



Appendix D

Section 1a: Blanchardstown
Road North/Navan Road
Junction to Blanchardstown
Road South/Blakestown
Way Junction Route Option
Assessment MCA Table

Table D01.1: Section 1a - Blanchardstown Road North / Navan Road Junction to Blanchardstown Road South / Blakestown Way Junction MCA

Appraisal Criteria	Sub-Criteria	Option MH1	Option MH2
1 Economy	1A Capital Cost	<p><i>Indicative Scheme Infrastructure Works Costs</i> - Junction upgrade (Roundabout to Signal Crossing)- Additional cycle track infrastructure</p> <p><i>Land Acquisition Cost</i> 2034 sqm Private Land 0 sqm Public Land 1 Property affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i> - Bus lanes on Blanchardstown Road South - Additional Cycle track infrastructure</p> <p><i>Land Acquisition Cost</i> 2034 sqm Private Land* 0 sqm Public Land 1 Property affected</p>
	Rank		

Appraisal Criteria	Sub-Criteria	Option MH1	Option MH2
1 Economy	1B Transport Quality & Reliability	Journey Time Inbound: 2.5 mins Journey Time Outbound: 2.5 mins Length: 0.73 km No. of Junctions: 4 No. of Pedestrian Crossings: 4	Journey Time Inbound: 2.2 mins Journey Time Outbound: 2.2 mins Length: 0.73 km No. of Junctions: 4* No. of Pedestrian Crossings: 4*
	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.
	Rank		
	2B Residential Population and Employment Catchments	Similar Catchment for all route options.	Similar Catchment for all route options.
	Rank		
	2C Transport Network Integration	Similar potential along all route options.	Similar potential along all route options.
	Rank		

Appraisal Criteria	Sub-Criteria	Option MH1	Option MH2
2 Integration	2D Cycle Network integration	This route integrates with secondary route 5D in a direct manner along Blanchardstown Road South. The signal-controlled junction at Blakestown Way / Blanchardstown Road South offers an easier route for cyclists to use.	This route integrates with secondary route 5D in a direct manner along Blanchardstown Road South.
	Rank		
	2E Traffic Network Integration	More general traffic lanes allow for greater general traffic movement.	Bus priority restricts general traffic movement.
	Rank		
3 Accessibility & Social Inclusion	3A Key Trip Attractors	All routes service the same trip attractors.	All routes service the same trip attractors.
	Rank		
	3B Deprived Geographic Areas	All routes serve areas of the same means from the Pobal Deprivation Index.	All routes serve areas of the same means from the Pobal Deprivation Index.
	Rank		

Appraisal Criteria	Sub-Criteria	Option MH1	Option MH2
4 Safety	4A Road Safety	No. of junctions: 4 0 turn movements required. In terms of safety, Option MH1 is considered to be the safer option for cyclists, due to the removal of conflict areas between cyclists and slip-roads. It is also considered to be safer for pedestrians due to the additional crossing at the newly signalised junction on Blanchardstown Road South.	No. of junctions: 4* 0 turn movements required.
	Rank		
	4B Pedestrian Safety	Footpaths provided throughout. Signalised crossings at all major junctions.	Footpaths provided throughout.
	Rank		
5 Environment	5A Archaeology & Cultural Heritage	No recorded monuments affected in the area.	No recorded monuments affected in the area.
	Rank		
	5B Architectural Heritage	No impact on protected structures.	No impact on protected structures.
	Rank		
	5C Flora & Fauna	Requires the removal of 0 trees in public areas and 48 trees in private areas. Total trees impacted: 48	Requires the removal of 0 trees in public areas and 48 trees in private areas. * Total trees impacted: 48
	Rank		

Appraisal Criteria	Sub-Criteria	Option MH1	Option MH2
	5D Soils, Geology & Hydrology	No appreciable impact	No appreciable impact
	Rank		
5 Environment	5E Landscape & Visual	This option involves loss of some trees, and a loss of some green area for the bus layby.	This option involves loss of some trees, and a loss of some green area for the bus layby. *
	Rank		
	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.
	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.
	Rank		
	5H Land Use Character	This option would impact on existing tree-lines at Blanchardstown Road South and require private land take at Blanchardstown Road South.	This option would impact on existing tree-lines at Blanchardstown Road South and require private land take at Blanchardstown Road South. *
	Rank		

**The junction and bus layby added on Blanchardstown Road South in the PRO option is due to design development, and hence the impacts of the junction and layby are also incorporated into the EPR Option.*