



Appendix D

Tallaght to City Centre
Section: Section 1 -
Belgard Square West
to Greenhills Road
Route Options
Assessment
MCA Tables

A1 Tallaght Route Options Assessment

Assessment Criteria	Assessment Sub-Criteria	Route Option BG1 (Main Street)	Route Option BG2 (TUD)	Route Option BG3 (Airton Road)	Route Option BG4 (Mayberry Road)	Route Option BG5 (Main Street Alternative)
Economy (Cost Assessment and Transport Economic Indicators)	Capital Cost	<p>Total Capital Cost €12.9m Indicative Scheme Infrastructure Works Cost (€4.3m)</p> <ul style="list-style-type: none"> - Widen Belgard Road between Main Street and Belgard Square North to facilitate bus lanes and raised adjacent cycle lanes in each direction; - Signalise Old Greenhills Road/Main Street junction to allow buses to exit from old Greenhills Road; - New bus gate at Old Greenhills Road/Greenhills Road junction; and - Widen Greenhills Road to provide bus lanes and raised adjacent cycle lanes in each direction. <p>Land Acquisition Cost (€8.6m)</p> <p>5,700sqm Private Land 3,490sqm Public Land 5 Properties affected</p>	<p>Total Capital Cost €12.9m Indicative Scheme Infrastructure Works Cost (€4.3m)</p> <ul style="list-style-type: none"> - Widen Belgard Road between Main Street and Belgard Square North to facilitate bus lanes and raised adjacent cycle lanes in each direction; - Signalise Old Greenhills Road/Main Street junction to allow buses to exit from old Greenhills Road; - New bus gate at Old Greenhills Road/Greenhills Road junction; and - Widen Greenhills Road to provide bus lanes and raised adjacent cycle lanes in each direction. <p>Land Acquisition Cost (€8.6m)</p> <p>5,700sqm Private Land 3,490sqm Public Land 5 Properties affected</p>	<p>Total Capital Cost €8.8m Indicative Scheme Infrastructure Works Cost (€3.7m)</p> <ul style="list-style-type: none"> - Widen Belgard Road between Belgard Square North to facilitate bus lanes and raised adjacent cycle in each direction; - Widen Airton Road (removing verge and trees) to facilitate bus lanes and raised adjacent cycle lanes in each direction; and - Widen Greenhills Road to provide bus lanes and raised adjacent cycle lanes in each direction. <p>Land Acquisition Cost (€5.1m)</p> <p>3,400sqm Private Land 6,980sqm Public Land 3 Properties affected</p>	<p>Total Capital Cost €3.5 Indicative Scheme Infrastructure Works Cost (€3.5m)</p> <ul style="list-style-type: none"> - Widen Belgard Road between Belgard Square North to facilitate bus lanes and raised adjacent cycle lanes in each direction; - Widen Mayberry Road to facilitate bus lanes in each direction; and - Widen Greenhills Road to provide bus lanes and raised adjacent cycle lanes in each direction. <p>Land Acquisition Cost (€0m)</p> <p>0sqm Private Land 12,274sqm Public Land 0 Properties affected</p>	<p>Total Capital Cost €12.9m Indicative Scheme Infrastructure Works Cost (€4.3m)</p> <ul style="list-style-type: none"> - New Bus Gate at the northern end of Belgard Square East; - Upgrade cycle lanes on Belgard Square East and replace one traffic lane in each direction with bus lane (between Belgard Square East and Belgard Road); - Signalise Old Blessington Road/High Street Junction; - Signalise Old Greenhills Road/Main Street junction to allow buses to exit from Old Greenhills Road; - New bus gate at Old Greenhills Road/Greenhills Road junction; and - Widen Greenhills Road to provide bus lanes and raised adjacent cycle lanes in each direction. <p>Land Acquisition Cost (€8.6m)</p> <p>5,700sqm Private Land 3,490sqm Public Land</p>

