



**Appendix F**  
Rathfarnham to City Centre  
Study Area Section -  
Section 1b Willbrook Road  
to Rathdown Park Route  
Options Assessment MCA  
Tables

Table F1.1: Dodder Bridge MCA

Appraisal Criteria	Option DC1 (Bridge Connecting to Rathdown Park)	Option DC2 (Bridge Connecting to Rathdown Crescent)
<b>1 Capital Cost</b>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- 5.0m wide shared pedestrian and cyclist bridge</li> <li>- 50m main span</li> <li>- Additional approach spans on southern side of River Dodder</li> </ul> <p><i>Land Acquisition Cost</i></p> <p>100 sqm Private Land 1 Property affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- 5.0m wide shared pedestrian and cyclist bridge</li> <li>- 60m main span</li> <li>- Additional approach spans on southern side of River Dodder</li> </ul> <p><i>Land Acquisition Cost</i></p> <p>0 sqm Private Land 0 Properties affected</p>
Rank		
<b>2 Constructability and Engineering Constraints</b>	<ul style="list-style-type: none"> <li>- Main span of approximately 50m.</li> <li>- Steep slope may require stability measures</li> <li>- Less complex construction due to shorter span resulting in smaller sections.</li> </ul>	<ul style="list-style-type: none"> <li>- Main span of approximately 60m.</li> <li>- Steep slope may require stability measures</li> <li>- More complex construction due to longer span resulting in deeper and heavier sections.</li> </ul>
Rank		
<b>3 Cycle Connectivity</b>	<ul style="list-style-type: none"> <li>- South of the River Dodder, cyclists would utilise the Dodder Greenway</li> <li>- North of the River Dodder, cyclists would share with vehicles along Rathdown Park for approximately 260m before joining Rathfarnham Road, passing through 1 junction along the way</li> </ul>	<ul style="list-style-type: none"> <li>- South of the River Dodder, cyclists would utilise the Dodder Greenway</li> <li>- North of the River Dodder, cyclists would share with vehicles along Rathdown Park for approximately 380m before joining Rathfarnham Road, passing through 2 roundabouts along the way</li> </ul>
Rank		
<b>4 Impact on Private Property</b>	Impact on 1 private property	No impact on private property
Rank		
<b>5 Impact on Flora and Fauna</b>	Requires the removal of approximately <b>19</b> trees.	Requires the removal of approximately <b>28</b> trees.
Rank		
<b>6 Landscape and Visual Impacts</b>	Potential negative impacts associated with constructing the bridges over the River Dodder.	Potential negative impacts associated with constructing the bridges over the River Dodder.
Rank		

Table F1.2: Parallel Cycle Route MCA

Appraisal Criteria	Option PC1 (EPR Option Proposal)	Option PC2 (EPR Option + Rathdown)	Option PC3 (Brookvale Road + Boardwalk)	Option PC4 (Brookvale Road + Rathdown)	Option PC5 (Butterfield + Boardwalk)	Option PC6 (Butterfield + Rathdown)	Option PC7 (St. Mary's + Boardwalk)	Option PC8 (St. Mary's + Rathdown)	Option PC9 (Butterfield + Bushy Park)	Option PC10 (St. Mary's + Bushy Park)
<b>1 Capital Cost</b>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Cycle track on Rathfarnham Road between Willbrook Road and pedestrian laneway</li> <li>- Dedicated two-way cycle track north of Dodder View Road</li> <li>- Construction of new boardwalk</li> <li>- Cycle tracks north of Pearse Bridge</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- New bridge connecting to Rathdown Park.</li> <li>- Minimal Land Acquisition, garden at Rathdown park.</li> </ul> <p>Total Length of cycle Route: 1.32km</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Land acquisition along Rathfarnham Road south of River Dodder and north of River Dodder.</li> <li>- Construction of new boardwalk</li> </ul> <p>Total Length of cycle Route: 1.32km</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- New bridge connecting to Rathdown Park.</li> <li>- Land acquisition along Rathfarnham Road south of River Dodder and garden at Rathdown park</li> </ul> <p>Total Length of cycle Route: 1.32km</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Land Acquisition along Owendoher River and north of River Dodder.</li> <li>- New bridge over Owendoher river.</li> <li>- Land acquisition north of River Dodder</li> <li>- Construction of new boardwalk</li> </ul> <p>Total Length of cycle Route: 1.53km</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Land Acquisition along Owendoher River and north of River Dodder.</li> <li>- New bridge over Owendoher river.</li> <li>- Land acquisition north of River Dodder</li> <li>- Construction of new boardwalk</li> </ul> <p>Total Length of cycle Route: 1.51km</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Land Acquisition along Owendoher River and north of River Dodder.</li> <li>- 2 new bridges over Owendoher river.</li> <li>- Land acquisition on Rathfarnham Road north of River Dodder</li> <li>- Construction of new boardwalk</li> </ul> <p>Total Length of cycle Route: 1.49km</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Land Acquisition along Owendoher River and north of River Dodder.</li> <li>- 2 new bridges over Owendoher river.</li> <li>- New bridge over River Dodder.</li> <li>- Acquisition of garden at Rathdown park</li> </ul> <p>Total Length of cycle Route: 1.48km</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Land Acquisition along Owendoher River.</li> <li>- New bridge over Owendoher River.</li> <li>- Land acquisition north of River Dodder</li> <li>- Construction of new boardwalk</li> </ul> <p>Total Length of cycle Route: 1.51km</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Land Acquisition along Owendoher River and north of River Dodder.</li> <li>- 2 new bridges over Owendoher River.</li> <li>- Acquisition of garden at Rathdown park</li> </ul> <p>Total Length of cycle Route: 1.48km</p>

