



Appendix E
MCA Table
Section 1C

Eglinton Terrace to
Belmont Avenue
Options

MCA Section 1C - Eglinton Terrace to Belmont Avenue							
Assessment Criteria	Assessment Sub-Criteria	Previous MCA Scheme Option 1C1 (Shared bus and cycle Lanes)	New Option Scheme Option 1C3 (Northbound bus lane, Southbound queue relocation)	New Option Scheme Option 1C4 (Queue relocation both directions)	New Option Scheme Option 1C5 (Southbound bus lane, Northbound Pinch Point Merge)	New Option Scheme Option 1C6 (Southbound bus lane, Northbound queue relocation)	
Economy	1.a. Capital Cost	0 sq. m. of residential land (From Previous Report)	Length: 0.11km Some localised kerb realignment and associated drainage works, where 1.5m cycle lanes used no widening beyond previous option Bus Stops: 1 0 sq. m. of residential land	Length: 0.11km Minor road and kerb works only Bus Stops: 1 0 sq. m. of residential land	Length: 0.11km Some localised kerb realignment and associated drainage works, where 1.5m cycle lanes used no widening beyond previous option Bus Stops: 1 0 sq. m. of residential land	Length: 0.11km Some localised kerb realignment and associated drainage works, where 1.5m cycle lanes used no widening beyond previous option Bus Stops: 1 0 sq. m. of residential land	
	Rank						
	1.b. Transport Reliability and Quality	Length: 0.11km No. of signalised intersections: 1 Dedicated bus lanes in both directions At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower	Length: 0.11km No. of signalised intersections: 1 Northbound dedicated bus lane, Southbound bus priority signal entering section, dedicated segregated cycle lanes will ensure cyclists do not impede buses	Length: 0.11km No. of signalised intersections: 2 Bus priority signal and queue relocation, dedicated segregated cycle lanes will ensure cyclists do not impede buses on in both directions	Length: 0.11km No. of signalised intersections: 1 Southbound dedicated bus lane through this section. No pre-signal junction will be provided for northbound priority, and buses and general traffic will merge before the pinch point chicanes, which will cause delays for northbound buses. No cycle facilities will be provided through section.	Length: 0.11km No. of signalised intersections: 2 Southbound dedicated bus lane. Priority will be given to Northbound buses from pre-signal at Eglinton Terrace. As this option has segregated cycle tracks this will ensure cyclists do not impede buses and affect their reliability / journey time.	
Rank							
Integration	2.a. Land Use Integration	Maintains existing land use characteristics.	Maintains existing land use characteristics.	Maintains existing land use characteristics.	Maintains existing land use characteristics.	Maintains existing land use characteristics.	
	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.	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.	All scheme options use the same bus stops, hence the residential and employment catchments are the same.	
	Rank						
	2.c. Transport Network Integration	No difference over short length	No difference over short length	No difference over short length	No difference over short length	No difference over short length	
	Rank						
	2.d. Cycle Network Integration	Both directions of route 1.C1 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) This scheme option proposes a shared bus and cycle lane in both directions so scores lower than other Scheme Options.	Both directions of route 1.C3 align with primary route 12 as identified in the GDA Cycle Network Plan. This scheme option proposes a dedicated segregated cycle lane in both directions so scores better than Scheme Option 1.C1 and 1.C5.	Both directions of route 1.C4 align with primary route 12 as identified in the GDA Cycle Network Plan. This scheme option proposes a dedicated segregated cycle lane in both directions so scores better than Scheme Option 1.C1 and 1.C5.	This scheme option proposes a shared bus and cycle lane in both directions so scores lower than other Scheme Options. This scheme option proposes a dedicated segregated cycle lane in both directions so scores better than Scheme Option 1.C1 and 1.C5.	Both directions of route 1.C6 align with primary route 12 as identified in the GDA Cycle Network Plan. This scheme option proposes a dedicated segregated cycle lane in both directions so scores better than Scheme Option 1.C1 and 1.C5.	
	Rank						
	2.e. Traffic Network Integration	Each scheme option would maintain one inbound and outbound traffic lane. Route 1.C1 would provide separate traffic and bus lanes in both directions.	Each scheme option would maintain one inbound and outbound traffic lane. In addition Route 1.C3 would provide a dedicated northbound bus lane but southbound buses would share the general traffic lane. Southbound bus priority given at start of link.	Each scheme option would maintain one inbound and outbound traffic lane. Route 1.C4 would provide a shared traffic and bus lane in each direction, with bus priority signals entering and exiting the link, along with bus lanes on approach to signals at either end.	Each scheme option would maintain one inbound and outbound traffic lane. In addition Route 1.C5 would provide a dedicated southbound bus lane but require general traffic to merge with buses on the northbound approach in advance of the pinch point at the bend.	Each scheme option would maintain one inbound and outbound traffic lane. In addition Route 1.C6 would provide a dedicated southbound bus lane but northbound buses would share the general traffic lane. Northbound bus priority given at start of link.	
