



Appendix D

Route Options
Assessment MCA
Tables - Section 1

Table 6.1.1 – Evaluation of Options for Bus Facility Routing on North Quays

Assessment Criterion	Assessment Sub-Criterion	Option A Bus Lanes in both directions on North Quays	Option B Split routing Right Turn Tom Clarke Bridge	Option C Split routing Right Turn Samuel Beckett Bridge	Option D Options B and C combined	Option E Option A with westbound general traffic only	Option F Option A with eastbound general traffic only	Option G Public transport only on north quays	
Economy (Cost Assessment and Transport Economic Indicators)	Journey Time reliability (Buses)	Journey Time Reliability Factors Westbound delays at George's Dock Scherzer Bridges wouldn't arise on other options No difficult right turns onto South Quays required.	Journey Time Reliability Factors No impedence as a result of Scherzer Bridges at George's Dock westbound. New stage required at Dodder Public Transport Bridge east junction likely to reduce junction capacity and increase delays for all users.	Journey Time Reliability Factors Westbound delays at George's Dock Scherzer Bridges wouldn't arise on other options. New stage required at Samuel Beckett Bridge south junction likely to reduce junction capacity and increase delays for all users.	Journey Time Reliability Factors No impedence as a result of Scherzer Bridges at George's Dock westbound. New stages required at Samuel Beckett Bridge south and Dodder Public Transport Bridge east junctions likely to reduce junction capacity and increase delays for all users. Mitigated by provision of two right turn options	Journey Time Reliability Factors Westbound delays at George's Dock Scherzer Bridges wouldn't arise under other options. Removal of eastbound traffic would improve bus priority eastbound.	Journey Time Reliability Factors Removal of westbound traffic would improve bus priority eastbound.	Journey Time Reliability Factors This option would achieve the best possible bus priority.	
	Rank								
	Capital Cost	Infrastructure Works Cost Factors Substantially retains existing layout. Modifications required to kerb lines for cycling facilities Low Cost	Infrastructure Works Cost Factors Reduced carriageway width on north quays Modifications required to kerb lines for cycling facilities and enhanced pedestrian realm New footbridge required adjacent to Tom Clarke Bridge to facilitate right turning lane on Tom Clarke Bridge to facilitate right turn lane onto south quays High Cost	Infrastructure Works Cost Factors Reduced carriageway width on north quays Modifications required to kerb lines for cycling facilities and enhanced pedestrian realm Revisions required to southern junction of Samuel Beckett Bridge to facilitate right turn lane onto south quays. Medium Cost	Infrastructure Works Cost Factors Reduced carriageway width on north quays Modifications required to kerb lines for cycling facilities and enhanced pedestrian realm New footbridge required adjacent to Tom Clarke Bridge to facilitate right turning lane on Tom Clarke Bridge to facilitate right turn lane onto south quays New stage required at Samuel Beckett Bridge south junction likely to reduce junction capacity and increase delays for all users. High Cost	Infrastructure Works Cost Factors Reduced carriageway width on north quays Modifications required to kerb lines for cycling facilities and enhanced pedestrian realm Medium Cost	Infrastructure Works Cost Factors Reduced carriageway width on north quays Modifications required to kerb lines for cycling facilities and enhanced pedestrian realm Medium Cost	Infrastructure Works Cost Factors Reduced carriageway width on north quays Modifications required to kerb lines for cycling facilities and enhanced pedestrian realm Medium Cost	Infrastructure Works Cost Factors Reduced carriageway width on north quays Modifications required to kerb lines for cycling facilities and enhanced pedestrian realm Medium Cost
	Land Acquisition Cost	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a
	Rank								
Economy									
Integration	Integration with Land-Use policy	Consistent with current transport policy	Consistent with current transport policy	Consistent with current transport policy	No appreciable difference between options	No current policy would endorse the displacement of traffic from the north quays onto other routes. Contrary to general policy to	No current policy would endorse the displacement of traffic from the north quays onto other routes.	No current policy would endorse the displacement of traffic from the north quays onto other routes.	

