



## **Appendix E**

Tallaght to  
City Centre Section:  
Section 1 -  
Parkview to  
Treepark Road  
Route Options  
Assessment  
MCA Tables

## A2 Park View Options Assessment

Assessment Criteria	Assessment Sub-Criteria	Route Option PV2 (current EPR)	Route Option PV3 (using Greenhills Road southbound)	Route Option PV4 (using Greenhills Road for Bus Lanes)	Route Option PV5 (using Greenhills Road for General Traffic)
Economy (Cost Assessment and Transport Economic Indicators)	Capital Cost	<p><b>Total Capital Cost €4.0m Indicative Scheme Infrastructure Works Cost (€3.7m)</b></p> <ul style="list-style-type: none"> <li>- New section of road catering for traffic lanes, bus lanes and raised adjacent cycle lanes in each direction including tie in with existing alignment; and</li> <li>- New junction to facilitate relocated Castletymon Road/Greenhills Road junction.</li> </ul> <p>Land Acquisition Cost (€0m)</p>	<p><b>Total Capital Cost €4.3m Indicative Scheme Infrastructure Works Cost (€4.0m)</b></p> <ul style="list-style-type: none"> <li>- New section of road catering for traffic lanes, eastbound bus lanes and raised adjacent cycle lanes including tie in with existing alignment;</li> <li>- New junction to facilitate relocated Castletymon Road/Greenhills Road junction, including right turn lane;</li> <li>- Westbound bus and cycle lane using the existing Greenhills Road.</li> </ul> <p>Land Acquisition Cost (€0m)</p>	<p><b>Total Capital Cost €1.5m Indicative Scheme Infrastructure Works Cost (€1.4m)</b></p> <ul style="list-style-type: none"> <li>- Existing road would need to be widened and fully reconstructed to provide bus lanes and traffic lanes;</li> <li>- Cycle lanes provided in both directions through adjoining green areas;</li> <li>- Upgrade existing Castletymon Road/Greenhills Road junction;</li> <li>- Significant Traffic Management Requirements during works.</li> </ul> <p>Land Acquisition Cost (€0m)</p>	<p><b>Total Capital Cost €3.7m Indicative Scheme Infrastructure Works Cost (€3.4m)</b></p> <ul style="list-style-type: none"> <li>- New section of road catering for bus lanes and raised adjacent cycle lanes ;</li> <li>- Two new junctions to facilitate outbound bus lane tie-in to existing alignment;</li> <li>- Outbound raised adjacent cycle lane using existing Greenhills Road;</li> <li>- New two-way cycle lane link through green area;</li> <li>- New inbound bus lane link between existing Greenhills Road and new bus lane link road;</li> <li>- Significant Traffic Management Requirements during works.</li> </ul> <p>Land Acquisition Cost (€0m)</p>
	<i>Rank</i>				
	Transport Reliability and Quality of Service	<p>Journey Time: 1 – 2 mins Length: 0.46 km No. of Junctions: 1</p> <p>Bus lanes are provided along the full length of this route option thereby ensuring journey time and timetable reliability. Lack of right turn lane at junction has the potential to impact on reliability of both car and journey times.</p>	<p>Journey Time: 1 – 2 mins Length: 0.46 km No. of Junctions: 1 (in each direction)</p> <p>Bus lanes are provided along the full length of this route option thereby ensuring journey time and timetable reliability. Right turn lane will reduce likelihood of traffic using bus lane to bypass the junction.</p>	<p>Journey Time: 1.5 – 2.5 mins Length: 0.46 km No. of Junctions: 1</p> <p>Bus lanes are provided over some of the length, however buses will have to share the roadway with general traffic in the southbound direction approaching Mayberry junction (or if the bus lane is in the other direction the bus gets delayed</p>	<p>Journey Time: 1 – 2 mins Length: 0.62 km No. of Junctions: 2 (in each direction)</p> <p>Bus lanes are provided along the full length of this route option thereby ensuring journey time and timetable reliability.</p>