	Rank						
Accessibility & Social Inclusion	3.a. Key Trip Attractors (Education/Health/Commercial/Employment)	All options follow the same route and hence, serve the same trip attractors.	All options follow the same route and hence, serve the same trip attractors.	All options follow the same route and hence, serve the same trip attractors.	All options follow the same route and hence, serve the same trip attractors.	All options follow the same route and hence, serve the same trip attractors.	
	Rank						
	3.b. Deprived Geographic Areas	All options primarily serve an area considered affluent in the Pobal Deprivation Index.	All options primarily serve an area considered affluent in the Pobal Deprivation Index.	All options primarily serve an area considered affluent in the Pobal Deprivation Index.	All options primarily serve an area considered affluent in the Pobal Deprivation Index.	All options primarily serve an area considered affluent in the Pobal Deprivation Index.	
Rank							
Safety	4.a. Road Safety	No. of Junctions: 2 (2 pedestrian crossings) Turning movements: Inbound: No turning movements required for bus Outbound: No turning movements required for bus Scheme Option 1.C1 would mix cyclists with buses.	No. of Junctions: 2 (2 pedestrian crossings) Turning movements: Inbound: No turning movements required for bus Outbound: No turning movements required for bus Scheme Option 1.C3 would segregate cyclists from buses so scores higher.	No. of Junctions: 3 (3 pedestrian crossings) Turning movements: Inbound: No turning movements required for bus Outbound: No turning movements required for bus Scheme Option 1.C4 would segregate cyclists from buses so scores higher.	No. of Junctions: 2 Turning movements: Inbound: No turning movements required for bus Outbound: No turning movements required for bus Scheme Option 1.C5 would mix cyclists with buses and would also require buses and general traffic to merge into one lane in advance of the pinch point.	No. of Junctions: 2 (2 pedestrian crossings) Turning movements: Inbound: No turning movements required for bus Outbound: No turning movements required for bus Scheme Option 1.C6 would segregate cyclists from buses. The reduction of a bus lane provides more comfortable swept paths compared to the full cross-sectional provision of 2 bus lanes and 2 general traffic where without additional land take progression through the chicane risks vehicles encroaching on the adjacent lanes.	
	Rank						
	5.a. Archaeology and Cultural Heritage	The following records are located adjacent to Donnybrook Rd; Enclosure DU018-060021, 16th/17th century DU018-060001, Ecclesiastical enclosure DU018-060009, House (fortified) DU018-060020 and Windmill DU018-060006. As further information is not available on the state of these records, it is unclear if they still exist. It is not likely that significant environmental effects will occur from the extent of the proposed works. An 18th/19th Century house (DU018-061) is also recorded on the corner of Morehampton Rd and Belmont Avenue and is marked as a Site of Archaeological Interest in the Dublin City Development Plan (DCDP) 2016-2022. Donnybrook Rd is also within a Zone of Archaeological Interest as designated in the DCDP. Ground works may therefore result in impacts.	The following records are located adjacent to Donnybrook Rd; Enclosure DU018-060021, 16th/17th century DU018-060001, Ecclesiastical enclosure DU018-060009, House (fortified) DU018-060020 and Windmill DU018-060006. As further information is not available on the state of these records, it is unclear if they still exist. It is not likely that significant environmental effects will occur from the extent of the proposed works. An 18th/19th Century house (DU018-061) is also recorded on the corner of Morehampton Rd and Belmont Avenue and is marked as a Site of Archaeological Interest in the Dublin City Development Plan (DCDP) 2016-2022. Donnybrook Rd is also within a Zone of Archaeological Interest as designated in the DCDP. Ground works may therefore result in impacts.	The following records are located adjacent to Donnybrook Rd; Enclosure DU018-060021, 16th/17th century DU018-060001, Ecclesiastical enclosure DU018-060009, House (fortified) DU018-060020 and Windmill DU018-060006. As further information is not available on the state of these records, it is unclear if they still exist. It is not likely that significant environmental effects will occur from the extent of the proposed works. An 18th/19th Century house (DU018-061) is also recorded on the corner of Morehampton Rd and Belmont Avenue and is marked as a Site of Archaeological Interest in the Dublin City Development Plan (DCDP) 2016-2022. Donnybrook Rd is also within a Zone of Archaeological Interest as designated in the DCDP. Ground works may therefore result in impacts.	The following records are located adjacent to Donnybrook Rd; Enclosure DU018-060021, 16th/17th century DU018-060001, Ecclesiastical enclosure DU018-060009, House (fortified) DU018-060020 and Windmill DU018-060006. As further information is not available on the state of these records, it is unclear if they still exist. It is not likely that significant environmental effects will occur from the extent of the proposed works. An 18th/19th Century house (DU018-061) is also recorded on the corner of Morehampton Rd and Belmont Avenue and is marked as a Site of Archaeological Interest in the Dublin City Development Plan (DCDP) 2016-2022. Donnybrook Rd is also within a Zone of Archaeological Interest as designated in the DCDP. Ground works may therefore result in impacts.	The following records are located adjacent to Donnybrook Rd; Enclosure DU018-060021, 16th/17th century DU018-060001, Ecclesiastical enclosure DU018-060009, House (fortified) DU018-060020 and Windmill DU018-060006. As further information is not available on the state of these records, it is unclear if they still exist. It is not likely that significant environmental effects will occur from the extent of the proposed works. An 18th/19th Century house (DU018-061) is also recorded on the corner of Morehampton Rd and Belmont Avenue and is marked as a Site of Archaeological Interest in the Dublin City Development Plan (DCDP) 2016-2022. Donnybrook Rd is also within a Zone of Archaeological Interest as designated in the DCDP. Ground works may therefore result in impacts.	