Table 6.1.1 – Evaluation of Options for Bus Facility Routing on North Quays

Assessment Criterion	Assessment Sub-Criterion	Option A Bus Lanes in both directions on North Quays	Option B Split routing Right Turn Tom Clarke Bridge	Option C Split routing Right Turn Samuel Beckett Bridge	Option D Options B and C combined	Option E Option A with westbound general traffic only	Option F Option A with eastbound general traffic only	Option G Public transport only on north quays
						favour inbound traffic over outbound.		
	<i>Rank</i>							
	Residential Population and Employment Catchments	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
	Public Transport Network	No change to existing	Reduced traffic capacity eastbound on City Quay mitigated by available diversion route on Townsend Street	Reduced traffic capacity eastbound on City Quay mitigated by available diversion route on Townsend Street	Reduced traffic capacity eastbound on City Quay mitigated by available diversion route on Townsend Street	Adverse effects on other routes where traffic would be displaced.	Adverse effects on other routes where traffic would be displaced.	Adverse effects on other routes where traffic would be displaced.
	<i>Rank</i>							
	Cycle Network	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
	Traffic Network	No change to existing	Reduced traffic capacity eastbound on City Quay mitigated by available diversion route on Townsend Street	Reduced traffic capacity eastbound on City Quay mitigated by available diversion route on Townsend Street	Reduced traffic capacity eastbound on City Quay mitigated by available diversion route on Townsend Street	Removal of outbound traffic lane on north quays will displace traffic onto other routes and will restrict access to Dublin Tunnel and Dublin Port	Removal of inbound traffic lane on north quays will displace traffic onto other routes and will restrict access to the city centre from Dublin Tunnel and Dublin Port	Removal of traffic from the north quays will displace traffic onto other routes and will restrict access to the Dublin Tunnel, Dublin Port and Dublin City Centre
	<i>Rank</i>							
Integration								
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	Reduced access to Dublin Port.	Reduced access to city from Dublin Port.	Reduced access to Dublin Port.
	<i>Rank</i>							
	Deprived Geographic Areas	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	No significant adverse impacts	Reduced accessibility to and additional traffic through Sheriff Street area	Reduced accessibility to and additional traffic through Sheriff Street area	Reduced accessibility to and additional traffic through Sheriff Street area
<i>Rank</i>								
Accessibility & Social Inclusion								
Safety	Road Safety	Local reduction in cycleway width at obstruction of Dublin City Council docklands offices / future Whitewater Rafting Centre building at Custom House Quay.	Improved facilities for cyclists at new bridge next to Tom Clarke Bridge.	Difficult manoeuvres at Samuel Beckett Bridge	Improved facilities for cyclists at new bridge next to Tom Clarke Bridge. Difficult manoeuvres at Samuel Beckett Bridge	Improved facilities for cyclists and pedestrians throughout	Improved facilities for cyclists and pedestrians throughout	Improved facilities for cyclists and pedestrians throughout
	<i>Rank</i>							
Safety								

