option RG5 Combination of bus lanes and signal- controlled priority, 2m cycle track
						for large portions of Rathgar Road.
	Rank					
2 Integration	2A Land Use Policy	Integrates with existing residential, educational & leisure uses in this established area.	Integrates with existing residential, educational & leisure uses in this established area.	Integrates with existing residential, educational & leisure uses in this established area.	Integrates with existing residential, educational & leisure uses in this established area.	Integrates with existing residential, educational & leisure uses in this established area.
	Rank					
	2B Residential Population and Employment Catchments	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.
	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.	Potential for interchange with local bus services.	Potential for interchange with local bus services.

Appraisal Criteria	Sub-Criteria	Option RG1 Full Cross Section (EPR Option Proposal)	Option RG2 One-way inbound, 1.5m cycle track on Rathgar Road, Parallel Cycle in Harold's Cross & Orwell	Option RG3 One-way inbound, 2m cycle track	Option RG4 Combination of bus lanes and signal- controlled priority, 1.5m cycle track, Parallel Cycle in Harold's Cross & Orwell	Option RG5 Combination of bus lanes and signal- controlled priority, 2m cycle track
	Rank					
	2D Cycle Network integration	High quality Cycle facilities provided along Primary Route 10 in the GDA Cycle network plan.	Cycle facilities provided along Primary Route 10 in the GDA Cycle network plan but of reduced cross section. Additional facilities provided in Harold's Cross to compensate delivering more of cycle network. In addition, a secondary east-west facility would be provided adjacent Terenure Road East in lieu of facility on Terenure Road East	High quality Cycle facilities provided along Primary Route 10 in the GDA Cycle network plan.	Cycle facilities provided along Primary Route 10 in the GDA Cycle network plan but of reduced cross section. Additional facilities provided in Harold's Cross to compensate delivering more of cycle network. In addition, a secondary east-west facility would be provided adjacent Terenure Road East in lieu of facility on Terenure Road East	High quality Cycle facilities provided along Primary Route 10 in the GDA Cycle network plan.
	Rank					
	2E Traffic Network Integration	All traffic movements retained as per current arrangement.	Outbound traffic diverted to suitable alternative routes.	Outbound traffic diverted to suitable alternative routes.	All traffic movements retained as per current arrangement, however traffic priority would be reduced in order to achieve virtual bus priority.	All traffic movements retained as per current arrangement, however traffic priority would be reduced in order to achieve virtual bus priority
	Rank					

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3 Accessibility & Social Inclusion	3A Key Trip Attractors	All routes service the same trip attractors.	All routes service the same trip attractors.	All routes service the same trip attractors.	All routes service the same trip attractors.	All routes service the same trip attractors.
	Rank					
	3B Deprived Geographic Areas	Route option serves area of Marginally Above Average to Very Affluent means from the Pobal Deprivation Index.	Route option serves area of Marginally Above Average to Very Affluent means from the Pobal Deprivation Index.	Route option serves area of Marginally Above Average to Very Affluent means from the Pobal Deprivation Index.	Route option serves area of Marginally Above Average to Very Affluent means from the Pobal Deprivation Index.	Route option serves area of Marginally Above Average to Very Affluent means from the Pobal Deprivation Index.
	Rank					
4 Safety	4A Road Safety	No. of junctions: 1 No turn movements required.	No. of junctions: 1 No turn movements required.	No. of junctions: 1 No turn movements required.	No. of junctions: 1 No turn movements required.	No. of junctions: 1 No turn movements required.
	Rank					
	4B Pedestrian Safety	Footpaths provided throughout. Signalised crossings at all major junctions.	Footpaths provided throughout. Signalised crossings at all major junctions.	Footpaths provided throughout. Signalised crossings at all major junctions.	Footpaths provided throughout. Signalised crossings at all major junctions.	Footpaths provided throughout. Signalised crossings at all major junctions.
	Rank					
5 Environment	5A Archaeology & Cultural Heritage	No recorded monuments within the study area.	No recorded monuments within the study area.	No recorded monuments within the study area.	No recorded monuments within the study area.	No recorded monuments within the study area.
	Rank					

