

## **Appendix D: MCA Table - Griffith Avenue to Marino Mart/Fairview**

Assessment Criteria	Assessment Sub-Criteria		Scheme 1	Scheme 2	Scheme 3	Scheme 3a	Scheme 4
The second secon	Capital Cost		Total - @.6M Cost per KM - @.7M Indicative Scheme Infrastructure Works Cost - @.2 M Private Land Costs - €1.4M	Total - €2.6 M Cost per KM - €2.0M Indicative Scheme Infrastructure Works Cost - €2M Private Land Costs - €0.4M	Total - @.3M Cost per KM - @.3M Indicative Scheme Infrastructure Works Cost - @1.9M Private Land Costs - @0.4M	Total - @.3M  Cost per KM - @.3M  Indicative Scheme Infrastructure Works Cost - @.9M  Private Land Costs - @.4M	Total - €2.5M  Cost per KM - €1.9M  Indicative Scheme Infrastructure Works Cost - €2.5 M  Private Land Costs - €0 M
Economy (Cost Assessment and Transport Economic Indicators)	Journey-time reliability and Consistency		Continuous south bound bus lanes, northbound bus lanes start 180m north of junction with Marino Mart. Cycle lanes provided in both directions.	Continuous bus lanes in both directions. No cycle lanes provided, cyclists detour via Haverty Road or share the bus lane.	Continuous south bound bus lanes, northbound bus lanes start 300m north of junction with Marino Mart. Cycle lanes provided northbound	Continuous south bound bus lanes, northbound bus lanes start 300m north of junction with Marino Mart. Cyclists detour via Haverty Road or share the bus lane.	Continuous northbound bus and cycle lane
			Northbound buses must share with general traffic for a 180m section, buses could be delayed here although traffic count data indicates that there is no queueing at this section	It is likely some cyclists will continue to cycle in the bus lane and this may delay buses though these are expeced to be minimal.	Northbound buses must share 300m section, buses could be delayed here although traffic count data indicates that there is no queueing at this section. Cyclists may share lane with southbound Busses, delays for Busses should be minimal as this section is downhill for cyclists	Northbound buses must share with general traffic for a 300m section, buses could be delayed here although traffic count data indicates that there is no queueing at this section. Cyclists may share lane with southbound Busses, delays for Busses should be minimal as this section is downhill for cyclists	Buses must share lane with southbound cyclists, delays should be minimal as this section is downhill for cyclists
	Rank  Land Use Integration		Options considered equal	Options considered equal	Options considered equal	Options considered equal	Options considered equal
	Rank Total residential and employment		under this criterion Options considered equal	under this criterion  Options considered equal	under this criterion  Options considered equal	under this criterion  Options considered equal	under this criterion  Options considered equal
	(10 Mins)		under this criterion  Options considered equal	under this criterion  Options considered equal	under this criterion  Options considered equal	under this criterion  Options considered equal	under this criterion  Options considered equal
	Public Transport Integration  Rank		under this criterion	under this criterion	under this criterion	under this criterion	under this criterion
Integration	Traffic Network Integration		No traffic diversions as part of this option	No traffic diversions as part of this option	No traffic diversions as part of this option	No traffic diversions as part of this option	This option involves rerouting all inbound traffic via Copelanc Avenue and Howth Road. This will likely have a significant impact on journey times for general traffic
	Cyclists and pedestrian Integration		Cycle lanes provided in both directions for whole length	Cyclists in both directions diverted around Haverty/Carleton Rd or share the bus lanes	Northbound cycle lane provided, southbound cyclists share the bus lane or divert via Hegarty Road , 2 crossing movements.	Southbound cycle lane provided, northbound cyclists routed via Hegarty Road, no crossing movements.	Northbound cycle lane provided, southbound cyclists share the bus lane or divert via Hegarty Road, 2 crossing required.
	High Volume Trip Attractors (Education, Health, Commercial,		Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion
Accessibility & Social Inclusion	Deprived Geographic Areas		Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion
Safety	Rank Road Safety		Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion
	Archaeology, Architectural and Cultural Heritage	Zone of Archaeological Potential (ZAP)	Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. 3 protected structures adjacent	Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. 3 protected structures adjacent	Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. 3 protected structures adjacent	Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. 3 protected structures adjacent	Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. 3 protected structures adjacent
		Record of Monument and Places (RMP)	route (62 & 64 Malahide Road, 1 Marino Crescent).	route (62 & 64 Malahide Road, 1 Marino Crescent)	route (62 & 64 Malahide Road, 1 Marino Crescent)	route (62 & 64 Malahide Road, 1 Marino Crescent)	route (62 & 64 Malahide Road, 1 Marino Crescent)
		Archaeological Conservation Areas	Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected.	Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected.	Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected.	Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected.	Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected.