				approaching the Castletymon junction).	
	<i>Rank</i>				
Integration	Land Use Integration	This route serves an area which is largely developed, with limited scope for further development. There is however potential to facilitate redevelopment of the Cuckoo's Nest site. Route would deliver new road links which are included as development plan objectives.	This route serves an area which is largely developed, with limited scope for further development. There is however potential to facilitate redevelopment of the Cuckoo's Nest site. Route would deliver new road links which are included as development plan objectives.	This route serves an area which is largely developed, with limited scope for further development. There is however potential to facilitate redevelopment of the Cuckoo's Nest site. Route would deliver new road links which are included as development plan objectives.	This route serves an area which is largely developed, with limited scope for further development. There is however potential to facilitate redevelopment of the Cuckoo's Nest site. Route would deliver new road links which are included as development plan objectives.
	<i>Rank</i>				
	Residential Population and Employment Catchments	<b>Residential Population Catchments</b> - 5 minute walk catchment of approximately 1,600 - 10 minute walk catchment of approximately 4,000 - 15 minute walk catchment of approximately 7,400  <b>Employment catchments</b> 10 minute walk catchment of approximately 2,400	<b>Residential Population Catchments</b> - 5 minute walk catchment of approximately 1,600 - 10 minute walk catchment of approximately 4,000 - 15 minute walk catchment of approximately 7,400  <b>Employment catchments</b> 10 minute walk catchment of approximately 2,400	<b>Residential Population Catchments</b> - 5 minute walk catchment of approximately 1,600 - 10 minute walk catchment of approximately 4,000 - 15 minute walk catchment of approximately 7,400  <b>Employment catchments</b> 10 minute walk catchment of approximately 2,400	<b>Residential Population Catchments</b> - 5 minute walk catchment of approximately 1,600 - 10 minute walk catchment of approximately 4,000 - 15 minute walk catchment of approximately 7,400  <b>Employment catchments</b> 10 minute walk catchment of approximately 2,400
	<i>Rank</i>				
	Transport Network Integration	This route does not currently coincide with any bus routes but would result in the routes 27 and 77a being rerouted to this route. There is no potential for interchange with orbital bus routes or other public transport modes. There would be no impact on general traffic.	This route does not currently coincide with any bus routes but would result in the routes 27 and 77a being rerouted to this route. There is no potential for interchange with orbital bus routes or other public transport modes. There would be no impact on general traffic.	This route does not currently coincide with any bus routes but would result in the routes 27 and 77a being rerouted to this route. There is no potential for interchange with orbital bus routes or other public transport modes. There would be no impact on general traffic.	This route does not currently coincide with any bus routes but would result in the routes 27 and 77a being rerouted to this route. There is no potential for interchange with orbital bus routes or other public transport modes. There would be no impact on general traffic.
	<i>Rank</i>				
	Cycling Integration	This route option would provide an alternative equivalent route for primary cycle route 8B. Raised adjacent cycle lanes would be provided for the length of this route option.	This route option would provide an alternative equivalent route for primary cycle route 8B. Raised adjacent cycle lanes would be provided for the length of this route option.	This route option would provide an alternative equivalent route for primary cycle route 8B. Raised adjacent cycle lanes would be provided for the length of this route option.	This route option would provide an alternative equivalent route for primary cycle route 8B. Raised adjacent cycle lanes would be provided for the length of this route option.
	<i>Rank</i>				

