



## **Appendix D1**

Section 1 – Ballymun  
Road from St. Margaret's  
Road to Griffith Avenue

Route Options  
Assessment MCA  
Tables

These tables are more detailed versions of the summary tables with the same reference numbers as included in Chapter 6 of the report.

**Table 6.1.1.1 – Evaluation of Options for Ballymun Sub-Section 1B: Ballymun Main Street between Shangan Road and Gateway Crescent**

Assessment Criterion	Assessment Sub-Criterion	Option A 2 Traffic Lanes	Option B 1 Traffic Lane + Parking
Economy	Capital Cost	<b>Infrastructure Works</b> Lower cost requirements due to retention of the existing road layout.	<b>Infrastructure Works</b> Slightly higher cost requirements for road narrowing.
		<b>Land Acquisition</b> n/a	<b>Land Acquisition</b> n/a
	<i>Rank</i>		
	Journey Time Reliability (Bus)	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Economy</b>			
Integration	Policy Integration	Less support for commercial activity	More support for commercial activity
	<i>Rank</i>		
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Public Transport Network	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Cycling Integration	Risk of blockage by illegal parking	Clear segregation of parking spaces from cycle tracks
	<i>Rank</i>		
	Traffic Network Integration	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Integration</b>			

Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Deprived Geographic Areas	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Accessibility &amp; Social Inclusion</b>			
Safety	Road Safety	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Safety</b>			
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Flora & Fauna / Biodiversity	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Soils & Geology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Hydrology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Landscape & Visual	Fewer street trees	Additional street trees between parking spaces.
	<i>Rank</i>		
	Air & Noise	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Land Use and the Built Environment	No change	Improved public realm
<i>Rank</i>			
<b>Environment</b>			
<b>Preference Rank</b>		<b>2</b>	<b>1</b>

**Table 6.1.1.3 – Evaluation of Options for Ballymun Sub-Section 1C: Ballymun Road South of Collins Avenue**

<b>Assessment Criterion</b>	<b>Assessment Sub-Criterion</b>	<b>Option A (EPR) 2 Northbound Traffic Lanes</b>	<b>Option B 1 Northbound Traffic Lane + Parking</b>
Economy	Capital Cost	<i>Infrastructure Works</i> Lower cost	<i>Infrastructure Works</i> Higher cost.
		<i>Land Acquisition</i> n/a	<i>Land Acquisition</i> n/a
	<i>Rank</i>		
	Journey Time Reliability (Bus)	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Economy</b>			
Integration	Policy Integration	Less support for school access	Support for school access
	<i>Rank</i>		
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Public Transport Network	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Cycling Integration	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Traffic Network Integration	No appreciable difference	No appreciable difference
<i>Rank</i>			
<b>Integration</b>			
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Deprived Geographic Areas	No appreciable difference	No appreciable difference
	<i>Rank</i>		

<b>Accessibility &amp; Social Inclusion</b>			
Safety	Road Safety	Conflict between parking and cyclists	No conflict between parking and cyclists
	<i>Rank</i>		
<b>Safety</b>			
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Flora & Fauna / Biodiversity	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Soils & Geology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Hydrology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Landscape & Visual	No change	More street trees
	<i>Rank</i>		
	Air & Noise	No appreciable difference	No appreciable difference
	<i>Rank</i>		
Land Use and the Built Environment	No appreciable difference	No appreciable difference	
<i>Rank</i>			
<b>Environment</b>			
<b>Preference Rank</b>		<b>2</b>	<b>1</b>

**Table 6.1.1.5 – Evaluation of Options for Ballymun Sub-Section 1D: Griffith Avenue Traffic Gyratory System**

Assessment Criterion	Assessment Sub-Criterion	Option A	Option B
		Existing Traffic System + Southbound Bus Lane	Southbound Left-Turn Diverted
Economy	Capital Cost	<b>Infrastructure Works</b> No appreciable difference	<b>Infrastructure Works</b> No appreciable difference.
		<b>Land Acquisition</b> n/a	<b>Land Acquisition</b> n/a
	<i>Rank</i>		
	Journey Time Reliability (Bus)	Heavy conflicts with left-turn traffic for southbound buses with shorter green signal time for lower capacity and more delay.	No conflicts with left-turn traffic for southbound buses with longer green signal time for greater capacity and less delay.
	<i>Rank</i>		
<b>Economy</b>			
Integration	Policy Integration	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Residential Population and Employment Catchments	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Public Transport Network	Left-turn traffic conflict	No Left-turn traffic conflict
	<i>Rank</i>		
	Cycling Integration	Left-turn traffic conflict	No Left-turn traffic conflict
	<i>Rank</i>		
	Traffic Network Integration	More delay and congestion	Less delay and congestion
<i>Rank</i>			
<b>Integration</b>			
	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference	No appreciable difference

Accessibility and Social Inclusion	<i>Rank</i>		
	Deprived Geographic Areas	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Accessibility &amp; Social Inclusion</b>			
Safety	Road Safety	Left-turn traffic conflict for cyclists	No Left-turn traffic conflict for cyclists
	<i>Rank</i>		
<b>Safety</b>			
Environment	Archaeology & Cultural Heritage	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Flora & Fauna / Biodiversity	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Soils & Geology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Hydrology	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Landscape & Visual	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Air & Noise	No appreciable difference	No appreciable difference
	<i>Rank</i>		
	Land Use and the Built Environment	No appreciable difference	No appreciable difference
	<i>Rank</i>		
<b>Environment</b>			
<b>Preference Rank</b>		<b>2</b>	<b>1</b>