		Summary	It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. The boundaries of 2 protected structures on Malahide Rd (62 & 64) will be affected by road widening.	It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road.  The boundaries of 2 protected structures on Malahide Rd (62 & 64) will be affected by road widening. Though less then Options 1, 3 and 3a	It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. The boundaries of 2 protected structures on Malahide Rd (62 & 64) will be affected by road widening.	It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. The boundaries of 2 protected structures on Malahide Rd (62 & 64) will be affected by road widening.	It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. No protected structures directly affected.
	Rank	EU Sites	There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay.	There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay.	There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay.	There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay.	There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay.
	Flora and Fauna	Ecological Land Take	Land take will be greatest along this scheme and will include loss of garden frontage including planted trees and other planted recreational features. Garden frontage will be impacted on both sides of the scheme.	Land-take will result in the loss of garden frontage resulting in impacts on flora and fauna. Although, a lower number of private gardens would be impacted than scheme 1.	Land-take will result in the loss of garden frontage resulting along the southbound bus and cycle lanes low impacts envisaged to ecological features along this scheme with minimal impacts expected to flora and fauna.	Land-take will result in the loss of garden frontage resulting in impacts on flora and fauna. Although, a lower number of private gardens would be impacted than scheme 1.	The proposed bus corridor would utilise existing infrastructure with no impact on ecological features along this scheme with minimal impacts expected to flora and fauna.
		Areas of high ecological values	The route option would impinge on areas of low ecological potential or connectivity primarily along the southern end of the Malahide Road with low impacts to flora and fauna. Few semi-mature trees will be impacted along this scheme with generally low ecological potential for foraging and breeding birds or foraging bats.	The route option would impinge on garden frontage which is of low ecological potential or connectivity for foraging and breeding birds or foraging bats with low impacts to flora and fauna.	Ecological supporting features along this scheme primarily include planted semi-mature trees and planted recreational features. Thus, impacts to ecological supporting features is expected to be low.	The route option would impinge on garden frontage which is of low ecological potential or connectivity for foraging and breeding birds or foraging bats with low impacts to flora and fauna.	Ecological supporting features are not envisaged to be impacted along this scheme.
		Riparian environment	There are no watercourses through this stretch of the Malahide Road.	There are no watercourses through this stretch of the Malahide Road.	There are no watercourses through this stretch of the Malahide Road.	There are no watercourses through this stretch of the Malahide Road.	There are no watercourses through this stretch of the Malahide Road.
		Invasive Species	Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme.	Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme.	Database. Three-cornered	Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme.	Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme.

Assessment Criteria	Assessment	Sub-Criteria	Scheme 1	Scheme 2	Scheme 3	Scheme 3a	Scheme 4
		Protected Species	Records for a number of protected species have been obtained from the National Biodiversity	Records for a number of protected species have been obtained from the National Biodiversity	Records for a number of protected species have been obtained from the National Biodiversity	Records for a number of protected species have been obtained from the National Biodiversity	Records for a number of protected species have been obtained from theNational Biodiversity
		Summary	Minor impacts to flora and fauna are expected along this scheme.	Minor impacts to flora and fauna are expected along this scheme, however lower than 1	Minor impacts to flora and fauna are expected along this scheme, however lower than 1	Minor impacts to flora and fauna are expected along this scheme, however lower than 1	No impacts to flora and fauna would be expected through this scheme, slight advantage over other options.
	Rank						
	Soils and Geology	Groundwater Vulnerability	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate.	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate.	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate.	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate.	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate.
		Bedrock Geology	According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale.	According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale.	According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale.	According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale.	According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale.
		Bedrock Aquifer	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones.	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones.	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones.	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones.	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones.
		Geological Heritage Site	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground".	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground".	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground".	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground".	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground".
		Industrial Emissions Directive (IED)/Integrated Pollution Control (IPC) facilities (potential	According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route.	According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route.	According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route.	According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route.	According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route.
		Soils	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.
		Landtake and geology	Land take from this scheme would implicate minor impacts to soils and geology over predominantly built ground	Land take from this scheme would implicate minor impacts to soils and geology over predominantly built ground	Land take from this scheme would implicate minor impacts to soils and geology over predominantly built ground	Land take from this scheme would implicate minor impacts to soils and geology over predominantly built ground	Land take is not envisaged through this scheme option with no impacts expected on soils and geology.