						5 Properties affected
	<i>Rank</i>					
	Transport Reliability and Quality of Service	<p>Journey Time: 5-6 mins Length: 2.0 km No. of Junctions: 5</p> <p>Bus lanes are provided along approximately 30% of this route option. However, the presence of the bus gate at the western end of Main Street restricts the flow of traffic through the village. Lack of bus lanes through this section would affect reliability of services running along it.</p>	<p>Journey Time: 4-5 mins Length: 1.6 km No. of Junctions: 3</p> <p>Bus lanes are provided along approximately 60% of this route option. While no bus lanes are provided through the TUD campus, the flow of traffic through the campus is only permitted outside of peak hours meaning buses would likely not be delayed through this section. Furthermore, through traffic is discouraged outside of peak hours through the use of speed ramps on the campus roads. As a result, this route option is considered to have good journey time reliability.</p>	<p>Journey Time: 4-5 mins Length: 1.7 km No. of Junctions: 3</p> <p>Bus lanes are provided along the full length of this route option resulting in good journey time reliability of bus services.</p>	<p>Journey Time: 4 - 5 mins Length: 2.0 km No. of Junctions: 3</p> <p>Bus lanes are provided along the full length of this route option resulting in good journey time reliability of bus services.</p>	<p>Journey Time: 6-7 mins Length: 2.0 km No. of Junctions: 6</p> <p>Bus lanes are provided along approximately 30% of this route option. The presence of the bus gate at the northern end of Belgard Square East and western end of Main Street restricts the flow of traffic through these sections providing a high level of priority. Lack of bus lanes through this section would affect reliability of services running along it.</p>
	<i>Rank</i>					
Integration	Land Use Integration	This route option continues to serve Tallaght Village centre and support local business growth. There is potential to support development along Greenhills Road.	This route option has potential to support development along Greenhills Road. This route option also serves TUD directly.	This route option has potential to support development along Greenhills Road. This route option also serves Broomhill Industrial Estate directly.	This route option has potential to support development along Belgard Road. And enhance integration with existing uses along Kilnamanagh Road.	This route option directly serves Tallaght Village centre and support local business growth. There is potential to support development along Greenhills Road.
	<i>Rank</i>					
	Residential Population and Employment Catchments	<p>Residential Population Catchments</p> <p>- 5 minute walk catchment of approximately 2,600</p>	<p>Residential Population Catchments</p> <p>- 5 minute walk catchment of approximately 1,800</p>	<p>Residential Population Catchments</p> <p>- 5 minute walk catchment of approximately 1,600</p>	<p>Residential Population Catchments</p> <p>- 5 minute walk catchment of approximately 2,900</p>	<p>Residential Population Catchments</p> <p>- 5 minute walk catchment of approximately 2,600</p>

