



Appendix G

Section 3a:

Navan Road/Ratoath Road
Junction to Prussia Street
(Park Shopping Centre)
Route Option Assessment
MCA Table

Table G1.1: Section 3a - Navan Road / Ratoath Road to Prussia Street (Park Shopping Centre) MCA

Appraisal Criteria	Sub-Criteria	Option NV1	Option NV2
1 Economy	1A Capital Cost	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Cycle track in each direction from Navan Road to Prussia Street - Junction re-configuration at junction of Navan Rd/Ratoath Rd/Cabra Rd/Old Cabra Rd - Glenbeigh Rd to become a signalised junction. <p><i>Land Acquisition Cost</i></p> <ul style="list-style-type: none"> 241 sqm Private Land 0 sqm Public Land 1 Properties affected 	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Two-way cycle track from Navan Road to Prussia Street - Junction re-configuration at junction of Navan Rd/Ratoath Rd/Cabra Rd/Old Cabra Rd - Glenbeigh Rd to become a signalised junction - New pedestrian bridge over train line on Old Cabra Rd <p><i>Land Acquisition Cost</i></p> <ul style="list-style-type: none"> 453 sqm Private Land 61 sqm Public Land 14 Properties affected
	Rank		

Appraisal Criteria	Sub-Criteria	Option NV1	Option NV2
1 Economy	1B Transport Quality & Reliability	Journey Time Inbound: 3.7 mins Journey Time Outbound: 3.7 mins Length: 1.13 km No. of Junctions: 4 No. of Pedestrian Crossings: 5	Journey Time Inbound: 3.7 mins Journey Time Outbound: 3.7 mins Length: 1.13 km No. of Junctions: 4 No. of Pedestrian Crossings: 5
	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 NV1	Option NV2
2 Integration	2D Cycle Network integration	This route integrates with primary route 4. It has better integration than NV2 as the 'with flow' one-way cycle track arrangement (in NV1) has more direct and intuitive connectivity at both ends of Old Cabra Road than NV2 which would require less direct crossing manoeuvres at the Navan Road and North Circular Road junctions.	This route integrates with primary route 4.
	Rank		
	2E Traffic Network Integration	Inbound and Outbound traffic diverted to suitable alternative routes	Inbound and Outbound traffic diverted to suitable alternative routes
	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		
4 Safety	4A Road Safety	No. of junctions: 4 No turn movements required.	No. of junctions: 4 No turn movements required.
	Rank		

Appraisal Criteria	Sub-Criteria	Option NV1	Option NV2
4 Safety	4B Pedestrian Safety	Footpaths provided throughout. Signalised crossings at all major junctions. Provides consistent footway widths and less conflict with cycle tracks due to cycle tracks on both sides of the road.	Footpaths provided throughout. Signalised crossings at all major junctions.
	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	Minimal impact on protected structures.	Minimal impact on protected structures.
	Rank		
	5C Flora & Fauna	Requires the removal of 7 trees in public areas and 18 trees in private areas. Total trees impacted: 25	Requires the removal of 7 trees in public areas and 28 trees in private areas. Total trees impacted: 35
	Rank		
	5D Soils, Geology & Hydrology	No appreciable impact	No appreciable impact
	Rank		

Appraisal Criteria	Sub-Criteria	Option NV1	Option NV2
5 Environment	5E Landscape & Visual	Land acquisition required from 1 property.	Land acquisition required from 14 properties.
	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	Option NV1 retains a tree line in the central reserve at the Ratoath Road junction when compared to NV2	The land take required on Old Cabra Rd 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		