



Appendix D2

Detailed Multi-Criteria
Analyses of Route
Options in Section 2

Appendix D2 – Section 2 Multi-Criteria Assessment Tables

Table 6.3 – Evaluation of Options for Cycling Facilities in Section 2 - Harold’s Cross Road

Assessment Criterion	Assessment Sub-Criterion	Option A Cycleway at Greenmount	Option B Cycle Tracks on Harold’s Cross Road
Economy (Cost Assessment and Transport Economic Indicators)	Capital Cost	Infrastructure Works Cost Factors Existing quiet street route requiring no infrastructural intervention	Infrastructure Works Cost Factors Significant works and land acquisition required on Harold’s Cross Road to provide complete cycle segregation
		Land Acquisition Cost n/a	Land Acquisition Cost Approx. €1.5 million
	Rank		
	Journey Time Reliability (Bus)	No appreciable difference between options	No appreciable difference between options
	Rank		
Economy			
Integration	Policy Integration	No appreciable difference between options	No appreciable difference between options
	Rank		
	Transport Network Integration	No appreciable difference between options	No appreciable difference between options
	Rank		
	Cycling Integration	Cyclists will be required to share the road with low traffic. Will require cyclists to cross major junctions to access the route. Longer route leading cyclists away from the main route towards the City Centre	Direct and shortest route for all cyclists. May require cyclists to cross major junctions to access.
	Rank		
	Traffic Network Integration	Requires the use of a narrow street shared in Greenmount. This may increase the potential for difficult avoidance maneuvers by vehicles due the diversion of a potentially significant volume of cyclists along Greenmount	No appreciable change to existing
Rank			
Integration			
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference between options	No appreciable difference between options
	Rank		
	Deprived Geographic Areas	No appreciable difference between options	No appreciable difference between options
Rank			
Accessibility & Social Inclusion			
Safety	Road Safety	Cyclists will be required to share narrow streets with low traffic, increasing the potential for difficult avoidance maneuvers by vehicles due the diversion of a potentially significant volume of cyclists	Fully segregated facilities mitigating the potential for any vehicular interactions with the cyclists
	Rank		
Safety			
Environment	Archaeology & Cultural Heritage	No appreciable difference between options	No appreciable difference between options
	Rank		
	Flora & Fauna / Biodiversity	No appreciable difference between options	No appreciable difference between options
	Rank		
	Soils & Geology	No appreciable difference between options	No appreciable difference between options
	Rank		
	Hydrology	No appreciable difference between options	No appreciable difference between options
	Rank		
	Landscape & Visual	No appreciable change to existing	Requires an impact on up to 15 gardens to accommodate the road widening required to construct segregated cycle facilities
	Rank		
	Air & Noise	No appreciable difference between options	No appreciable difference between options
	Rank		
	Land Use and the Built Environment	No appreciable difference between options	No appreciable difference between options
Rank			
Environment			
Preference Rank		2	1