Table 6.1.1 – Evaluation of Options for Bus Facility Routing on North Quays

Assessment Criterion	Assessment Sub-Criterion	Option A Bus Lanes in both directions on North Quays	Option B Split routing Right Turn Tom Clarke Bridge	Option C Split routing Right Turn Samuel Beckett Bridge	Option D Options B and C combined	Option E Option A with westbound general traffic only	Option F Option A with eastbound general traffic only	Option G Public transport only on north quays
Environment	Flora and Fauna	No appreciable change to existing	Potential impacts on Dublin Bay associated with bridge works required at Tom Clarke Bridge.	No appreciable change to existing	Potential impacts on Dublin Bay associated with bridge works required at Tom Clarke Bridge.	No appreciable change to existing	No appreciable change to existing	No appreciable change to existing
	<i>Rank</i>							
	Archaeology & Cultural Heritage (Architectural and Archaeological)	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
	Soils and Geology	No appreciable change to existing	Potential impacts associated with bridge works required at Tom Clarke Bridge.	No appreciable change to existing	Potential impacts associated with bridge works required at Tom Clarke Bridge.	No appreciable change to existing	No appreciable change to existing	No appreciable change to existing
	<i>Rank</i>							
	Hydrology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
	Land Use and the Built Environment	No appreciable change to existing	No appreciable change to existing	No appreciable change to existing	No appreciable change to existing	Potential adverse impacts where traffic displaced	Potential adverse impacts where traffic displaced	Potential adverse impacts where traffic displaced
	<i>Rank</i>							
	Noise, Vibration & Air Quality	No appreciable change to existing	No appreciable change to existing	No appreciable change to existing	No appreciable change to existing	Potential adverse impacts where traffic displaced	Potential adverse impacts where traffic displaced	Potential adverse impacts where traffic displaced
	<i>Rank</i>							
	Landscape and Visual	No appreciable change to existing	Potential impacts associated with bridge works required at Tom Clarke Bridge.	No appreciable change to existing	Potential impacts associated with bridge works required at Tom Clarke Bridge.	No appreciable change to existing	No appreciable change to existing	No appreciable change to existing
	<i>Rank</i>							
Environment								

Table 6.1.2 – Evaluation of Options for Scherzer Bridges

Assessment Criterion	Assessment Sub-Criterion	Option A Retain Existing	Option B Retain George’s Dock Bridges Only	Option C Retain Spencer Dock Bridges Only	Option D Retain eastbound bridges only	Option E Retain westbound bridges only	Option F Replace all bridges	Option G Relocate and replace all bridges
Economy (Cost Assessment and Transport Economic Indicators)	Journey Time reliability (Buses)	Journey Time Reliability Factors Continued delays for public transport services into and out of the city, in particular at rush hour.	Journey Time Reliability Factors Cause of most severe delays at Spencer Dock addressed. Continued risk of delay in both directions at George’s Dock, in particular at rush hour.	Journey Time Reliability Factors Continued delays for public transport services into and out of the city, in particular at rush hour. Marginal improvement at George’s Dock	Journey Time Reliability Factors Improvements for egress from the city but no improvement for access to the city.	Journey Time Reliability Factors Improvements for access to the city but no improvement for egress from the city.	Journey Time Reliability Factors Significant improvement for journey time reliability for public transport and reduced risk of delays for all road users.	Journey Time Reliability Factors Significant improvement for journey time reliability for public transport and reduced risk of delays for all road users.
	Rank							
	Capital Cost	Infrastructure Works Cost Factors No cost Lowest Cost	Infrastructure Works Cost Factors Modest cost for removal of existing bridges. Modest cost for construction of new bridge structures Mid-range Cost	Infrastructure Works Cost Factors Modest cost for removal of existing bridges. Modest cost for construction of new bridge structures Mid-range Cost	Infrastructure Works Cost Factors Modest cost for removal of existing bridges and works to existing retained bridges. Modest cost for construction of new bridge structures High Cost	Infrastructure Works Cost Factors Modest cost for removal of existing bridges and works to existing retained bridges. Modest cost for construction of new bridge structures High Cost	Infrastructure Works Cost Factors Modest cost for removal of existing bridges. Modest cost for construction of new bridge structures High Cost	Infrastructure Works Cost Factors Significant cost for rehabilitation and reconstruction of existing structures. Modest cost for construction of new bridge structures Highest Cost
	Land Acquisition Cost	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost Yes
	Rank							
Economy								
Integration	Integration with Land-Use policy	No impact	Requires removal of protected structures	Requires removal of protected structures	Requires removal of protected structures	Requires removal of protected structures	Requires removal of protected structures	Requires removal of protected structures
	Rank							
	Residential Population and Employment Catchments	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Rank							
	Public Transport Network	Continued delays for public transport services into and out of the city, in particular at rush hour.	Good reliability improvements for other public service providers, thereby benefiting overall network connectivity.	Some reliability improvements for other public service providers, thereby benefiting overall network connectivity.	Some reliability improvements for other public service providers, thereby benefiting overall network connectivity.	Some reliability improvements for other public service providers, thereby benefiting overall network connectivity.	Significant reliability improvements for other public service providers, thereby benefiting overall network connectivity.	Significant reliability improvements for other public service providers, thereby benefiting overall network connectivity.
	Rank							
	Cycle Network	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Rank							
Traffic Network	Continued delays for cars and goods vehicles into and out of the city, in particular at rush hour.	Good reliability improvements for cars and goods vehicles, thereby	Some reliability improvements for cars and goods vehicles, thereby	Some reliability for cars and goods vehicles, thereby benefiting overall network connectivity.	Some reliability improvements for cars and goods vehicles, thereby	Significant reliability improvements for cars and goods vehicles, thereby	Significant reliability improvements for cars and goods vehicles,	