Rank							
Environment	5.b. Architectural Heritage	The houses along Belmont Avenue and Mount Eden Road are within an Architectural Conservation Area as illustrated in the DCDP zoning maps. Three protected structures are also indicated on the DCDP maps; a house at 2 Belmont Avenue, The Old Magdalene Laundry at The Crescent and The Irish Sisters of Charity Chapel at The Crescent. Significant impacts are not likely.	The houses along Belmont Avenue and Mount Eden Road are within an Architectural Conservation Area as illustrated in the DCDP zoning maps. Three protected structures are also indicated on the DCDP maps; a house at 2 Belmont Avenue, The Old Magdalene Laundry at The Crescent and The Irish Sisters of Charity Chapel at The Crescent. Significant impacts are not likely.	The houses along Belmont Avenue and Mount Eden Road are within an Architectural Conservation Area as illustrated in the DCDP zoning maps. Three protected structures are also indicated on the DCDP maps; a house at 2 Belmont Avenue, The Old Magdalene Laundry at The Crescent and The Irish Sisters of Charity Chapel at The Crescent. Significant impacts are not likely.	The houses along Belmont Avenue and Mount Eden Road are within an Architectural Conservation Area as illustrated in the DCDP zoning maps. Three protected structures are also indicated on the DCDP maps; a house at 2 Belmont Avenue, The Old Magdalene Laundry at The Crescent and The Irish Sisters of Charity Chapel at The Crescent. Significant impacts are not likely.	The houses along Belmont Avenue and Mount Eden Road are within an Architectural Conservation Area as illustrated in the DCDP zoning maps. Three protected structures are also indicated on the DCDP maps; a house at 2 Belmont Avenue, The Old Magdalene Laundry at The Crescent and The Irish Sisters of Charity Chapel at The Crescent. Significant impacts are not likely.	
	Rank						
	5.c. Flora & Fauna	There are no trees along Route 1.C1 which could be impacted.	At least two trees outside shops unaffected by route 1.C3 if parking is designed to avoid impact.	At least two trees outside shops unaffected by route 1.C4 if parking is designed to avoid impact.	At least two trees outside shops unaffected by route 1.C5 if parking is designed to avoid impact.	At least two trees outside shops unaffected by route 1.C6 if parking is designed to avoid impact.	
	Rank						
	5.d. Soils and Geology	No appreciable impacts	No appreciable impacts	No appreciable impacts	No appreciable impacts	No appreciable impacts	
	Rank						
	5.e. Hydrology	No appreciable impacts	No appreciable impacts	No appreciable impacts	No appreciable impacts	No appreciable impacts	
	Rank						
	5.f. Landscape and Visual	Maintains existing streetscape of Donnybrook Village.	Maintains existing streetscape of Donnybrook Village.	Maintains existing streetscape of Donnybrook Village.	Maintains existing streetscape of Donnybrook Village.	Maintains existing streetscape of Donnybrook Village.	
	Rank						
5.g. Air Quality	There is expected to be minimal change in air quality in comparing these options. Impacts may occur during construction.	There is expected to be minimal change in air quality in comparing these options. Impacts may occur during construction.	There is expected to be minimal change in air quality in comparing these options. Impacts may occur during construction.	There is expected to be minimal change in air quality in comparing these options. Impacts may occur during construction.	There is expected to be minimal change in air quality in comparing these options. Impacts may occur during construction.		
Rank							
5.h. Noise and Vibration	There is expected to be minimal change in noise and vibration due to increased bus load. Short term impacts may occur from construction.	There is expected to be minimal change in noise and vibration due to increased bus load. Short term impacts may occur from construction.	There is expected to be minimal change in noise and vibration due to increased bus load. Short term impacts may occur from construction.	There is expected to be minimal change in noise and vibration due to increased bus load. Short term impacts may occur from construction.	There is expected to be minimal change in noise and vibration due to increased bus load. Short term impacts may occur from construction.		
Rank							
5.i. Land Use Character	No appreciable impacts	No appreciable impacts	No appreciable impacts	No appreciable impacts	No appreciable impacts		
Rank							