		Summary	Land take along this scheme would result in minor impacts to soils and geology.	Land take along this scheme would result in minor impacts to soils and geology, and land take is less that Scheme 1	Land take along this scheme would result in minor impacts to soils and geology, and land take is less that Scheme 1	Land take along this scheme would result in minor impacts to soils and geology, and land take is less that Scheme 1	Land take is not expected along this scheme with no impacts to soils and geology expected.
	Rank	<u> </u>	Flood Risk Assessment	Flood Risk Assessment	Flood Risk Assessment	Flood Risk Assessment	Flood Risk Assessment
		Fluvial Areas of flood risk (AEP 10%)	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment
		Fluvial Areas of flood risk (AEP 1%)	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment	CFRAMs maps are not available for the southern extent of the Malahide Road. Flood Risk Assessment
		Flood Management Plans	CFRAMs maps are not available for the southern extent of the Malahide Road.	CFRAMs maps are not available for the southern extent of the Malahide Road.	CFRAMs maps are not available for the southern extent of the Malahide Road.	CFRAMs maps are not available for the southern extent of the Malahide Road.	CFRAMs maps are not available for the southern extent of the Malahide Road.
	Hydrology	OPW National Flood Hazards Map	The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fainview Park associated with the tidal reaches of the River Tolka close to the south of the scheme.	The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fairview Park associated with the tidal reaches of the River Tolka close to the south of the scheme.	The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fainview Park associated with the tidal reaches of the River Tolka close to the south of the scheme.	The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fairview Park associated with the tidal reaches of the River Tolka close to the south of the scheme.	The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fain/ew Park associated with the tidal reaches of the River Tolka close to the south of the scheme.
	, y arougy	Pluvial Flood Risk (AEP 10%)	There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02).	There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02).	There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02). Flooding is a risk through the	There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02).	There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02). Flooding is a risk through the
		CFRAMS	Flooding is a risk through the vetent of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP).	Flooding is a risk through the extent of this soheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP).	reducing is a firsk introder the extent of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP).	Flooding is a risk through the extent of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP).	event of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP).
		Summary	Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka.	Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka.	Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka.	Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka.	Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka.
	Rank  Landscape and Visual		Tree Protection/Preservation: Low/Medium Impact: Removal of small trees/hedges from private land required. Removal	Tree Protection/Preservation: Low Impact: Removal of small trees/hedges from private land required	required. Removal of 2 large	Tree Protection/Preservation: Low Impact: Removal of small trees/hedges from private land required. Removal of 2 large	Tree Protection/Preservation: Little/ No Impact
Environment			of 2 large trees  Landscape Impact on Protected Structures: Little/No Impact Landscape Impact on	Landscape Impact on Protected Structures: Little/No Impact Landscape Impact on	trees  Landscape Impact on Protected Structures: Little/No Impact	trees  Landscape Impact on Protected Structures: Little/No Impact	Landscape Impact on Protected Structures: Little/No Impact
			Architectural Conservation: Potential Low/Medium. Impact to railings of protected buildings Visual Impact on Properties:	Architectural Conservation: Potential Low/Medium. Impact to railings of protected buildings Visual Impact on Properties:	to railings of protected buildings Visual Impact on Properties:	Landscape Impact on Architectural Conservation: Potential Low/Medium. Impact to railings of protected buildings Visual Impact on Properties:	Landscape Impact on Architectural Conservation: Little/No Impact
			Potential Medium Impact - Impact to some properties on Malahide Road Impact on Streetscape/Townscape: Med Impact to Malahide Road	Potential Low Impact - Minor impact to some properties on Malahide Road Impact on Streetscape/Townscape: Low Impact to Malahide Road	Potential Low/Medium Impact - Minor impact to some properties on Malahide Road Impact on Streetscape/Townscape: Low/Medium Impact to	Potential Low Impact - Minor impact to some properties on Malahide Road Impact on Streetscape/Townscape: Low/Medium Impact to Malahide	Little/No Impact  Impact on Streetscape/Townscape: Little/No Impact
	Rank				Malahide Road	Road	

eria Assessmen		Cahama 4	Cahama ^	Sahama 2	Cahama 2-	Cahama 4
	t Sub-Criteria	Scheme 1 There will be some instances	Scheme 2 There will be some instances	Scheme 3 There will be some instances	Scheme 3a There will be some instances	Scheme 4 The bus lane on the western
		where the proposed scheme will result in traffic being	where the proposed scheme will result in traffic being	where the proposed scheme will result in traffic being	where the proposed scheme will result in traffic being	side of the carriageway may result in an increase in noise
1		relocated closer to sensitive receptors due to road	relocated closer to sensitive receptors due to road	relocated closer to sensitive	relocated closer to sensitive receptors due to road widening	for the sensitive receptor to the
1		widening. Should traffic be	widening. Should traffic be	on the eastern side, bus lanes on both sides of the roads	on the eastern side, bus lanes	of traffic down Copeland
1	Qualitative noise	moved closer to sensitive receptors (or traffic volumes	moved closer to sensitive receptors (or traffic volumes	would increase noise at	on both sides of the roads would increase noise at	Avenue is expected to result in significant increases in noise.