Table 6.1.2 – Evaluation of Options for Scherzer Bridges

Assessment Criterion	Assessment Sub-Criterion	Option A Retain Existing	Option B Retain George’s Dock Bridges Only	Option C Retain Spencer Dock Bridges Only	Option D Retain eastbound bridges only	Option E Retain westbound bridges only	Option F Replace all bridges	Option G Relocate and replace all bridges
			benefiting overall network connectivity.	benefiting overall network connectivity.		benefiting overall network connectivity.	benefiting overall network connectivity.	thereby benefiting overall network connectivity.
	<i>Rank</i>							
Integration								
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
	Deprived Geographic Areas	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
Accessibility & Social Inclusion								
Safety	Road Safety	Existing road obstacles retained requiring merging of traffic and posing a hazard to speeding motorists.	Existing road obstacles partially retained requiring merging of traffic and posing a hazard to speeding motorists.	Existing road obstacles partially retained requiring merging of traffic and posing a hazard to speeding motorists.	Existing road obstacles partially retained requiring merging of traffic and posing a hazard to speeding motorists.	Existing road obstacles partially retained requiring merging of traffic and posing a hazard to speeding motorists.	No significant safety issues	No significant safety issues
	<i>Rank</i>							
Safety								
Environment	Flora and Fauna	No risks to ecological receptors	Some risks to ecological receptors associated with proposed bridge works	Some risks to ecological receptors associated with proposed bridge works	Some risks to ecological receptors associated with proposed bridge works	Some risks to ecological receptors associated with proposed bridge works	Some risks to ecological receptors associated with proposed bridge works	Some risks to ecological receptors associated with proposed bridge works
	<i>Rank</i>							
	Archaeology & Cultural Heritage	No impact on heritage assets.	Profound impact on heritage assets	Profound impact on heritage assets	Profound impact on heritage assets	Profound impact on heritage assets	Profound impact on multiple heritage assets	Profound impact on multiple heritage assets with mitigation
	<i>Rank</i>							
	Soils and Geology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
	Hydrology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
	Land Use and the Built Environment	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							
Noise, Vibration & Air Quality	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>							

Table 6.1.2 – Evaluation of Options for Scherzer Bridges								
Assessment Criterion	Assessment Sub-Criterion	Option A Retain Existing	Option B Retain George’s Dock Bridges Only	Option C Retain Spencer Dock Bridges Only	Option D Retain eastbound bridges only	Option E Retain westbound bridges only	Option F Replace all bridges	Option G Relocate and replace all bridges
	Landscape and Visual	No change to existing arrangement	Removal of historic structures from streetscape	Removal of historic structures from streetscape	Removal of historic structures from streetscape leaving incomplete structures partially intact	Removal of historic structures from streetscape leaving incomplete structures partially intact	Removal of historic structures from streetscape at multiple locations	Positive impacts associated with relocation of historic structures into more prominent location along campshires industrial heritage corridor.
	<i>Rank</i>							
	Environment							