Accessibility & Social Inclusion	Key Trip Attractors	Leisure - Tymon Park - Tallaght Theatre  Education - Coláiste de hÍde	Leisure - Tymon Park - Tallaght Theatre  Education - Coláiste de hÍde	Leisure - Tymon Park - Tallaght Theatre  Education - Coláiste de hÍde	Leisure - Tymon Park - Tallaght Theatre  Education - Coláiste de hÍde
	<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 below 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 Junction: 1  No turn movements required in either direction.	No. of Junction: 2  No turn movements required in either direction.	No. of Junction: 1  No turn movements required in either direction.  Footway removal may lead to pedestrians taking risks and walking along the carriageway with no footways. There is also a potential negative impact on sight lines from Parkview as a result of the proposals.	No. of Junction: 2  Outbound bus gates north and south of Parkview.
	<i>Rank</i>				
Environment	Archaeology and Cultural Heritage	There are no Recorded Monuments or sites of archaeological and cultural heritage merit identified along or within the immediate vicinity of the proposed new route. There are a number of RMP sites located within the Elmcastle Walk estate and one RMP site along Treepark Road. The zone of archaeological interest for these sites extends close to, but is not impacted by the proposed route.	There are no Recorded Monuments or sites of archaeological and cultural heritage merit identified along or within the immediate vicinity of the proposed new route. There are a number of RMP sites located within the Elmcastle Walk estate and one RMP site along Treepark Road. The zone of archaeological interest for these sites extends close to, but is not impacted by the proposed route.	There are no Recorded Monuments or sites of archaeological and cultural heritage merit identified along or within the immediate vicinity of the proposed new route. There are a number of RMP sites located within the Elmcastle Walk estate and one RMP site along Treepark Road. The zone of archaeological interest for these sites extends close to, but is not impacted by the proposed route.	There are no Recorded Monuments or sites of archaeological and cultural heritage merit identified along or within the immediate vicinity of the proposed new route. There are a number of RMP sites located within the Elmcastle Walk estate and one RMP site along Treepark Road. The zone of archaeological interest for these sites extends close to, but is not impacted by the proposed route.
	<i>Rank</i>				
	Architectural Heritage	No protected structures or sites of architectural heritage merit	No protected structures or sites of architectural heritage merit	No protected structures or sites of architectural heritage merit	No protected structures or sites of architectural heritage merit

		were identified along the route or within the vicinity of the route.	were identified along the route or within the vicinity of the route.	were identified along the route or within the vicinity of the route.	were identified along the route or within the vicinity of the route.
	<i>Rank</i>				
	Flora and Fauna	The route does not cross any site of International, European or National conservation value. The route does not traverse any streams or rivers. There will be some loss of verge and trees along the southern extent of the route north of the junction with Mayberry Road which may be of ecological value. Requires realignment of the existing road through the green area between the Parkview and Birchview Avenue residential developments. Some trees and hedgerows will be lost.	The route does not cross any site of International, European or National conservation value. The route does not traverse any streams or rivers. There will be some loss of verge and trees along the southern extent of the route north of the junction with Mayberry Road which may be of ecological value. Requires realignment of the existing road through the green area between the Parkview and Birchview Avenue residential developments. While some trees and hedgerows will be lost, less than that would be required for PV2.	The route does not cross any site of International, European or National conservation value. The route does not traverse any streams or rivers. There will be some loss of verge and trees along the southern extent of the route north of the junction with Mayberry Road which may be of ecological value (the upgrade of the road underneath these trees and hedgerows will impact on the retention of the existing trees). As this option does not pass through the green area between the Parkview and Birchview Avenue residential developments overall it has a lesser impact in comparison to the other options.	The route does not cross any site of International, European or National conservation value. The route does not traverse any streams or rivers. There will be some loss of verge and trees along the southern extent of the route north of the junction with Mayberry Road which may be of ecological value. Requires new bus lane link road through the green area between the Parkview and Birchview Avenue residential developments. Some trees and hedgerows will be lost.
	<i>Rank</i>				
	Soils and Geology	In general there is minimal potential for impacts to soils and geology and no evidence of historic industries or gravel pits that could give rise to potential contamination. The route will encroach into the Greenhills Esker Geological Heritage Site in Kilnamanagh, Tymon North, which is a ridge comprising sand and gravel.	In general there is minimal potential for impacts to soils and geology and no evidence of historic industries or gravel pits that could give rise to potential contamination. The route will encroach into the Greenhills Esker Geological Heritage Site in Kilnamanagh, Tymon North, which is a ridge comprising sand and gravel.	In general there is minimal potential for impacts to soils and geology and no evidence of historic industries or gravel pits that could give rise to potential contamination. The route will encroach into the Greenhills Esker Geological Heritage Site in Kilnamanagh, Tymon North, which is a ridge comprising sand and gravel.	In general there is minimal potential for impacts to soils and geology and no evidence of historic industries or gravel pits that could give rise to potential contamination. The route will encroach into the Greenhills Esker Geological Heritage Site in Kilnamanagh, Tymon North, which is a ridge comprising sand and gravel.
	<i>Rank</i>				
	Hydrology	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 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.
	<i>Rank</i>				