Appraisal Criteria	Option PC1 (EPR Option Proposal)	Option PC2 (EPR Option + Rathdown)	Option PC3 (Brookvale Road + Boardwalk)	Option PC4 (Brookvale Road + Rathdown)	Option PC5 (Butterfield + Boardwalk)	Option PC6 (Butterfield + Rathdown)	Option PC7 (St. Mary's + Boardwalk)	Option PC8 (St. Mary's + Rathdown)	Option PC9 (Butterfield + Bushy Park)	Option PC10 (St. Mary's + Bushy Park)
	Total Length of cycle Route: 1.30km  <b>Land Acquisition Cost</b> 1,774 sqm Private Land 61 Properties affected	<b>Land Acquisition Cost</b> 1,456 sqm Private Land 62 Properties affected	<b>Land Acquisition Cost</b> 2,298 sqm Private Land 68 Properties affected	<b>Land Acquisition Cost</b> 1,849 sqm Private Land 70 Properties affected	<b>Land Acquisition Cost</b> 2,262 sqm Private Land 63 Properties affected	<b>Land Acquisition Cost</b> 1,813 sqm Private Land 64 Properties affected	<b>Land Acquisition Cost</b> 2,690 sqm Private Land 63 Properties affected	<b>Land Acquisition Cost</b> 2,242 sqm Private Land 62 Properties affected	<b>Land Acquisition Cost</b> <i>1,813 sqm Private Land 64 Properties affected</i>	<b>Land Acquisition Cost</b> 2,086 sqm Private Land 61 Properties affected
Rank										
<b>2 Road Safety</b>	4 Turn Movements Required at junctions (inbound 2 right turns and 2 left turns, outbound 2 right turns and 2 left turns)  3 Major junctions to traverse.	2 Turn Movements Required at junctions (inbound 1 right turn and 1 left turn, outbound 1 right turn and 1 left turn)  2 Major junctions to traverse.	4 Turn Movements Required at junctions (inbound 2 right turns and 2 left turns, outbound 2 right turns and 2 left turns)  3 Major junctions to traverse.	4 Turn Movements Required at junctions (inbound 2 right turns and 2 left turns, outbound 2 right turns and 2 left turns)  2 Major junctions to traverse.	4 Turn Movements Required at junctions (inbound 2 right turns and 2 left turns, outbound 2 right turns and 2 left turns)  3 Major junctions to traverse.	4 Turn Movements Required at junctions (inbound 2 right turns and 2 left turns, outbound 2 right turns and 2 left turns)  2 Major junctions to traverse.	4 Turn Movements Required at junctions (inbound 2 right turns and 2 left turns, outbound 2 right turns and 2 left turns)  1 Major junction to traverse.	4 Turn Movements Required at junctions (inbound 2 right turns and 2 left turns, outbound 2 right turns and 2 left turns)  0 Major junctions to traverse.	4 Turn Movements Required at junctions (inbound 2 right turns and 2 left turns, outbound 2 right turns and 2 left turns)  1 Major junctions to traverse. Two minor roundabout junctions to traverse.	3 Turn Movements Required at junctions (inbound 2 right turns and 1 left turns, outbound 1 right turns and 2 left turns)  0 Major junctions to traverse. Two minor roundabout junctions to traverse.