	<ul style="list-style-type: none"> - 10 minute walk catchment of approximately 8,500 - 15 minute walk catchment of approximately 16,200 <p>Employment catchments</p> <p>10 minute walk catchment of approximately 13,900</p>	<ul style="list-style-type: none"> - 10 minute walk catchment of approximately 6,700 - 15 minute walk catchment of approximately 13,500 <p>Employment catchments</p> <p>10 minute walk catchment of approximately 11,800</p>	<ul style="list-style-type: none"> - 10 minute walk catchment of approximately 4,300 - 15 minute walk catchment of approximately 10,300 <p>Employment catchments</p> <p>10 minute walk catchment of approximately 9,100</p>	<ul style="list-style-type: none"> - 10 minute walk catchment of approximately 7,200 - 15 minute walk catchment of approximately 12,000 <p>Employment catchments</p> <p>10 minute walk catchment of approximately 9,100</p>	<ul style="list-style-type: none"> - 10 minute walk catchment of approximately 8,500 - 15 minute walk catchment of approximately 16,200 <p>Employment catchments</p> <p>10 minute walk catchment of approximately 13,900</p>
<i>Rank</i>					
Transport Network Integration	This route coincides with portions of existing bus routes 27, 54a, 65, 75 and 77a. Potential for interchange with other Dublin Bus Services on N81 corridor. There would be no impact on general traffic.	This route coincides with portions of existing bus route 27. Route does not provide any opportunities for interchange with other public transport services. There would be no impact on general traffic.	This route coincides with portions of existing bus routes 27 and 76a. Route does not provide any opportunities for interchange with other public transport services. There would be no impact on general traffic.	This route coincides with portions of existing bus routes 27 and 76a. Route does not provide any opportunities for interchange with other public transport services. There would be no impact on general traffic.	This route coincides with portions of existing bus routes 27, 54a, 65, 75 and 77a. Potential for interchange with other Dublin Bus Services on N81 corridor. There would be no impact on general traffic.
<i>Rank</i>					
Cycling Integration	This route option is identified in the GDA Cycle Network Plan as forming parts of primary cycle route S05 and 8B. The section of S05 along Belgard Road and the section of 8B along Greenhills Road can be delivered as part of this scheme. However, the section of route S05 through Tallaght Village could not be delivered. Dedicated cycle facilities are only provided on the Belgard Road and Greenhills Road sections of this route (in combination with bus	This route option is identified in the GDA Cycle Network Plan as a minor greenway through ITT and forms part of primary cycle route 8B. The section of 8B along Greenhills Road can be delivered as part of this scheme. Dedicated cycle facilities only provided on the Greenhills Road section of this route. Cyclists share with general traffic for approximately half of the route section through the ITT campus. However the	This route option is identified in the GDA Cycle Network Plan as forming part of primary routes S05 and 8B as well as a feeder route along Airton Road. The section of S05 along Belgard Road and the section of 8B along Greenhills Road can be delivered as part of this scheme. Dedicated cycle facilities can be provided along the entire route section.	This route option is identified in the GDA Cycle Network Plan as forming part of primary routes S05 and 8B as well as a feeder route along Airton Road. The section of S05 along Belgard Road and the section of 8B along Greenhills Road can be delivered as part of this scheme. Dedicated cycle facilities can be provided along the entire route section.	This route option is identified in the GDA Cycle Network Plan as forming parts of primary cycle route S05 and 8B. The section of 8B along Greenhills Road can be delivered as part of this scheme. However, the section of route S05 through Tallaght Village could not be delivered. Dedicated cycle facilities are only provided on Greenhills Road sections of this route (in combination with bus priority measures) with cyclists sharing with

