



Appendix D
MCA Table
Section 1A

UCD to Anglesea
Bridge Options

MCA Section 1A - UCD to Anglesea Bridge			
Assessment Criteria	Assessment Sub-Criteria	Previous MCA	New Option
		Scheme Option 1A1 (2 outbound lanes past church, one outbound lane between Eglinton Rd and Anglesea Rd)	Scheme Option 1A3 (2 outbound lanes past church, 2 outbound lanes between Eglinton Rd and Anglesea Rd)
Economy	1.a. Capital Cost		
	Rank		
	1.b. Transport Reliability and Quality	Length: 1.5km No. of signalised intersections: 3	Length: 1.5km No. of signalised intersections: 3
	Rank		
Integration	2.a. Land Use Integration	Integrates with existing / planned residential, medical and leisure uses in this established area.	Integrates with existing / planned residential, medical and leisure uses in this established area.
	Rank		
	2.b. Residential Population and Employment Catchments	All scheme options use the same bus stops, hence the residential and employment catchments are the same.	All scheme options use the same bus stops, hence the residential and employment catchments are the same.
	Rank		
	2.c. Transport Network Integration	Potential for interchange with neighbouring Core Bus Corridors. (Previous Report Text).	Coach lay-bys added to remove delays caused by loading coaches. Interaction with Belfield / Blackrock to City Centre Core Bus Corridor Scheme has been designed in. New Nutley Lane junction layout will provide for specific bus and cycle right turn movements. Scheme corridor includes coordinated UCD Interchange proposals.
	Rank		
	2.d. Cycle Network Integration	Both directions of route 1A align with primary route 12 as identified in the GDA Cycle Network Plan. See report Section 2 Figure 2.2 and 2.3 (UCD to City Centre Route Options Assessment Study Report)	Same route as previous option in line with GDA Cycle Network Plan. Where possible island or shared space bus stops have been provided to remove cycle / bus interaction. New Nutley Lane junction design allows for all cycle manoeuvres to be carried out separate from pedestrians and vehicles conflicts. The new junction better connects to the Belfield / Blackrock to City Centre Core Bus Corridor Scheme
Rank			
	2.e. Traffic Network Integration	This scheme option would remove one outbound lane from the current layout between Eglinton Rd and Anglesea Rd by extending the outbound one lane configuration before widening to two lanes after the Anglesea Rd junction, reducing overall general traffic road space. There are no parking spaces identified in this section which would be affected by the proposed works. The extension of the one lane outbound layout would have some impact upon the existing traffic network and junction capacity.	Two outbound straight ahead lanes now provided immediately past the Anglesea Rd junction to help clear outbound traffic through the junction, and an outbound straight ahead and straight/left turn lane provided between Eglinton Rd and Anglesea Rd. Inbound, left turn lane combined with straight ahead lane, which allows for better cycle and pedestrian facilities. No parking spaces along this section have been identified as affected.
	Rank		
Accessibility & Social Inclusion	3.a. Key Trip Attractors (Education/Health/Commercial/Employment)	All scheme options follow the same route and hence, serve the same trip attractors.	All scheme options follow the same route and hence, serve the same trip attractors.
	Rank		
	3.b. Deprived Geographic Areas	This option primarily serves areas considered affluent, marginally above and marginally below as identified in the Pobal Deprivation Index.	This option primarily serves areas considered affluent, marginally above and marginally below as identified in the Pobal Deprivation Index.
	Rank		
Safety	4.a. Road Safety	No. of Junctions: 3 Bus Turning movements: Inbound: No turning movements required (Previous Report Text - assumed 1 right turn required for Nutley Lane) Outbound: 0 right turns required Scheme Option 1A1 would increase cycle track width at Donnybrook Church, providing safer facilities for cyclists and providing cycle segregation around the bus stops for pedestrians.	No. of Junctions: 3 Bus Turning movements: Inbound: 1 right turn movement required at Nutley Lane Outbound: 0 right turns required Same number of junctions and turning movements, but more developed Nutley Lane junction layout (removal of left turn slip and use of BusConnects protected junction layout will be safer for cyclists). Island bus stop layout where possible, with shared bus layouts elsewhere, and coach lay-bys provide safer bus and cycle interactions. By providing a safer cycling facilities through kerbed segregated cycle ways, island bus stops and safer/more protected progression through junctions it is envisaged that this will attract less confident cyclists and families to cycle more often.
	Rank		
Environment	5.a. Archaeology and Cultural Heritage	Route 1 is in immediate proximity to 15 recorded monuments, including Stephen's Green, which is a National Monument. This scheme option would not impact on any of the recorded monuments.	Route 1 is in immediate proximity to 15 recorded monuments, including Stephen's Green, which is a National Monument. This scheme option would not impact on any of the recorded monuments.
	Rank		
	5.b. Architectural Heritage	1 protected structure fronting onto Stillorgan Road.	1 protected structure fronting onto Stillorgan Road.
	Rank		
	5.c. Flora & Fauna	Same for both options	Same for both options
	Rank		
	5.d. Soils and Geology	No appreciable impacts	No appreciable impacts
	Rank		
	5.e. Hydrology	No appreciable impacts	No appreciable impacts
Rank			
	5.f. Landscape and Visual	Same for both options	Same for both options

Rank		
5.g. Air Quality	No appreciable impacts	No appreciable impacts
Rank		
5.h. Noise and Vibration	No change from current layout usage	No appreciable impacts
Rank		
5.i Land Use Character	No change from current layout usage	No appreciable impacts
Rank		