Appraisal Criteria	Option PC1 (EPR Option Proposal)	Option PC2 (EPR Option + Rathdown)	Option PC3 (Brookvale Road + Boardwalk)	Option PC4 (Brookvale Road + Rathdown)	Option PC5 (Butterfield + Boardwalk)	Option PC6 (Butterfield + Rathdown)	Option PC7 (St. Mary's + Boardwalk)	Option PC8 (St. Mary's + Rathdown)	Option PC9 (Butterfield + Bushy Park)	Option PC10 (St. Mary's + Bushy Park)
	Segregated cycle route in both directions for 880m. Quiet Street Treatment for 420m. 68% of the total route is segregated.	Segregated cycle route in both directions for 630m. Quiet Street Treatment for 670m. 48% of the facilities are segregated.	Segregated cycle route in both directions for 1020m. Quiet Street Treatment for 280m. 78% of the facilities are segregated	Segregated cycle route in both directions for 760m. Quiet Street Treatment for 540m. 58% of the facilities are segregated	Segregated cycle route in both directions for 1,326m. Quiet Street Treatment for 160m. 89% of the facilities are segregated	Segregated cycle route in both directions for 1,074m. Quiet Street Treatment for 420m. 71% of the facilities are segregated	Segregated cycle route in both directions for 1,169m. Quiet Street Treatment for 255m. 82% of the facilities are segregated	Segregated cycle route in both directions for 917m. Quiet Street Treatment for 515m. 64% of the facilities are segregated	Segregated cycle route in both directions for 900m. Quiet Street Treatment for 800m. 53% of the facilities are segregated.	Segregated cycle route in both directions for 850m. Quiet Street Treatment for 900m. 49% of the facilities are segregated.
Rank								1		
<b>3 Coherence</b>	This route largely aligns with the route of Primary Route 10 apart from a short 400m section where a close parallel route is provided. The route passes adjacent Rathfarnham Village.	This route aligns with the route of Primary Route 10 apart from a 650m section where a close parallel route is provided. This route would allow for connectivity to secondary Route 9B.	This route largely aligns with the route of Primary Route 10 apart from a short 200m section where a close parallel route is provided. The route passes adjacent Rathfarnham Village.	This route aligns with the route of Primary Route 10 apart from a 500m section where a close parallel route is provided. This route would allow for connectivity to secondary Route 9B.	This route largely does not align with the route of Primary Route 10. The Route aligns with a section of the Dodder Greenway, connecting this to Primary Route 10.	This route largely does not align with the route of Primary Route 10. The Route aligns with a section of the Dodder Greenway, connecting this to Primary Route 10. This route would allow for connectivity to secondary Route 9B. The route passes	This route largely does not align with the route of Primary Route 10. The Route aligns with a section of the Dodder Greenway, connecting this to Primary Route 10. The route passes adjacent Rathfarnham Village.	This route largely does not align with the route of Primary Route 10. The Route aligns with a section of the Dodder Greenway, connecting this to Primary Route 10. This route would allow for connectivity to secondary Route 9B. The route passes	This route largely does not align with the route of Primary Route 10. The Route connects the Dodder Greenway to Primary Route 10. This route would allow for connectivity to secondary Route 9B. The route passes adjacent	This route largely does not align with the route of Primary Route 10. The Route connects the Dodder Greenway to Primary Route 10. This route would allow for connectivity to secondary Route 9B. The route passes adjacent

Appraisal Criteria	Option PC1 (EPR Option Proposal)	Option PC2 (EPR Option + Rathdown)	Option PC3 (Brookvale Road + Boardwalk)	Option PC4 (Brookvale Road + Rathdown)	Option PC5 (Butterfield + Boardwalk)	Option PC6 (Butterfield + Rathdown)	Option PC7 (St. Mary's + Boardwalk)	Option PC8 (St. Mary's + Rathdown)	Option PC9 (Butterfield + Bushy Park)	Option PC10 (St. Mary's + Bushy Park)
		The route passes adjacent Rathfarnham Village.		The route passes adjacent Rathfarnham Village.	The route passes adjacent Rathfarnham Village.	adjacent Rathfarnham Village.		adjacent Rathfarnham Village.	Rathfarnham Village.	Rathfarnham Village.
Rank										
<b>4 Directness</b>	No. of Junctions: 3 Total Length: 1.3km Length of parallel route: 500m 800m of the cycle route is on the CBC.  Short diversion required compared to overall length of route. Less likely to be used by cyclists compared to other options	No. of Junctions: 3 Length: 1.3km Length of parallel route: 800m 500m of the cycle route is on the CBC.  Moderate diversion required compared to overall length of route. Less likely to be used by cyclists compared to other options	No. of Junctions: 3 Length: 1.3km Length of parallel route: 390m 910m of the cycle route is on the CBC.  Short diversion required compared to overall length of route. Less likely to be used by cyclists compared to other options	No. of Junctions: 3 Length: 1.3km Length of parallel route: 660m 640m of the cycle route is on the CBC.  Moderate diversion required compared to overall length of route. Less likely to be used by cyclists compared to other options	No. of Junctions: 3 Length: 1.5km Length of parallel route: 1100m 400m of the cycle route is on the CBC.  Significant diversion required compared to overall length of route. More likely to be used by cyclists compared to other options	No. of Junctions: 3 Length: 1.5km Length of parallel route: 1380m 120m of the cycle route is on the CBC.  Significant diversion required compared to overall length of route. More likely to be used by cyclists compared to other options	No. of Junctions: 3 Length: 1.45km Length of parallel route: 1150m 250m of the cycle route is on the CBC.  Significant diversion required compared to overall length of route. More likely to be used by cyclists compared to other options	No. of Junctions: 2 Length: 1.45km Length of parallel route: 1450m None of the cycle route is on the CBC.  Entire route diverted from CBC route. More likely to be used by cyclists compared to other options	This route largely does not align with the route of Primary Route 10. The Route connects the Dodder Greenway to Primary Route 10. This route would allow for connectivity to secondary Route 9B. The route passes adjacent Rathfarnham Village.	This route largely does not align with the route of Primary Route 10. The Route connects the Dodder Greenway to Primary Route 10. This route would allow for connectivity to secondary Route 9B. The route passes adjacent Rathfarnham Village.
Rank										