		priority measures) with cyclists sharing with general traffic along Main Street.	campus roads are low speed low volume roads and as such this is considered to be an acceptable provision for cyclists in this area.			general traffic along Main Street.
	<i>Rank</i>					
Accessibility & Social Inclusion	Key Trip Attractors	<p>Retail</p> <ul style="list-style-type: none"> - Village Green retail area - Tallaght Main Street - Abberly Square Retail Area <p>Leisure</p> <ul style="list-style-type: none"> - Tallaght Athletics Club - Leisureplex <p>Employment</p> <ul style="list-style-type: none"> - Broomhill Industrial Estate - Hibernian Industrial Estate <p>Education</p> <ul style="list-style-type: none"> - TUD Tallaght - Priory Institute 	<p>Leisure</p> <ul style="list-style-type: none"> - Tallaght Athletics Club <p>Employment</p> <ul style="list-style-type: none"> - Broomhill Industrial Estate - Hibernian Industrial Estate <p>Education</p> <ul style="list-style-type: none"> - TUD Tallaght - Priory Institute 	<p>Retail</p> <ul style="list-style-type: none"> - Belgard Retail Park <p>Leisure</p> <ul style="list-style-type: none"> - Tallaght Athletics Club <p>Employment</p> <ul style="list-style-type: none"> - Broomhill Industrial Estate - Monarch Industrial Estate - Hibernian Industrial Estate 	<p>Retail</p> <ul style="list-style-type: none"> - Kilnamanagh Shopping Centre - Belgard Retail Park - Aldi (Belgard Road) <p>Employment</p> <ul style="list-style-type: none"> - Broomhill Industrial Estate - Broomhill Business Park - Belgard Industrial Estate - Monarch Industrial Estate 	<p>Retail</p> <ul style="list-style-type: none"> - Village Green retail area - Tallaght Main Street - Abberly Square Retail Area <p>Leisure</p> <ul style="list-style-type: none"> - Tallaght Athletics Club - Leisureplex <p>Employment</p> <ul style="list-style-type: none"> - Broomhill Industrial Estate - Hibernian Industrial Estate <p>Education</p> <ul style="list-style-type: none"> - TUD Tallaght - Priory Institute
	<i>Rank</i>					
	Deprived Geographic Areas	Route option does not directly serve any RAPID area. In terms of the HP Deprivation Index, the route serves areas ranging from 'marginally above average' to 'disadvantaged'.	Route option does not directly serve any RAPID area. In terms of the HP Deprivation Index, the route serves areas ranging from 'marginally above average' to 'disadvantaged'.	Route option does not directly serve any RAPID area. In terms of the HP Deprivation Index, the route serves areas ranging from 'marginally above average' to 'disadvantaged'.	Route option does not directly serve any RAPID area. In terms of the HP Deprivation Index, the route serves areas ranging from 'marginally above average' to 'disadvantaged'.	Route option does not directly serve any RAPID area. In terms of the HP Deprivation Index, the route serves areas ranging from 'marginally above average' to 'disadvantaged'.
	<i>Rank</i>					
Safety	Road and Pedestrian Safety	No. of Junctions: 6 4 turn movements required in the inbound direction (3 left and 1 right), and 4 turn movements required in the	No. of Junctions: 6 3 turn movements required in the inbound direction (2 left and 1 right), and 3 turn movements required in the	No. of Junctions: 4 3 turn movements required in the inbound direction (2 left and 1 right), and 3 turn movements required in	No. of Junctions: 4 3 turn movements required in the inbound direction (2 left and 1 right), and 3 turn movements required in	No. of Junctions: 8 5 turn movements required in the inbound direction (4 left and 1 right), and 5 turn movements required in

		outbound direction (1 left and 3 right).	outbound direction (1 left and 2 right).	the outbound direction (1 left and 2 right).	the outbound direction (1 left and 2 right).	the outbound direction (1 left and 4 right).
	<i>Rank</i>					
Environment	Archaeology and Cultural Heritage	The route passes through the Area of Archaeological Potential surrounding Tallaght Village. There are 12 sites either along or adjacent to the route which are recorded on the Record of Monuments and Places. Nine of these are located within the St. Maelruain's Church of Ireland Complex and burial ground, 2 are along Blessington Road and 1 along the southern end of Greenhills Road in the vicinity of the junction with the Old Greenhills Road. However, as there are no works proposed along this section of the route there are unlikely to be impacts on the identified sites.	No Recorded Monuments were identified along the route or within the vicinity of the route. The route passes through the Area of Archaeological Potential surrounding Tallaght Village. Minor road works will be required at the entrance to ITT and to convert the speed ramps to bus friendly raised tables. Cognisance will need to be given to the potential for archaeology features during these works.	No Recorded Monuments or sites of archaeological and cultural heritage merit were identified along the route or within the vicinity of the route.	No Recorded Monuments or sites of archaeological and cultural heritage merit were identified along the route or within the vicinity of the route.	The route passes through the Area of Archaeological Potential surrounding Tallaght Village. There are 12 sites either along or adjacent to the route which are recorded on the Record of Monuments and Places. Nine of these are located within the St. Maelruain's Church of Ireland Complex and burial ground, 2 are along Blessington Road and 1 along the southern end of Greenhills Road in the vicinity of the junction with the Old Greenhills Road. However, as there are no works proposed along this section of the route there are unlikely to be impacts on the identified sites.
	<i>Rank</i>					
	Architectural Heritage	Route passes through the Tallaght Village Conservation Area. There are 3 Protected Structures and 4 sites recorded on the National Inventory of Architectural Heritage, along the route located within the St. Maelruain's Church of Ireland Complex and at The Priory on the southern section of Greenhills Road. However, as there are no works proposed along this section of the route there	No protected structures or sites of architectural heritage merit were identified along the route or within the vicinity of the route.	No protected structures or sites of architectural heritage merit were identified along the route or within the vicinity of the route.	No protected structures or sites of architectural heritage merit were identified along the route or within the vicinity of the route.	Route passes through the Tallaght Village Conservation Area. There are 3 Protected Structures and 4 sites recorded on the National Inventory of Architectural Heritage, along the route located within the St. Maelruain's Church of Ireland Complex and at The Priory on the southern section of Greenhills Road. However, as there are no works proposed along this section of the route