Table 6.1.3 – Evaluation of Right Turning provision from the North Quays

Assessment Criterion	Assessment Sub-Criterion	Option A Retain right turns with lanes	Option B Retain right turns without lanes	Option C Remove all right turns	Option D Retain right turns for essential access and public transport only
Economy (Cost Assessment and Transport Economic Indicators)	Journey Time reliability (Buses)	Journey Time Reliability Factors No risk of delays to buses	Journey Time Reliability Factors Risk of encroachments into bus lane by straight vehicles passing right turners. Small risk of delays to buses, in particular at signalised junctions. Lack of priority for right turning buses.	Journey Time Reliability Factors All access can be rerouted via Sheriff Street. No risk of delays to through buses. Buses requiring to make right turns will be significantly discommoded.	Journey Time Reliability Factors Bus right turns can be managed using automatic vehicle location.
	<i>Rank</i>				
	Capital Cost	Infrastructure Works Cost Factors Modifications required to kerb lines and junctions. High Cost	Infrastructure Works Cost Factors No modifications required to existing layout except road markings and signalling paraphernalia. Low Cost	Infrastructure Works Cost Factors No modifications required to existing layout except road markings and signalling paraphernalia. Low Cost	Infrastructure Works Cost Factors No modifications required to existing layout except road markings and signalling paraphernalia. Low Cost
	<i>Rank</i>				
Economy					
Integration	Integration with Land-Use policy	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Residential Population and Employment Catchments	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Public Transport Network	Better priority for all public transport services	Priority not as guaranteed as with other options.	Requires diversion of some public transport services.	Priority not as guaranteed as with other options.
	<i>Rank</i>				
	Cycle Network	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
Traffic Network	No change to existing accessibility	More difficult access at junctions and risks of delays to through traffic. Alternative route via Sheriff Street available	Traffic rerouted via Sheriff Street	Traffic rerouted via Sheriff Street	
<i>Rank</i>					
Integration					
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Deprived Geographic Areas	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
<i>Rank</i>					
Accessibility and Social Inclusion					

Table 6.1.3 – Evaluation of Right Turning provision from the North Quays

Assessment Criterion	Assessment Sub-Criterion	Option A Retain right turns with lanes	Option B Retain right turns without lanes	Option C Remove all right turns	Option D Retain right turns for essential access and public transport only
Safety	Road Safety	Small safety risks associated with turning manoeuvres but managed safely in dedicated lanes.	Highest risk of incidents turning and rear end shunts	No risk since no turning manoeuvres for general traffic.	No risk since turning manoeuvres managed using dedicated signal phasing and AVL
	<i>Rank</i>				
Safety					
Environment	Flora and Fauna	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Archaeology & Cultural Heritage	Adverse impacts on campshires	No impacts	No impacts	No impacts
	<i>Rank</i>				
	Soils and Geology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Hydrology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Land Use and the Built Environment	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Noise, Vibration & Air Quality	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
Landscape and Visual	Adverse impacts on campshires	No impacts	No impacts	No impacts	
<i>Rank</i>					
Environment					

Table 6.1.4 – Evaluation of Options for Bus Facility Routing on South Quays

Assessment Criterion	Assessment Sub-Criterion	Option A Buses on North Quays only west of Beckett Bridge	Option B EPR Design	Option C EPR with eastbound buses via Townsend St	Option D Limited westbound priority on South Quays
Economy (Cost Assessment and Transport Economic Indicators)	Journey Time reliability (Buses)	Journey Time Reliability Factors Difficult left turn for buses from Beckett Bridge onto North Wall Quay likely to cause delays. Eastbound priority dependent on AVL for right turn from North Wall Quay.	Journey Time Reliability Factors Westbound priority assured. Eastbound priority dependent on AVL for right turn from North Wall Quay.	Journey Time Reliability Factors Bus priority assured.	Journey Time Reliability Factors Westbound priority assured. Eastbound priority dependent on AVL for right turn from North Wall Quay.
	Rank				
	Capital Cost	Infrastructure Works Cost Factors Substantially retains existing layout. Low Cost	Infrastructure Works Cost Factors Modifications at various points along south quays required. Mid-range Cost	Infrastructure Works Cost Factors Modifications at various points along south quays required. Modifications required on Townsend Street, Hanover Street East. Highest Cost	Infrastructure Works Cost Factors Scaled back version of Option B with minor interventions on City Quay west only Second Lowest Cost
		Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a
	Rank				
Economy					
Integration	Integration with Land-Use policy	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Rank				
	Residential Population and Employment Catchments	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Rank				
	Public Transport Network	Less direct and longer westbound route crossing the River Liffey twice.	Most direct and shortest bus route.	Most direct and shortest bus route.	Most direct and shortest bus route.
	Rank				
	Cycle Network	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Rank				
Traffic Network	No change to existing	Revised traffic circulation regime required on City Quay and Sir John Rogerson's Quay.	Revised traffic circulation regime required on City Quay and Sir John Rogerson's Quay.	Localised adjustments to circulation along City Quay and Sir John Rogerson's Quay.	
Rank					
Integration					
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Rank				
	Deprived Geographic Areas	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Rank				