Appraisal Criteria	Option PC1 (EPR Option Proposal)	Option PC2 (EPR Option + Rathdown)	Option PC3 (Brookvale Road + Boardwalk)	Option PC4 (Brookvale Road + Rathdown)	Option PC5 (Butterfield + Boardwalk)	Option PC6 (Butterfield + Rathdown)	Option PC7 (St. Mary's + Boardwalk)	Option PC8 (St. Mary's + Rathdown)	Option PC9 (Butterfield + Bushy Park)	Option PC10 (St. Mary's + Bushy Park)
<b>5 Attractiveness</b>	Segregated cycle route in both directions for 880m. Quiet Street Treatment for 420m.  Brookvale Downs is not considered an attractive alternative route. The diversion length is also short so it is unlikely that cyclists would divert. Narrow laneway not attractive	Segregated cycle route in both directions for 630m. Quiet Street Treatment for 670m.  The new cycle bridge is considered an attractive alternative route. And the length of diversion is long enough to attract cyclists. Narrow laneway not attractive	Segregated cycle route in both directions for 1020m. Quiet Street Treatment for 280m.  Brookvale Downs is not considered an attractive alternative route. The diversion length is also very short, so it is unlikely that cyclists would divert.	Segregated cycle route in both directions for 760m. Quiet Street Treatment for 540m.  The new cycle bridge is considered an attractive alternative route. the length of diversion is not considered long enough to attract cyclists.	Segregated cycle route in both directions for 1,326m. Quiet Street Treatment for 160m.  The Dodder Greenway is considered an attractive alternative.	Segregated cycle route in both directions for 1,074m. Quiet Street Treatment for 420m.  The Dodder Greenway with the new cycle bridge is considered a very attractive alternative.	Segregated cycle route in both directions for 1,169m. Quiet Street Treatment for 255m.  The Dodder Greenway is considered an attractive alternative.	Segregated cycle route in both directions for 917m. Quiet Street Treatment for 515m.  The Dodder Greenway with the new cycle bridge is considered a very attractive alternative.	Segregated cycle route in both directions for 900m. Quiet Street Treatment for 800m.  The Dodder Greenway with the new cycle bridge is considered an attractive alternative.	Segregated cycle route in both directions for 850m. Quiet Street Treatment for 900m.  The Dodder Greenway with the new cycle bridge is considered an attractive alternative.
Rank										
<b>6 Comfort</b>	Segregated cycle route in both directions for 880m. Quiet Street Treatment for 420m. Narrow Laneway	Segregated cycle route in both directions for 630m. Quiet Street Treatment for 670m. Narrow Laneway	Segregated cycle route in both directions for 1020m. Quiet Street Treatment for 280m.	Segregated cycle route in both directions for 760m. Quiet Street Treatment for 540m.	Segregated cycle route in both directions for 1,326m. Quiet Street Treatment for 160m.	Segregated cycle route in both directions for 1,074m. Quiet Street Treatment for 420m.	Segregated cycle route in both directions for 1,169m. Quiet Street Treatment for 255m.	Segregated cycle route in both directions for 917m. Quiet Street Treatment for 515m.	Segregated cycle route in both directions for 900m. Quiet Street Treatment for 800m.  Significant gradients to	Segregated cycle route in both directions for 850m. Quiet Street Treatment for 900m.  Significant gradients to