		are unlikely to be impacts on the identified sites.				there are unlikely to be impacts on the identified sites.
	<i>Rank</i>					
	Flora and Fauna	The route does not cross any site of International, European or National conservation value. The route crossed the Poddle River which appears to be culverted beneath the R819. Loss of verge along Belgard Road. No works are proposed through Tallaght village so there is no impact to trees in the area. Approx. 4-5 metres of land-take would be required along the western verge of Greenhills Road which would result in loss of mature trees opposite Westpark Fitness (during subsequent analysis it was felt these had a significant value). Such areas could be used for roosting or foraging by bats. From this location northwards to Mayberry Road there would be loss of hedgerows which may be of ecological interest, amenity grassland and scrub.	The route does not cross any site of International, European or National conservation value. The route crossed the Poddle River which appears to be culverted beneath the R819. Minor road works will be required at the entrance to ITT and to convert the speed ramps to bus friendly raised tables however it is unlikely that there will be an impact to trees or amenity grassland in the area. Approx. 4-5 metres of land-take would be required along the western verge of Greenhills Road which would result in loss of mature trees opposite Westpark Fitness. Such areas could be used for roosting or foraging by bats. From this location northwards to Mayberry Road there would be loss of hedgerows which may be of ecological interest, amenity grassland and scrub.	The route does not cross any site of International, European or National conservation value. The route does not traverse any streams or rivers. Loss of verge along Belgard Road. There are treelines of value along Airton Road which would be impacted by land-take for road widening. These are considered to be of ecological value. There would be loss of hedgerows along Greenhills Road which may be of ecological interest, amenity grassland and scrub.	The route does not cross any site of International, European or National conservation value. The route does not traverse any streams or rivers. There are hedgerows and treelines of value along Mayberry Road which would be impacted by landtake for road widening. These are considered to be of ecological value. There would be loss of hedgerows along Greenhills Road which may be of ecological interest, amenity grassland and scrub.	The route does not cross any site of International, European or National conservation value. The route crossed the Poddle River which appears to be culverted beneath the R819. Loss of verge along Belgard Road. No works are proposed through Tallaght village so there is no impact to trees in the area. Approx. 4-5 metres of land-take would be required along the western verge of Greenhills Road which would result in loss of young trees to the front of Westpark Fitness. From this location northwards to Mayberry Road there would be loss of hedgerows which may be of ecological interest, amenity grassland and scrub.
	<i>Rank</i>					
	Soils and Geology	Minimal potential for impacts to soils and geology and no evidence	Minimal potential for impacts to soils and geology and no	Minimal potential for impacts to soils and geology and no	Minimal potential for impacts to soils and geology and no	Minimal potential for impacts to soils and geology and no evidence

