



Appendix H

Section 3b:
Prussia Street (Park
Shopping Centre) to
Stoneybatter/Brunswick
Street North Junction
Route Option Assessment
MCA Table

Table H1.1: Section 3b - Prussia Street (Park Shopping Centre) to Stoneybatter / Brunswick Street North Junction MCA

Appraisal Criteria	Sub-Criteria	Option SB1	Option SB2	Option SB3
1 Economy	1A Capital Cost	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Cycle track each direction from Prussia Street to Brunswick Street N - Footpath widening and Urban Realm Improvement at Stoneybatter Village. <p><i>Land Acquisition Cost</i></p> <ul style="list-style-type: none"> 0 sqm Private Land 0 sqm Public Land 0 Properties affected 	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Large scale junction reconfiguration at junction of Prussia St/Manor St/Aughrim St <p><i>Land Acquisition Cost</i></p> <ul style="list-style-type: none"> 0 sqm Private Land 0 sqm Public Land 0 Properties affected 	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Cycle track each direction from Prussia Street to Brunswick Street N - Footpath widening and Urban Realm Improvement at Stoneybatter Village. <p><i>Land Acquisition Cost</i></p> <ul style="list-style-type: none"> 0 sqm Private Land 0 sqm Public Land 0 Properties affected
	Rank			

Appraisal Criteria	Sub-Criteria	Option SB1	Option SB2	Option SB3
1 Economy	1B Transport Quality & Reliability	Journey Time Inbound: 2.2 mins Journey Time Outbound: 2.2 mins Length: 0.602 km No. of Junctions: 2 No. of Pedestrian Crossings: 2 Outbound Bus Priority provided. Cycle lanes in both directions provided.	Journey Time Inbound: 3.0 mins Journey Time Outbound: 3.0 mins Length: 0.602 km No. of Junctions: 2 No. of Pedestrian Crossings: 2	Journey Time Inbound: 2.2 mins Journey Time Outbound: 2.2 mins Length: 0.602 km No. of Junctions: 2 No. of Pedestrian Crossings: 2 Outbound Bus Priority provided. Cycle lanes in both directions provided.
	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			
	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	Similar potential along all route options.	Similar potential along all route options.	Similar potential along all route options.
Rank				

Appraisal Criteria	Sub-Criteria	Option SB1	Option SB2	Option SB3
2 Integration	2D Cycle Network integration	This route integrates with primary route 4.	This route integrates with primary route 4. No Cycle tracks provided in Stoneybatter.	This route integrates with primary route 4.
	Rank			
	2E Traffic Network Integration	Outbound traffic diverted to suitable alternative routes	Outbound traffic diverted to suitable alternative routes	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.	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.	All routes serve areas of the same means from the Pobal Deprivation Index.
	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 provided throughout. Signalised crossings at all major junctions.	Footpaths provided throughout. Signalised crossings at all major junctions.
	Rank			

Appraisal Criteria	Sub-Criteria	Option SB1	Option SB2	Option SB3
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 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 affected in the area.	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.	Minimal impact on protected structures.
	Rank			
	5C Flora & Fauna	Requires the removal of 0 trees in public areas and 0 trees in private areas. Total trees impacted: 0	Requires the removal of 7 trees in public areas and 0 trees in private areas. Total trees impacted: 7	Requires the removal of 0 trees in public areas and 0 trees in private areas. Total trees impacted: 0
	Rank			
	5D Soils, Geology & Hydrology	No appreciable impact	No appreciable impact	No appreciable impact
	Rank			

Appraisal Criteria	Sub-Criteria	Option SB1	Option SB2	Option SB3
5 Environment	5E Landscape & Visual	Land acquisition required from 0 properties.	Land acquisition required from 0 properties.	Land acquisition required from 0 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.	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.	Increased proximity of vehicles to residential properties due to road widening.
	Rank			
	5H Land Use Character	There is no great effect on the viability of the residential properties from being used for their intended use. Sufficient access and parking space would still be provided.	There is no great effect on the viability of the residential properties from being used for their intended use. Sufficient access and parking space would still be provided.	There is no great effect on the viability of the residential properties from being used for their intended use. Sufficient access and parking space would still be provided.
	Rank			