Appraisal Criteria	Option PC1 (EPR Option Proposal)	Option PC2 (EPR Option + Rathdown)	Option PC3 (Brookvale Road + Boardwalk)	Option PC4 (Brookvale Road + Rathdown)	Option PC5 (Butterfield + Boardwalk)	Option PC6 (Butterfield + Rathdown)	Option PC7 (St. Mary's + Boardwalk)	Option PC8 (St. Mary's + Rathdown)	Option PC9 (Butterfield + Bushy Park)	Option PC10 (St. Mary's + Bushy Park)
									overcome within Bushy Park.	overcome within Bushy Park.
Rank										
<b>7 Environmental</b>	<p>Land acquisition required from <b>61</b> properties.</p> <p>Impact on driveway gradients.</p> <p>Requires the removal of <b>27</b> trees in public areas and <b>13</b> trees in private areas.</p> <p>Total trees impacted: <b>40</b></p>	<p>Land acquisition required from <b>62</b> properties.</p> <p>Potential significant environmental impacts in delivering new bridge over River Dodder.</p> <p>Requires the removal of <b>28</b> trees in public areas and <b>13</b> trees in private areas.</p> <p>Total trees impacted: <b>41</b></p>	<p>Land acquisition required from <b>68</b> properties.</p> <p>Impact on driveway gradients.</p> <p>Requires the removal of <b>26</b> trees in public areas and <b>14</b> trees in private areas.</p> <p>Total trees impacted: <b>40</b></p>	<p>Land acquisition required from <b>70</b> properties.</p> <p>Potential significant environmental impacts in delivering new bridge over River Dodder.</p> <p>Requires the removal of <b>28</b> trees in public areas and <b>15</b> trees in private areas.</p> <p>Total trees impacted: <b>43</b></p>	<p>Land acquisition required from <b>63</b> properties.</p> <p>Impact on driveway gradients.</p> <p>Potential significant environmental impacts in delivering new bridge over Owendoher River.</p> <p>Requires the removal of <b>30</b> trees in public areas and <b>17</b> trees in private areas.</p>	<p>Land acquisition required from <b>64</b> properties.</p> <p>Impact on driveway gradients.</p> <p>Potential significant environmental impacts in delivering new bridge over Owendoher River and River Dodder.</p> <p>Requires the removal of <b>31</b> trees in public areas and <b>20</b> trees in private areas.</p>	<p>Land acquisition required from <b>63</b> properties.</p> <p>Potential significant environmental impacts in delivering new bridges over Owendoher River.</p> <p>Requires the removal of <b>30</b> trees in public areas and <b>23</b> trees in private areas.</p> <p>Total trees impacted: <b>53</b></p>	<p>Land acquisition required from <b>62</b> properties.</p> <p>Potential significant environmental impacts in delivering new bridges over Owendoher River and River Dodder.</p> <p>Requires the removal of <b>31</b> trees in public areas and <b>26</b> trees in private areas.</p> <p>Total trees impacted: <b>57</b></p>	<p>Land acquisition required from <b>61</b> properties.</p> <p>Requires the removal of <b>32</b> trees in public areas and <b>13</b> trees in private areas.</p> <p>Total trees impacted: <b>45</b></p>	<p>Land acquisition required from <b>61</b> properties.</p> <p>Requires the removal of <b>38</b> trees in public areas and <b>13</b> trees in private areas.</p> <p>Potential significant environmental impacts in delivering new bridges over Owendoher River.</p> <p>Total trees impacted: <b>51</b></p>



Appraisal Criteria	Option PC1 (EPR Option Proposal)	Option PC2 (EPR Option + Rathdown)	Option PC3 (Brookvale Road + Boardwalk)	Option PC4 (Brookvale Road + Rathdown)	Option PC5 (Butterfield + Boardwalk)	Option PC6 (Butterfield + Rathdown)	Option PC7 (St. Mary's + Boardwalk)	Option PC8 (St. Mary's + Rathdown)	Option PC9 (Butterfield + Bushy Park)	Option PC10 (St. Mary's + Bushy Park)
					Total trees impacted: <b>49</b>	Total trees impacted: <b>51</b>				
Rank										