		of historic industries or gravel pits that could give rise to potential contamination.	evidence of historic industries or gravel pits that could give rise to potential contamination.	evidence of historic industries or gravel pits that could give rise to potential contamination.	evidence of historic industries or gravel pits that could give rise to potential contamination.	of historic industries or gravel pits that could give rise to potential contamination.
	<i>Rank</i>					
	Hydrology	This route crosses over the Poddle River which appears to be culverted beneath the R819.	This route crosses over the Poddle River which appears to be culverted beneath the R819.	This route does not cross or run adjacent to any rivers or streams so diversion works or construction of bridges or culverts is not required.	This route does not cross or run adjacent to any rivers or streams so diversion works or construction of bridges or culverts is not required.	This route crosses over the Poddle River which appears to be culverted beneath the R819.
	<i>Rank</i>					
	Landscape and Visual	Makes use of existing road corridors. Loss of verge and some trees along part of Belgard Road. No works required through historic centre of Tallaght village and no loss of trees. No works proposed within the Tallaght village Architectural Conservation Area. Development plan objective to protect and preserve Trees and Woodlands at location opposite Westpark Fitness. Loss of verge, green space and scrub along Greenhills Road.	Makes use of existing road corridors. Minor works required in ITT Campus and no loss of trees. Development plan objective to protect and preserve Trees and Woodlands at location opposite Westpark Fitness. Loss of verge, green space and scrub along Greenhills Road section of route.	Makes use of existing road corridors with no particular landscape and visual sensitivities. Loss of verge and some trees along part of Belgard Road. Loss of strong tree-lined corridor all along the length of Airtown Road. Loss of verge, green space and scrub along Greenhills Road section of route.	Makes use of existing road corridors. Loss of verge and some trees along part of Belgard Road. Loss of strong treelined/landscaped corridor all along the length of Mayberry Road. Passes through residential area along Mayberry Road.	Makes use of existing road corridors. Loss of verge and some trees along part of Belgard Road. No works required through historic centre of Tallaght village and no loss of trees. No works proposed within the Tallaght village Architectural Conservation Area. Development plan objective to protect and preserve Trees and Woodlands at location opposite Westpark Fitness. Loss of verge, green space and scrub along Greenhills Road.
	<i>Rank</i>					
	Air Quality	Traffic would be closer to a small number of residential sensitive receptors in the vicinity of the Greenhills Road/Mayberry Road junction due to road widening. This may result in an increase in pollutant concentrations at these receptors.	Traffic would be closer to a small number of residential sensitive receptors in the vicinity of the Greenhills Road/Mayberry Road junction due to road widening. This may result in an increase in pollutant	Traffic would be closer to a small number of residential sensitive receptors in the vicinity of the Greenhills Road/Mayberry Road junction due to road widening. This may result in an increase in pollutant concentrations at these receptors.	Traffic would be closer to a large number of residential sensitive receptors to the north and south of the length of Mayberry Road due to road widening. This may result in a relative increase in pollutant concentrations at these receptors.	Traffic would be closer to a small number of residential sensitive receptors in the vicinity of the Greenhills Road/Mayberry Road junction due to road widening. This may result in an increase in pollutant concentrations at these receptors.

			concentrations at these receptors.			
	<i>Rank</i>					
	Noise & Vibration	Traffic would be closer to a small number of residential sensitive receptors in the vicinity of the Greenhills Road/Mayberry Road junction due to road widening. This may result in an increase in noise at these receptors.	Traffic would be closer to a small number of residential sensitive receptors in the vicinity of the Greenhills Road/Mayberry Road junction due to road widening. This may result in an increase in noise at these receptors.	Traffic would be closer to a small number of residential sensitive receptors in the vicinity of the Greenhills Road/Mayberry Road junction due to road widening. This may result in an increase in noise at these receptors.	Traffic would be closer to a large number of residential sensitive receptors to the north and south of the length of Mayberry Road due to road widening. This may result in a relative increase in noise at these receptors.	Traffic would be closer to a small number of residential sensitive receptors in the vicinity of the Greenhills Road/Mayberry Road junction due to road widening. This may result in an increase in noise at these receptors.
	<i>Rank</i>					
	Land Use Character	Route has a relatively small impact on existing land use. Land acquisition is taken from both public and private open space and would not impact on its existing or future use.	Route has a relatively small impact on existing land use. Land acquisition is taken from both public and private open space and would not impact on its existing or future use.	Route has a relatively small impact on existing land use. Land acquisition is taken from both public and private open space and would not impact on its existing or future use.	Route has a relatively small impact on existing land use. Land acquisition is taken from both public and private open space and would not impact on its existing or future use.	Route has a relatively small impact on existing land use. Land acquisition is taken from both public and private open space and would not impact on its existing or future use.
	<i>Rank</i>					