



Appendix I

Section 3c: Stoneybatter/
Brunswick Street North
Junction to Ellis Quay
Route Option Assessment
MCA Table

Table I1.1: Section 3c - Stoneybatter / Brunswick Street North Junction to Ellis Quay MCA

Appraisal Criteria	Sub-Criteria	Option BK1	Option BK2	Option BK3
1 Economy	1A Capital Cost	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Parallel cycle track to CBC corridor along Brunswick St N, George's Lane and Queen Street. - Quiet street treatment along Brunswick Street N. - New Junction layouts between King Street North/George's Lane/Queen Street and Brunswick Street N and George's Lane - Dedicated bus lanes in either direction on Blackhall Place to Ellis Quay. <p><i>Land Acquisition Cost</i></p> <p>0 sqm Private Land 0 sqm Public Land 0 Properties affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Parallel cycle track to CBC corridor along Brunswick St N, George's Lane and Queen Street. - New Junction layouts between King Street North/George's Lane/Queen Street and Brunswick Street N and George's Lane - Dedicated bus lanes in either direction on Blackhall Place to Ellis Quay. <p><i>Land Acquisition Cost</i></p> <p>0 sqm Private Land 0 sqm Public Land 0 Properties affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> - Parallel cycle track to CBC corridor along Brunswick St N, George's Lane and Queen Street. - Quiet street treatment along Brunswick Street N. - New Junction layouts between King Street North/George's Lane/Queen Street and Brunswick Street N and George's Lane - Dedicated bus lanes in either direction on Blackhall Place to Ellis Quay. <p><i>Land Acquisition Cost</i></p> <p>0 sqm Private Land 0 sqm Public Land 0 Properties affected</p>
	Rank			

Appraisal Criteria	Sub-Criteria	Option BK1	Option BK2	Option BK3
1 Economy	1B Transport Quality & Reliability	Journey Time Inbound: 1.6 mins Journey Time Outbound: 1.6 mins Length: 0.409 km No. of Junctions: 3 No. of Pedestrian Crossings: 3 90% bus priority provided. Parallel cycle route provided.	Journey Time Inbound: 1.6 mins Journey Time Outbound: 1.6 mins Length: 0.409 km No. of Junctions: 3 No. of Pedestrian Crossings: 3 90% bus priority provided. Parallel cycle route provided.	Journey Time Inbound: 1.6 mins Journey Time Outbound: 1.6 mins Length: 0.409 km No. of Junctions: 3 No. of Pedestrian Crossings: 3 90% bus priority provided. Parallel cycle route 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 BK1	Option BK2	Option BK3
2 Integration	2D Cycle Network integration	The route deviates from primary route 4 for a short section. Quiet Street-treatment on Brunswick St North.	The route deviates from primary route 4 for a short section.	The route deviates from primary route 4 for a short section. Continuous cycle tracks on Brunswick St North.
	Rank			
	2E Traffic Network Integration	Brunswick Street N does not allow for general traffic to travel it.	George's Lane is changed from a one-way northbound street to a two-way street.	Brunswick Street N is a one-way street in the westbound direction.
	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: 3 No turn movements required.	No. of junctions: 3 No turn movements required.	No. of junctions: 3 No turn movements required.
	Rank			

Appraisal Criteria	Sub-Criteria	Option BK1	Option BK2	Option BK3
4 Safety	4B Pedestrian Safety	Footpaths provided throughout. Signalised crossings at all major junctions. Increased road space to pedestrians.	Footpaths provided throughout. Signalised crossings at all major junctions.	Footpaths provided throughout. Signalised crossings at all major junctions. Increased road space to pedestrians.
	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 0 trees in public areas and 0 trees in private areas. Total trees impacted: 0	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 BK1	Option BK2	Option BK3
5 Environment	5E Landscape & Visual	No Land acquisition required	No Land acquisition required	No Land acquisition required
	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			