**Table F1.3: Rathfarnham Road MCA**

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
1A Capital Cost	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road between Willbrook Road and Brookvale Downs pedestrian laneway.</li> <li>- Quiet Street treatment on Brookvale Downs.</li> <li>- Dedicated two-way cycle track on north of Dodder View Road</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs (€5.6m)</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road between Willbrook Road and Castleside Drive.</li> <li>- Land Acquisition along Owendoher river to facilitate alternative cycle route.</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road throughout this section with the exception of 270m of inbound cycle track.</li> <li>- Land acquisition on Rathfarnham Road North and South of the Dodder.</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road throughout this section with the exception of 270m of inbound cycle track.</li> <li>- Land acquisition on Rathfarnham Road North and South of the Dodder.</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road throughout this section with the exception of 270m of inbound cycle track.</li> <li>- Land acquisition on Rathfarnham Road North and South of the Dodder.</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road throughout this section with the exception of 270m of inbound cycle track.</li> <li>- Land acquisition on Rathfarnham Road North and South of the Dodder.</li> <li>- Additional signalling required for</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road throughout this section with the exception of 270m of inbound cycle track.</li> <li>- Land acquisition on Rathfarnham Road North and South of the Dodder.</li> <li>- Additional signalling</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road throughout this section with the exception of 270m of inbound cycle track.</li> <li>- Land acquisition on Rathfarnham Road North and South of the Dodder.</li> </ul>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Dedicated cycle track on Rathfarnham Road between Willbrook Road and Castleside Drive.</li> <li>- Land Acquisition along Owendoher River to facilitate alternative cycle route.</li> <li>- 2 new bridges over</li> </ul>

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
	<ul style="list-style-type: none"> <li>- Construction of new boardwalk at Pearse Bridge</li> <li>- Dedicated cycle tracks on each side of the road north of Pearse Bridge.</li> <li>- Land acquisition on Rathfarnham Road North and South of the Dodder.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,795 sqm Private Land 36 Properties affected</p>	<ul style="list-style-type: none"> <li>- 2 new bridges over Owendoher river.</li> <li>- New bridge over Dodder.</li> <li>- Acquisition of garden at Rathdown park.</li> <li>- Land acquisition on Rathfarnham Road North and South of the Dodder.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>2,385 sqm Private Land 40 Properties affected</p>	<ul style="list-style-type: none"> <li>- Additional signalling required for queue relocation.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,020 sqm Private Land 30 Properties affected</p>	<ul style="list-style-type: none"> <li>- Additional signalling required for queue relocation.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,020 sqm Private Land 30 Properties affected</p>	<ul style="list-style-type: none"> <li>- Additional signalling required for queue relocation.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,020 sqm Private Land 30 Properties affected</p>	<ul style="list-style-type: none"> <li>queue relocation.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,020 sqm Private Land 30 Properties affected</p>	<ul style="list-style-type: none"> <li>required for queue relocation.</li> <li>- Additional infrastructure required at the Bus Gate.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>705 sqm Private Land 20 Properties affected</p>	<ul style="list-style-type: none"> <li>- Additional signalling required for queue relocation.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,020 sqm Private Land 30 Properties affected</p>	<ul style="list-style-type: none"> <li>Owendoher River.</li> <li>- New bridge over River Dodder.</li> <li>- Acquisition of garden at Rathdown park.</li> <li>- Less land acquisition on Rathfarnham Road North and South of the Dodder due to 3 lane cross-section and alternative cycle route.</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,838 sqm Private Land</p>

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
									15 Properties affected
Rank									
1B Transport Quality & Reliability	Journey Time Inbound: 5.2 mins Journey Time Outbound: 5.5 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1	Journey Time Inbound: 5.2 mins Journey Time Outbound: 5.5 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1  Full physical bus priority provided	Journey Time Inbound: 5.7 mins Journey Time Outbound: 5.4 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1  Virtual bus priority provided by	Journey Time Inbound: 5.4 mins Journey Time Outbound: 6.0 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1  Virtual bus priority provided by	Journey Time Inbound: 5.0 mins Journey Time Outbound: 5.4 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1  Virtual bus priority provided by	Journey Time Inbound: 5.7 mins Journey Time Outbound: 5.4 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1  Virtual bus priority provided by signal-	Journey Time Inbound: 5.7 mins Journey Time Outbound: 5.4 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1  Virtual bus priority provided by signal-	Journey Time Inbound: 5.4 mins Journey Time Outbound: 4.7 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1  Full physical bus priority and online cycle	Journey Time Inbound: 5.2 mins Journey Time Outbound: 5.2 mins Length: 1.49 km No. of Junctions: 5 No. of Pedestrian Crossings: 1  Full physical bus priority provided throughout.