1	assessment	increase), there may be an increase in noise.	increase), there may be an increase in noise.	sensitive receptors compared to option 2. Should traffic be	sensitive receptors compared to option 2. Should traffic be	
				moved closer to sensitive receptors (or traffic volumes	moved closer to sensitive receptors (or traffic volumes	
1				increase), there may be an increase in noise.	increase), there may be an increase in noise.	
1						
1		A review of An Post				
1		Geodirectory data indicated that Building use along the	Geodirectory data indicated that Building use along the	Geodirectory data indicated that Building use along the	Geodirectory data indicated that Building use along the	Geodirectory data indicated that Building use along the
		Malahide Road is predominately residential.	Malahide Road is predominately residential.	Malahide Road is predominately residential.	Malahide Road is predominately residential.	Malahide Road is predominately residential.
		There is some commercial				
		building use at the northern end of the scheme between	building use at the northern end of the scheme between	building use at the northern end of the scheme between	building use at the northern end of the scheme between	building use at the northern end of the scheme between
		the junction of Copeland Avenue and Charlemont Road.				
	Geodriectory (Building types)	The southern end of Malahide Road between the junction of	The southern end of Malahide Road between the junction of	The southern end of Malahide Road between the junction of	The southern end of Malahide Road between the junction of	The southern end of Malahide Road between the junction of
		Crescent Place and Marino Crescent is predominately	Crescent Place and Marino Crescent is predominately	Crescent Place and Marino Crescent is predominately	Crescent Place and Marino Crescent is predominately	Crescent Place and Marino Crescent is predominately
		commercial and with some				
		both residential & commercial use.				
Noise & Vibration		Building use along the section at Fairview Park is	Building use along the section at Fairview Park is	Building use along the section at Fairview Park is	Building use along the section at Fairview Park is	Building use along the section at Fairview Park is
		predominately commercial,				
		while building use along Annesley Bridge Road is				
		predominately residential.  There is one Creche (25				
		Malahide Rd), 2 educational establishments (Mario College,				
l		St. Joseph's CBS Secondary				
	Sensitive Receptors	School) and 1 place of worship (Fairview hall), and 1 area of	School) and 1 place of worship (Fairview hall), and 1 area of	School) and 1 place of worship (Fairview hall), and 1 area of	School) and 1 place of worship (Fairview hall), and 1 area of	School) and 1 place of worship (Fairview hall), and 1 area of
	· .	high amenity (Fairview Park) along the scheme option that	high amenity (Fairview Park) along the scheme option that	high amenity (Fairview Park) along the scheme option that	high amenity (Fairview Park) along the scheme option that	high amenity (Fairview Park) along the scheme option that
		meets the EPA definition of a noise sensitive location.	meets the EPA definition of a noise sensitive location.	meets the EPA definition of a noise sensitive location.	meets the EPA definition of a noise sensitive location.	meets the EPA definition of a noise sensitive location.
		There will be some instances	There will be no instances of			
		of private land acquisition	private land acquisition along			
	<b>l</b> .	along the Malahide Road. In addition, there will be some	along the Malahide Road. In addition, there will be some	along the Malahide Road. In addition, there will be some	along the Malahide Road. In addition, there will be some	the Malahide Road. In addition, there will be some instances of
	Land take	instances of public land acquisition along the Malahide	instances of public land acquisition along the Malahide	instances of public land acquisition along the Malahide	instances of public land acquisition along the Malahide	public land acquisition along the Malahide Road and along
		Road and along the R105 at Fairview Park	the R105 at Fairview Park			
		The route option has the	Significant disadvantage due to			
		potential for both positive and negative impacts to the existing	potential for both positive and negative impacts to the existing	potential for both positive and	potential for both positive and	the diversion of traffic down Copeland Avenue
	Summary	noise environment. There are				
1	,	no major issues that have the potential to give rise to		no major issues that have the potential to give rise to	no major issues that have the potential to give rise to	
		significant impacts.	significant impacts.	significant impacts.	significant impacts.	