Assessment Criterion	Assessment Sub-Criterion	Option A Buses on North Quays only west of Beckett Bridge	Option B EPR Design	Option C EPR with eastbound buses via Townsend St	Option D Limited westbound priority on South Quays
Accessibility and Social Inclusion					
Safety	Road Safety	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
Safety					
Environment	Ecology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Heritage (Architecture and Archaeological)	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Soils and Geology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Hydrology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Human Beings and Material Assets	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Air Quality	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
	Noise & Vibration	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>				
Landscape and Visual	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	
<i>Rank</i>					
Environment					

Table 6.1.5 – Evaluation of Access Arrangements at Sir John Rogerson’s Quay Extension

Assessment Criterion	Assessment Sub-Criterion	Option A No Bus Priority	Option B Two way bus lanes on SJRQ	Option C Eastbound bus lane on SJRQ	Option D Westbound bus lane on SJRQ	Option E Eastbound bus lane on SJRQ Westbound Misery Hill	Option F Westbound bus lane on SJRQ Eastbound Misery Hill
Economy (Cost Assessment and Transport Economic Indicators)	Journey Time reliability (Buses)	Journey Time Reliability Factors Risks to westbound bus priority as a result of congestion at the southern end of Samuel Beckett Bridge.	Journey Time Reliability Factors Good	Journey Time Reliability Factors Risks to westbound bus priority as a result of congestion at the southern end of Samuel Beckett Bridge.	Journey Time Reliability Factors Good	Journey Time Reliability Factors Risks to westbound bus priority as a result of congestion at the southern end of Samuel Beckett Bridge.	Journey Time Reliability Factors Good
	Rank						
	Capital Cost	Infrastructure Works Cost Factors No cost Lowest Cost	Infrastructure Works Cost Factors Modest cost Mid-range Cost	Infrastructure Works Cost Factors Modest cost Mid-range Cost	Infrastructure Works Cost Factors Modest cost Mid-range Cost	Infrastructure Works Cost Factors Higher cost High Cost	Infrastructure Works Cost Factors Higher cost High Cost
		Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost Yes
	Rank						
Economy							
Integration	Integration with Land-Use policy	Does not achieve objectives by failing to assure bus priority.	Achieves objectives	Does not achieve objectives by failing to assure bus priority.	Achieves objectives	Does not achieve objectives by failing to assure bus priority.	Achieves objectives
	Rank						
	Residential Population and Employment Catchments	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Public Transport Network	Facilitates links to Dodder Public Transport Bridge, however westbound priority not guaranteed.	Facilitates links to Dodder Public Transport Bridge.	Facilitates links to Dodder Public Transport Bridge, however westbound priority not guaranteed.	Facilitates links to Dodder Public Transport Bridge.	Facilitates links to Dodder Public Transport Bridge, however westbound priority not guaranteed.	Facilitates links to Dodder Public Transport Bridge.
	Rank						
	Cycle Network	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	Rank						
Traffic Network	No changes	Requires rerouting of traffic access via Misery Hill with increased risk of congestion	Requires rerouting of inbound traffic via Misery hill	Requires rerouting of outbound traffic access via Misery Hill with increased risk of congestion	Requires rerouting of inbound traffic via Misery hill and rerouting of inbound traffic via Sir John Rogerson’s Quay	Requires rerouting of outbound traffic access via Misery Hill with increased risk of congestion	
Rank							
Integration							
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options