	Landscape and Visual	Requires realignment of the existing road through the green area between the Parkview and Birchview Avenue residential developments. This will have a direct impact on public open space. Passes adjacent to the residential area of Birchview Avenue and Tree Park Road.	Requires realignment of the existing road through the green area between the Parkview and Birchview Avenue residential developments. This will have a direct impact on public open space. Passes adjacent to the residential area of Birchview Avenue and Tree Park Road with new property boundary walls required.	Requires construction of new cycle track and footpath through the green area between the Parkview and Birchview Avenue residential developments. This will have a direct impact on public open space. Passes adjacent to the residential area of Birchview Avenue and Tree Park Road.	Requires construction of new bus lanes and cycle track through the green area between the Parkview and Birchview Avenue residential developments. This will have a direct impact on public open space. Passes adjacent to the residential area of Birchview Avenue and Tree Park Road.
	<i>Rank</i>				
	Air Quality	Traffic will be brought closer to residential sensitive receptors along Treepark Road, Birchview Avenue, and residences along the western extent of Parkview Estate. This may result in an increase in pollutant concentrations at these receptors. However, residences in Tymonville Crescent, Tymonville Drive and the eastern extent of Parkview Estate will likely experience reduced pollutant concentrations as a result of the diversion of traffic.	Traffic will be brought closer to residential sensitive receptors along Treepark Road, Birchview Avenue, and residences along the western extent of Parkview Estate. This may result in an increase in pollutant concentrations at these receptors. However, residences in Tymonville Crescent, Tymonville Drive and the eastern extent of Parkview Estate will likely experience reduced pollutant concentrations as a result of the diversion of traffic.	Traffic will be brought closer to residential sensitive receptors of residences along the eastern extent of Parkview Estate. This may result in an increase in pollutant concentrations at these receptors.	Bus traffic will be brought closer to residential sensitive receptors along Treepark Road, Birchview Avenue, and residences along the western extent of Parkview Estate. This may result in an increase in pollutant concentrations at these receptors.
	<i>Rank</i>				
	Noise & Vibration	Traffic will be brought closer to residential sensitive receptors along Treepark Road, Birchview Avenue, and residences along the western extent of Parkview Estate. This may result in an increase in noise emissions at these receptors. However, residences in Tymonville Crescent, Tymonville Drive and the eastern extent of Parkview Estate will likely experience reduced noise emissions as a result of the diversion of traffic.	Traffic will be brought closer to residential sensitive receptors along Treepark Road, Birchview Avenue, and residences along the western extent of Parkview Estate. This may result in an increase in noise emissions at these receptors. However, residences in Tymonville Crescent, Tymonville Drive and the eastern extent of Parkview Estate will likely experience reduced noise emissions as a result of the diversion of traffic.	Traffic will be brought closer to residential sensitive receptors of residences along the eastern extent of Parkview Estate. This may result in an increase in noise emissions at these receptors.	Bus traffic will be brought closer to residential sensitive receptors along Treepark Road, Birchview Avenue, and residences along the western extent of Parkview Estate.
	<i>Rank</i>				

	Land Use Character	Route has a moderate impact on existing land use as it runs through an open green area.	Route has a moderate impact on existing land use as it runs through an open green area.	Route has a moderate impact on existing land use as it runs through an open green area.	Route has a moderate impact on existing land use as it runs through an open green area.
	<i>Rank</i>				