



Appendix G

Clondalkin to
Drimnagh Section:
Section 3 -
New Nangor Road to
Walkinstown Avenue
Route Options
Assessment
MCA Tables

A1 Clondalkin CBC Section 3 Options Assessment

Assessment Criteria	Assessment Sub-Criteria	Route Option S3:1 (via R110 Long Mile Road)	EPR Option (via R810 Naas Road/ R112 Walkinstown Avenue)
Economy (Cost Assessment and Transport Economic Indicators)	Capital Cost	<p>Total Capital € Indicative Infrastructure costs €</p> <ul style="list-style-type: none"> - New/upgraded bus lanes along the R110 between Nangor Road and Walkinstown Avenue. - Reconfiguration of the signal-controlled junctions along this section. - The provision of cycle facilities along this section. - Improved Pedestrian Facilities along the proposed corridor 	<p>Total Capital €€ Indicative Infrastructure costs €€</p> <ul style="list-style-type: none"> - New/upgraded bus lanes along the R810 and 112. - Reconfiguration of the signal-controlled junctions along this section. - The provision of cycle facilities along this section. - Improved Pedestrian Facilities along the proposed corridor <p>Land Acquisition Costs (€) Private Lands 700sqm</p>
	Rank		
	Transport Reliability and Quality of Service	<p>Journey Time 2-3 mins Approximate Length: 0.8KM</p> <p>Full bus priority provided Good journey time reliability for Bus services.</p>	<p>Journey Time 3-4 mins Approximate Length: 1.1KM</p> <p>Full bus priority provided Good journey time reliability for Bus services.</p>
	Rank		
Integration	Land Use Integration	<p>The route offers the potential to connect with lands zoned "To facilitate enterprise and/or residential led regeneration", as located to the south of the Long Mile Road. This corridor offers more opportunities for connection with these lands than the other options.</p> <p>The route offers the potential to connect with lands zoned "To provide for enterprise & employment related uses", as located to the south of the Long Mile Road. This corridor offers more opportunities for connection with these lands than the other options.</p> <p>The route offers the potential to connect with lands zoned "To provide for enterprise & employment related uses", as located to the northwest of the Naas Rd.</p>	<p>The route offers the potential to connect with lands zoned "To facilitate enterprise and/or residential led regeneration", as located to the south of the Long Mile Road. This corridor offers more opportunities for connection with these lands than the other options.</p> <p>The route offers the potential to connect with lands zoned "To provide for enterprise & employment related uses", as located to the south of the Long Mile Road. This corridor offers more opportunities for connection with these lands than the other options.</p> <p>The route offers the potential to connect with lands zoned "To provide for enterprise & employment related uses", as located to the northwest of the Naas Rd</p> <p>Unlike Long Mile Road, this route will pass through the heart of the main Regeneration area which is to be centred around the Kylemore Station.</p>
	Rank		
	Residential Population and Employment Catchments	<p>Residential Population Catchments</p> <ul style="list-style-type: none"> - 5-minute walk catchment of approx. 27,717 - 10-minute walk catchment of approx. 58,590 - 15-minute walk catchment of approx. 89,176 <p>Employment catchments</p> <ul style="list-style-type: none"> - 5-minute walk catchment of approx. 15,845 - 10-minute walk catchment of approx. 39,242 - 15-minute walking catchment of approx. 78,908 	<p>Residential Population Catchments</p> <ul style="list-style-type: none"> - 5-minute walk catchment of approx. 27,717 - 10-minute walk catchment of approx. 58,590 - 15-minute walk catchment of approx. 89,176 <p>Employment catchments</p> <ul style="list-style-type: none"> - 5-minute walk catchment of approx. 15,845 - 10-minute walk catchment of approx. 39,242 - 15-minute walking catchment of approx. 78,908
	Rank		
	Transport Network Integration	Potential for interchange with local bus services. This route is too far from the Luas Line to generate interchange between these modes.	Provides a bus stop immediately adjacent to the Luas Red Line Station at Kylemore. Can substantially increase the catchment area of the Luas Line.
	Rank		
Accessibility & Social Inclusion	Key Trip Attractors	<p>Educational Land Use catchments</p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 5,487 - 10-minute walking catchment of approx. 18,025 - 15-minute walking catchment of approx. 35,135 <p>Passes on the edge of the Regeneration Area.</p>	<p>Educational Land Use catchments</p> <ul style="list-style-type: none"> - 5-minute walking catchment of approx. 5,487 - 10-minute walking catchment of approx. 18,025 - 15-minute walking catchment of approx. 35,135 <p>Passes through the heart of the Regeneration Area.</p>
	Rank		
	Deprived Geographic Areas	According to the Pobal Deprivation Index, the route option primarily serves Marginally Below Average means areas, with some Disadvantaged areas along the Long Mile Rd .	According to the Pobal Deprivation Index, the route option primarily serves Marginally Below Average means areas, with some Disadvantaged areas along the Long Mile Rd .
Safety	Road and Pedestrian Safety	No. of Junctions: 2 (All) Turning Movements required: 0	No. of Junctions: 3 (All) Turning Movements required: 1
	Rank		
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 no Recorded Monuments or sites of archaeological and cultural heritage merit identified along or within the immediate vicinity of the proposed new route.
	Rank		
	Architectural Heritage	Protected structures were identified within the assessment area but no direct impacts	Protected structures were identified within the assessment area small impact on a non-significant wall.
	Rank		
	Flora and Fauna	Limited Removal of trees envisaged.	Limited Removal of trees envisaged.
	Rank		
	Soils and Geology	No appreciable impacts	No appreciable impacts
	Rank		
	Hydrology	No appreciable impacts	No appreciable impacts
	Rank		
	Landscape and Visual	No appreciable impacts	No appreciable impacts
	Rank		
	Air Quality	Existing bus corridor – no impact	Existing bus corridor – no impact
	Rank		
Noise & Vibration	Existing bus corridor – no impact	Existing bus corridor – no impact	
Rank			
Land Use Character	Limited impact on route.	Limited impact on route.	
Rank			