Table 6.1.5 – Evaluation of Access Arrangements at Sir John Rogerson’s Quay Extension

Assessment Criterion	Assessment Sub-Criterion	Option A No Bus Priority	Option B Two way bus lanes on SJRQ	Option C Eastbound bus lane on SJRQ	Option D Westbound bus lane on SJRQ	Option E Eastbound bus lane on SJRQ Westbound Misery Hill	Option F Westbound bus lane on SJRQ Eastbound Misery Hill
	<i>Rank</i>						
	Deprived Geographic Areas	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
Accessibility and Social Inclusion							
Safety	Road Safety	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
Safety							
Environment	Flora and Fauna	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
	Archaeology & Cultural Heritage	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
	Soils and Geology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
	Hydrology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
	Land Use and the Built Environment	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
	Noise, Vibration & Air Quality	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
	Landscape and Visual	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>						
Environment							

Table 6.1.6 – Evaluation of Pedestrian & Cycling Facility Options on Samuel Beckett Bridge				
Assessment Criterion	Assessment Sub-Criterion	Option A Remove northbound cycle track east side	Option B Retain Existing Arrangement	Option C Replace Southbound Bus Lane with cycle track and widen footpath east side
Economy (Cost Assessment and Transport Economic Indicators)	Journey Time reliability (Buses)	Journey Time Reliability Factors No impact	Journey Time Reliability Factors No impact	Journey Time Reliability Factors Removal of bus lane on Beckett Bridge southbound which is required for Route O in future, but there is little traffic delay southbound so limited advantage for bus.
	<i>Rank</i>			
	Capital Cost	Infrastructure Works Cost Factors Modifications to footpaths Low Cost	Infrastructure Works Cost Factors No works No Cost	Infrastructure Works Cost Factors Modifications to footpaths and kerbs Low Cost
		Land Acquisition Cost n/a	Land Acquisition Cost n/a	Land Acquisition Cost n/a
	<i>Rank</i>			
Economy				
Integration	Integration with Land-Use policy	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Residential Population and Employment Catchments	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Public Transport Network	No impact	No impact	Removal of bus lane would conflict with objectives for Route O
	<i>Rank</i>			
	Cycle Network	The link between the Grand Canal Premium Cycle Route and the Royal Canal Premium Cycle Route runs along the west side of Samuel Beckett Bridge. It would pose a considerable inconvenience to northbound cyclists to have to cross the road twice to continue their journey. Some northbound cyclists may continue on the eastern side.	No requirement for cyclists to cross the road twice. Existing minor conflicts with pedestrians will continue but in a generally safe and slow speed environment.	No change to two-way cycle route but relocated in position slightly. No conflict with pedestrians.
	<i>Rank</i>			
	Traffic Network	Improved pedestrian route	No improvement for pedestrian route	Improved pedestrian route
<i>Rank</i>				
Integration				
Accessibility and Social Inclusion	Key Trip Attractors (Education / Health / Commercial / Employment)	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Deprived Geographic Areas	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			

Table 6.1.6 – Evaluation of Pedestrian & Cycling Facility Options on Samuel Beckett Bridge				
Assessment Criterion	Assessment Sub-Criterion	Option A Remove northbound cycle track east side	Option B Retain Existing Arrangement	Option C Replace Southbound Bus Lane with cycle track and widen footpath east side
Accessibility and Social Inclusion				
Safety	Road Safety	Introduces additional risks for northbound cyclists with two road crossings.	No change to existing	Minor improvement for pedestrians and cyclists safety.
	<i>Rank</i>			
Safety				
Environment	Flora and Fauna	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Archaeology & Cultural Heritage	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Soils and Geology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Hydrology	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Land Use and the Built Environment	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Noise, Vibration & Air Quality	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
	Landscape and Visual	No appreciable difference between options	No appreciable difference between options	No appreciable difference between options
	<i>Rank</i>			
Environment				