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
	Full physical bus priority provided throughout, except for outbound between Brookvale Road and Main Street Rathfarnham. Parallel cycle route not considered highly attractive which may impact on bus priority	throughout, except for outbound between Brookvale Road and Main Street Rathfarnham. Parallel cycle route considered attractive however some cyclists may stay online which may impact on bus priority.	sequential signal-controlled priority.	signal-controlled priority.	signal-controlled priority.	controlled priority.	controlled priority.	tracks provided throughout.	Parallel cycle route considered attractive however some cyclists may stay online which may impact on bus priority.
Rank									
2A Land Use Policy	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,	Serves Rathfarnham village which is zoned VC in the SDCC Development Plan 'to protect, improve,

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
	provide for the future development of Village Centres'.	provide for the future development of Village Centres'.	provide for the future development of Village Centres'.	provide for the future development of Village Centres'.	provide for the future development of Village Centres'.	provide for the future development of Village Centres'.	provide for the future development of Village Centres'.	provide for the future development of Village Centres'.	provide for the future development of Village Centres'.
Rank									
2B Residential Population and Employment Catchments	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>	<p><b><u>Residential Population Catchments</u></b> -5 minute walk catchment of approximately 3,500 - 10 minute walk catchment of approximately 8,600</p> <p><b><u>Employment catchments</u></b> -10 minute walk catchment of</p>

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)	
	approximately 1,544	approximately 1,544	approximately 1,544	approximately 1,544	approximately 1,544	approximately 1,544	approximately 1,544	approximately 1,544	approximately 1,544	
Rank										
2C Transport Network <b>Integration</b>	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.	Potential for interchange with local bus services.  Potential for interchange with CBC bus service running along the Finglas/Dundrum Core Orbital Corridor along the River Dodder.

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.	Potential for interchange with both the Marley Park – Rathmines and the Tallaght – Rathfarnham - Terenure Core Radial Corridors.
Rank									
2D Cycle Network integration	The route deviates from primary route 10 for a short section. This is not considered an attractive diversion	The route deviates from primary route 10 for a long section. This offers the potential to integrate with secondary route 9B. This is considered a high quality facility.	Cycle facilities delivered along primary route 10, except for a short section of inbound. (1.5m width)	Cycle facilities delivered along primary route 10, except for a short section of inbound. (1.5m width)	Cycle facilities delivered along primary route 10, except for a short section of inbound. (1.5m width)	Cycle facilities delivered along primary route 10, except for a short section of inbound. (1.5m width)	Cycle facilities delivered along primary route 10, except for a short section of inbound. (1.5m width)	Cycle facilities delivered along primary route 10, except for a short section of inbound. (1.5m width)	The route deviates from primary route 10 for a long section. This offers the potential to integrate with secondary route 9B. This is considered a high quality facility.
Rank									



Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
2E Traffic Network Integration	All traffic movements retained as per current arrangement.	All traffic movements retained as per current arrangement.	Traffic restricted by signalling in order to provide bus priority.	Traffic restricted by signalling in order to provide bus priority.	Traffic restricted by signalling in order to provide bus priority.	Traffic restricted by signalling in order to provide bus priority.	Outbound traffic restricted on Rathfarnham road with local access maintained to residences north of the River Dodder and Terenure Village. Considerable local diversions (~3km)	Outbound traffic restricted on Rathfarnham road. Long local diversions (~4km). Major disruption to accessibility by car within Terenure Village south of Terenure Cross.	Outbound traffic restricted on Rathfarnham road. Long local diversions (~4km). Major disruption to accessibility by car within Terenure Village south of Terenure Cross.
Rank									
3A Key Trip Attractors	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<b>Education</b> - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School	<u>Retail / Leisure</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Rathfarnham Castle Park - Church of Annunciation <u>Employment</u> - Rathfarnham Village - Terenure Village - Rathfarnham Castle - Loreto Primary School - Loreto High School Beaufort - St. Mary's National School
Rank									

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
3B Deprived Geographic Areas	Route option serves area of Affluent means from the Pobal Deprivation Index.	Route option serves area of Affluent means from the Pobal Deprivation Index.	Route option serves area of Affluent means from the Pobal Deprivation Index.	Route option serves area of Affluent means from the Pobal Deprivation Index.	Route option serves area of Affluent means from the Pobal Deprivation Index.	Route option serves area of Affluent means from the Pobal Deprivation Index.	Route option serves area of Affluent means from the Pobal Deprivation Index.	Route option serves area of Affluent means from the Pobal Deprivation Index.	Route option serves area of Affluent means from the Pobal Deprivation Index.
Rank									
4A Road Safety	No. of junctions: 5 No turn movements required.	No. of junctions: 5 No turn movements required.	No. of junctions: 5 No turn movements required.	No. of junctions: 5 No turn movements required.	No. of junctions: 5 No turn movements required.	No. of junctions: 5 No turn movements required.	No. of junctions: 5 No turn movements required.	No. of junctions: 5 No turn movements required.	No. of junctions: 5 No turn movements required.
Rank									
4B Pedestrian Safety	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.	Pedestrian crossings are not located within 50m of most stops, additional pedestrian crossing will be required along the majority of the route.