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	5B Architectural Heritage	Impact on the boundary of a significant number of protected structures. (4m land acquisition)	Minimal impact on protected structures.	Impact on the boundary of a significant number of protected structures. (1m land acquisition)	Minimal impact on protected structures.	Impact on the boundary of a significant number of protected structures. (1m land acquisition)
	Rank					
	5C Flora & Fauna	Requires the removal of 0 trees in public areas and 87 trees in private areas. Total trees impacted: 87	Requires the removal of 0 trees in public areas and 19 trees in private areas. Total trees impacted: 19	Requires the removal of 0 trees in public areas and 60 trees in private areas. Total trees impacted: 60	Requires the removal of 0 trees in public areas and 19 trees in private areas. Total trees impacted: 19	Requires the removal of 0 trees in public areas and 60 trees in private areas. Total trees impacted: 60
	Rank					
	5D Soils, Geology & Hydrology	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact
	Rank					
	5E Landscape & Visual	Land Acquisition required from 108 properties along Rathgar Road and Terenure Road East.	Land Acquisition required from 28 properties along Rathgar Road and Terenure Road East.	Land Acquisition required from 95 properties along Rathgar Road and Terenure Road East.	Land Acquisition required from 28 properties along Rathgar Road and Terenure Road East.	Land Acquisition required from 95 properties along Rathgar Road and Terenure Road East.
	Rank					
	5F Air Quality	Increased proximity of vehicles to residential properties due to road widening. (4m)	Improved air quality on CBC due to redirection of traffic to alternative routes.	Increased traffic on alternative routes due to traffic diversions.	No appreciable impact.	Increased proximity of vehicles to residential properties due to road widening. (1m)

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				Increased proximity of vehicles to residential properties due to road widening. (1m)		
	Rank					
	5G Noise & Vibration	Increased proximity of vehicles to residential properties due to road widening. (4m)	Decreased noise & vibration on the CBC due to redirection of traffic to alternative routes.	Increased traffic on alternative routes due to traffic diversions. Increased proximity of vehicles to residential properties due to road widening. (1m)	No appreciable impact.	Increased proximity of vehicles to residential properties due to road widening. (1m)
	Rank					
	5H Land Use Character	The land-take required on Rathgar road would not have great effect on the viability of the residential properties from being used for their intended use. Sufficient access and parking space will still be provided.	The land-take required on Rathgar road would not have great effect on the viability of the residential properties from being used for their intended use. Sufficient access and parking space will still be provided. Loss of 12 formal car parking spaces and 28 clearway spaces for parallel cycle route.	The land-take required on Rathgar road would not have great effect on the viability of the residential properties from being used for their intended use. Sufficient access and parking space will still be provided.	The land-take required on Rathgar road would not have great effect on the viability of the residential properties from being used for their intended use. Sufficient access and parking space will still be provided. Loss of 12 formal car parking spaces and 28 clearway spaces for parallel cycle route.	The land-take required on Rathgar road would not have great effect on the viability of the residential properties from being used for their intended use. Sufficient access and parking space will still be provided.
	Rank					

Table G1.2: Rathmines MCA

Appraisal Criteria	Sub-Criteria	Option RM1 One Way Outbound with Bus Lanes and Cycle Tracks (EPR Option Proposal)	Option RM 2 Two Way traffic with Bus Lanes and Parallel cycle route	Option RM3 Bus Gate
1 Economy	1A Capital Cost	<p><i>Indicative Scheme</i> <i>Infrastructure Works Costs</i></p> <p>Segregated Bus lanes provided through Rathmines Village Dedicated cycle tracks through Rathmines Village One Way outbound traffic only from Grange Road to Castlewood Avenue.</p> <p><i>Land Acquisition Cost</i> 0 sqm Private Land 0 Properties affected</p>	<p><i>Indicative Scheme</i> <i>Infrastructure Works Costs</i></p> <p>- Segregated Bus lanes provided through Rathmines Village - Alternative parallel cycle route provided - Two Way outbound traffic from Grange Road to Castlewood Avenue.</p> <p><i>Land Acquisition Cost</i> 2,227 sqm Private Land 0 Properties affected</p>	<p><i>Indicative Scheme</i> <i>Infrastructure Works Costs</i></p> <p>- Bus Gate provided through Rathmines Village - Dedicated cycle tracks through Rathmines Village - Two Way local traffic access.</p> <p><i>Land Acquisition Cost</i> 0 sqm Private Land 0 Properties affected</p>
	Rank			
	1B Transport Quality & Reliability	Physical bus priority provided through Rathmines Village with the provision of fully segregated Bus Lanes.	Physical bus priority provided through Rathmines Village with the provision of fully segregated Bus Lanes.	Virtual bus priority provided through the provision of a bus gate.
	Rank			
2 Integration	2A Land Use Policy	Integrates with existing residential, educational & leisure uses in this established area.	Integrates with existing residential, educational & leisure uses in this established area.	Integrates with existing residential, educational & leisure uses in this established area.
	Rank			