Rank	1	There will be some instances	The bus lane on the western			
1	\ \	where the proposed scheme				
		will result in traffic being	where the proposed scheme will result in traffic being	where the proposed scheme will result in traffic being	where the proposed scheme will result in traffic being	side of the carriageway may result in an increase in
				where the proposed scheme	where the proposed scheme	side of the carriageway may result in an increase in pollution concentrations for the
		will result in traffic being relocated closer to sensitive	will result in traffic being relocated closer to sensitive	where the proposed scheme will result in traffic being relocated closer to sensitive receptors due to road widening on the eastern side, bus lanes	where the proposed scheme will result in traffic being relocated closer to sensitive receptors due to road widening on the eastern side, bus lanes	side of the carriageway may result in an increase in pollution concentrations for the
	Qualitati	will result in traffic being relocated closer to sensitive receptors due to road	will result in traffic being relocated closer to sensitive receptors due to road	where the proposed scheme will result in traffic being relocated closer to sensitive receptors due to road widening on the eastern side, bus lanes on both sides of the roads would increase pollution	where the proposed scheme will result in traffic being relocated closer to sensitive receptors due to road widening on the eastern side, bus lanes on both sides of the roads would increase pollution	side of the carriageway may result in an increase in pollution concentrations for the sensitive receptor to the west
	Qualitative noise assessment	will result in traffic being relocated closer to sensitive receptors due to road	will result in traffic being relocated closer to sensitive receptors due to road	where the proposed scheme will result in traffic being relocated closer to sensitive receptors due to road widening on the eastern side, bus lanes on both sides of the roads	where the proposed scheme will result in traffic being relocated closer to sensitive receptors due to road widening on the eastern side, bus lanes on both sides of the roads	side of the carriageway may result in an increase in pollution concentrations for the sensitive receptor to the west
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Assessment Criteria	Assessment	Sub-Criteria	Scheme 1	Scheme 2	Scheme 3	Scheme 3a	Scheme 4
		Summary	The route option has the potential for both positive and negative impacts to air quality. There are no major issues that have the potential to give rise to significant impacts.	The route option has the potential for both positive and negative impacts to air quality. There are no major issues that have the potential to give rise to significant impacts.	The route option has the potential for bothpositive and negative impacts to air quality. There are no major issues that have the potential to give rise to significant impacts.	The route option has the potential for bothpositive and negative impacts to air quality. There are no major issues that have the potential to give rise to significant impacts.	Significant disadvantage due to the diversion of traffic down Copeland Avenue
	Rank						
	Rank  Land Use and Built Environment	with no alternative on-street parking available along both sides of Malahide Road. Positive impacts will include the provision of north and southbound cycle lanes. There would likely be changes to traffic management structures with potentially increased volumes of general traffic along southern sections of the Malahide Road.	Land acquisition will impact garden frontage along both sides of this scheme. Land acquisition is expected to be reduced in comparison to scheme 1 Car parking in private gardens will not be impacted. Cycle lanes will also be diverted through alternative routes. On street parking will be removed.  There would likely be changes to traffic management structures with potentially increased volumes of general traffic along southern sections of the Malahide Road.  Overall, low changes to landuse are expected on both sides of this scheme with a number of private residents expected to be impacted through loss of garden frontage.	will not be impacted. Cycle lanes will be protected on the protected oxycles lane southbound. On street parking will be removed.  Buses would primarily utilise designated lanes although, northbound buses would share a section with general traffic.  Overall, low changes to landuse are expected on both sides of this scheme with a number	Land acquisition will impact garden frontage along both sides of this scheme. Land acquisition is expected to be reduced in comparison to scheme 1 Car parking in private gardens will not be impacted. Cycle lanes will be provided Southbound with diverted cycles lane Northbound. On street parking will be removed.  Buses would primarily utilise designated lanes although, northbound buses would share a section with general traffic.  Overall, low changes to landuse are expected on both sides of this scheme with a number of private residents expected to be impacted through loss of garden frontage.	Land-changes along this scheme would primarily impact traffic management structures with no impact to existing infrastructure or garden frontage proposed.  On-street car parking would be removed along Copeland Avenue. Cycle lanes would be provided northbound with diverted cycle lanes expected to be constructed southbound.  General traffic would be diverted along Copeland Avenue with increases in traffic volumes resulting significant traffic congestion.  Overall, considerable impacts to traffic management structures are expected with considerable changes to traffic volumes along Copeland Avenue.	
	Rank						



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