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.	Footpaths are provided on both sides of the road. Similar ratio of pedestrian crossing facilities to route length across the options.
Rank									
5A Archaeology & Cultural Heritage	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.	There are four recorded monuments within the study area, Rathfarnham Castle, Woodview Cottages Mill, Pearse Bridge and a water mill adjacent to the bridge.

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
	This option requires the construction of a boardwalk adjacent to the Bridge and also impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.
Rank									
5B Architectural Heritage	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.	There are four protected structure within the study area, Pearse Bridge, Rathfarnham Castle, Rathfarnham War Memorial Hall and 1 Rathfarnham Road.

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
	This option requires the construction of a boardwalk adjacent to the Bridge and impacts on the curtilage of Rathfarnham Castle and impacts on Rathfarnham War Memorial Hall.	This option impacts on the curtilage of Rathfarnham Castle and impacts on Rathfarnham War Memorial Hall.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.	This option impacts on the curtilage of Rathfarnham Castle.
Rank									
5C Flora & Fauna	Requires the removal of <b>48</b> trees in public areas and <b>32</b> trees in private areas. Total trees impacted: <b>80</b>	Requires the removal of <b>51</b> trees in public areas and <b>35</b> trees in private areas. Total trees impacted: <b>86</b>	Requires the removal of <b>20</b> trees in public areas and <b>30</b> trees in private areas. Total trees impacted: <b>50</b>	Requires the removal of <b>20</b> trees in public areas and <b>30</b> trees in private areas. Total trees impacted: <b>50</b>	Requires the removal of <b>20</b> trees in public areas and <b>30</b> trees in private areas. Total trees impacted: <b>50</b>	Requires the removal of <b>20</b> trees in public areas and <b>30</b> trees in private areas. Total trees impacted: <b>50</b>	Requires the removal of <b>20</b> trees in public areas and <b>30</b> trees in private areas. Total trees impacted: <b>50</b>	Requires the removal of <b>20</b> trees in public areas and <b>30</b> trees in private areas. Total trees impacted: <b>50</b>	Requires the removal of <b>48</b> trees in public areas and <b>17</b> trees in private areas. Total trees impacted: <b>65</b>
Rank									

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
5D Soils, Geology & Hydrology	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact
Rank									
5E Landscape & Visual	Land acquisition required from 36 properties.	Potential negative impacts associated with constructing two cyclist bridges over the Owendoher River and Dodder bridge. Land acquisition required from 40 properties.	Land acquisition required from 30 properties.	Land acquisition required from 30 properties.	Land acquisition required from 30 properties.	Land acquisition required from 30 properties.	Land acquisition required from 20 properties.	Land acquisition required from 30 properties.	Potential negative impacts associated with constructing two cyclist bridges over the Owendoher River and Dodder bridge. Land acquisition required from 15 properties.
Rank									

Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
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.	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.	Improved air quality on the CBC as outbound traffic redirected to alternative routes.	Improved air quality on the CBC as outbound traffic redirected to alternative routes.	Improved air quality on the CBC as outbound traffic redirected to alternative routes.
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.	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.	Reduced traffic on Rathfarnham Road in proximity to residential properties. Traffic redirected to regional routes. Increased proximity of vehicles to residential properties due to road widening.	Reduced traffic on Rathfarnham Road in proximity to residential properties. Traffic redirected to regional routes. Increased proximity of vehicles to residential properties due to road widening.	Reduced traffic on Rathfarnham Road in proximity to residential properties. Traffic redirected to regional routes. Increased proximity of vehicles to residential properties due to road widening.
Rank									



Sub-Criteria	Option RF1 (EPR Option)	Option RF2 (4 lane Option with Alternative Dodder Greenway Cycles)	Option RF3 (Combination of bus lanes and signal-controlled priority with online Cycles)	Option RF4 (No outbound Bus Lane with online Cycles)	Option RF5 (No outbound Bus Lane south of the River Dodder, signal-controlled priority north of the River Dodder with online Cycles)	Option RF6 (Signal-controlled priority south of the River Dodder, No outbound Bus Lane north of the River Dodder with online Cycles)	Option RF7 (Outbound Bus Gate with online Cycles)	Option RF8 (One Way with online Cycles)	Option RF9 (One Way inbound with Alternative Dodder Greenway Cycles)
5H Land Use Character	The land take required on Rathfarnham 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.	The land take required on Rathfarnham 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.	The land take required on Rathfarnham 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.	The land take required on Rathfarnham 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.	The land take required on Rathfarnham 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.	The land take required on Rathfarnham 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.	The land take required on Rathfarnham 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.	The land take required on Rathfarnham 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.	The land take required on Rathfarnham 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									