Appraisal Criteria	Sub-Criteria	Option RM1 One Way Outbound with Bus Lanes and Cycle Tracks (EPR Option Proposal)	Option RM 2 Two Way traffic with Bus Lanes and Parallel cycle route	Option RM3 Bus Gate
	2B Residential Population and Employment Catchments	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.
	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	Less than optimal cycle facilities provided along Primary Route 10 from the GDA cycle network plan.	No cycle facilities provided along Primary Route 10 from the GDA cycle network plan.	Optimal cycle facilities provided along Primary Route 10 from the GDA cycle network plan.
	Rank			
	2E Traffic Network Integration	Inbound traffic restricted from entering Rathmines Village or passing through	Full traffic Access	Local access provided to all Rathmines Village. Through Traffic restricted through the village.
Rank				
3 Accessibility & Social Inclusion	3A Key Trip Attractors	All routes service the same trip attractors.	All routes service the same trip attractors.	All options serve the same trip attractors.
	Rank			
	3B Deprived Geographic Areas	Route option serves area of Marginally Above Average to Very Affluent means from the Pobal Deprivation Index.	Route option serves area of Marginally Above Average to Very Affluent means from the Pobal Deprivation Index.	Route option serves area of Marginally Above Average to Very Affluent means from the Pobal Deprivation Index.

Appraisal Criteria	Sub-Criteria	Option RM1 One Way Outbound with Bus Lanes and Cycle Tracks (EPR Option Proposal)	Option RM 2 Two Way traffic with Bus Lanes and Parallel cycle route	Option RM3 Bus Gate
	Rank			
4 Safety	4A Road Safety	No. of junctions: 2 No turn movements required.	No. of junctions: 2 No turn movements required.	No. of junctions: 2 No turn movements required.
	Rank			
	4B Pedestrian Safety	Footpaths provided throughout. Signalised crossings at all major junctions. Footpaths narrower than existing	Footpaths provided throughout. Signalised crossings at all major junctions. Footpaths narrower than existing	Footpaths provided throughout. Signalised crossings at all major junctions. Footpaths slightly wider than existing.
	Rank			
5 Environment	5A Archaeology & Cultural Heritage	No recorded Monuments identified within the study area.	No recorded Monuments identified within the study area.	No recorded Monuments identified within the study area.
	Rank			
	5B Architectural Heritage	No impact on protected structures.	No impact on protected structures.	No impact on protected structures.
	Rank			
	5C Flora & Fauna	Requires the removal of 2 trees in public areas and 0 trees in private areas. Total trees impacted: 2	Requires the removal of 2 trees in public areas and 0 trees in private areas. Total trees impacted: 2	Requires the removal of 0 trees in public areas and 0 trees in private areas. Total trees impacted: 0
	Rank			
	5D Soils, Geology & Hydrogeology	No appreciable impact	No appreciable impact	No appreciable impact
Rank				

Appraisal Criteria	Sub-Criteria	Option RM1 One Way Outbound with Bus Lanes and Cycle Tracks (EPR Option Proposal)	Option RM 2 Two Way traffic with Bus Lanes and Parallel cycle route	Option RM3 Bus Gate
	5E Landscape & Visual	No appreciable impact	No appreciable impact	No appreciable impact
	Rank			
	5F Air Quality	Air quality on the CBC improved as inbound traffic diverted onto alternative routes, some residential in nature.	No traffic diversions	Air quality on the CBC improved as all through traffic diverted to alternative routes
	Rank			
	5G Noise & Vibration	Noise & vibration on the CBC improved as inbound traffic diverted to alternative routes	No traffic diversions	Noise & vibration on the CBC improved as all through traffic diverted to alternative routes
	Rank			
	5H Land Use Character	No appreciable impact	No appreciable impact	No appreciable impact
	Rank			