



Appendix H

Clondalkin to Drimnagh

Section:

Section 3 -

New Nangor Road /

Long Mile Road /

Naas Road Junction

Route Options

Assessment

MCA Tables

A2 Clondalkin CBC Long Mile Road/ Naas Road/ Nangor Road Pedestrian/Cycle Bridge Options Assessment

Assessment Criteria	Sub -Assessment Criteria	Option 1 (Emerging Preferred Design Route – at-grade crossings)	Option 2 (Concept Design Route – including bridge)
1. Economy	1.a. Capital Cost	Standard capital cost associated with traffic signalised junction with at-grade crossings	Significant additional capital costs as a result of new bridge structures
	1.b. Transport Reliability and Quality	<ul style="list-style-type: none"> - Continuous bus priority is provided along the route. - Additional delays to all vehicular traffic as a result of the pedestrian/cyclist phases in the traffic signals - Significant delays to pedestrian and cyclist movements as a result of multiple crossing points with delays at each and indirect routing 	<ul style="list-style-type: none"> - Continuous bus priority is provided along the route. - Reduced delays to all vehicular traffic as a result of removal of conflict with pedestrians and cyclists - Higher quality and reliable movements for pedestrians and cyclists across the junction.
1 Economy	Summary		
Integration	2.a. Land Use Integration	The route offers the potential to connect with lands zoned “To facilitate enterprise and/or residential led regeneration”, as well as passing through an area designated a Key District Centre in the Naas Road Lands Plan. The proposed CBC would encourage/support planned development and provide for economic opportunities.	The route offers the potential to connect with lands zoned “To facilitate enterprise and/or residential led regeneration”, as well as passing through an area designated a Key District Centre in the Naas Road Lands Plan. The proposed CBC would encourage/support planned development and provide for economic opportunities. The proposed pedestrian / cyclist bridge would also promote sustainable forms of travel through the district.
	2.b. Residential Population and Employment Catchments	The difference between the residential and employment catchments of the two options, are considered insignificant.	The difference between the residential and employment catchments of the two options, are considered insignificant. However, the Concept Design Route offers improved movement through the site, with the pedestrian and cyclist bridge facilitating movement across the New Nangor Road/Naas Road/Long Mile Road junction and enhanced facilities at the interchange with Kylemore Road.
	2.c. Transport Network Integration	<ul style="list-style-type: none"> - Route provides high frequency services between Woodford Walk and Long Mile Road with connection to spine branches for local services. - Interchange with the Luas Red Line at Kylemore. - Interchange with the Tallaght / Clondalkin to City Centre CBC09. 	<ul style="list-style-type: none"> - Route provides high frequency services between Woodford Walk and Long Mile Road with connection to spine branches for local services. - Interchange with the Luas Red Line at Kylemore. Bus stop facilities have been improved. - Interchange with the Tallaght / Clondalkin to City Centre CBC09.
	2.d. Cycle Network Integration	<ul style="list-style-type: none"> - The proposed route generally consists of 2 single cycle tracks routed along the GDA’s Secondary Route 8C2 running parallel with the Grand Canal Greenway Route 7B/N10. - At the M50 overbridge cyclists are diverted onto the Greenway due to insufficient width through the underbridge for a cycle track. - On approach to the junction with Naas Road and Long Mile Road a two way cycle track is provided to the north and one single track to the south which is then routed along Naas Road, following Secondary Route 7D. - Single cycle tracks are then provided along Walkinstown Avenue following Secondary Route S04 before continuing along Long Mile Road on Secondary Route 8C. 	<ul style="list-style-type: none"> - The proposed cycle routes follow the same route as the EPR Option, with the exception of the following changes; - At the M50 overbridge cyclists are routed under the M50 overbridge, with an additional connection to the Greenway provided on either side. This provides cyclists with more access to the greenway cycle route and offers a safer and more convenient route between the city centre and wider feeder routes and local amenities. - The proposed cyclist and pedestrian overbridge improves cycle route across the New Nangor Road / Naas Road / Long Mile Road junction and connects to Secondary Route 7D on Naas Road and Secondary Route 8C on Long Mile Road to the south of the junction.
2 Integration	Summary		
Accessibility & Social Inclusion	3.a. Key Trip Attractors (Education/ Health/ Commercial/ Employment)	<ul style="list-style-type: none"> • Accessibility for cyclists along route is provided. However, at junctions there are safety concerns where cyclists are frequently brought into conflict with left turning traffic. • Education; <ul style="list-style-type: none"> - Drimnagh Castle Primary School - Drimnagh Castle Secondary School - Assumption Junior National School • Retail/Leisure; <ul style="list-style-type: none"> - Western Industrial Estate - Park West Industrial Estate - John F Kennedy Industrial Estate 	<ul style="list-style-type: none"> • Accessibility for cyclists along route is provided with revised junction arrangements providing protected movement across junctions for cyclists. • Education; <ul style="list-style-type: none"> - Drimnagh Castle Primary School - Drimnagh Castle Secondary School - Assumption Junior National School • Retail/Leisure; <ul style="list-style-type: none"> - Western Industrial Estate - Park West Industrial Estate - John F Kennedy Industrial Estate
	3.b. Deprived Geographical Areas	Route option serves areas of Disadvantaged to Marginally Above Average means from the Pobal Deprivation Index	Route option serves areas of Disadvantaged to Marginally Above Average means from the Pobal Deprivation Index
3 Accessibility & Social Inclusion	Summary		

2. Road User Safety	4.a. Road User Safety	<ul style="list-style-type: none"> - The EPR Option design presented a number of safety issues at junctions, with numerous potential interactions between different road users. - Left turn filter lanes at junctions bring left turning traffic into potential conflict with straight through cyclist movements. Right turning traffic are provided with pockets in which to wait to complete their movement across the junction. - The provision of shared space and toucan crossing throughout the scheme are also a safety concern for pedestrians, in particular those with disability requirements. - No. of road junctions intercepting the route: 11 	<ul style="list-style-type: none"> - A number of amendments to the scheme have been made to improve safety for cyclists and pedestrians; - Left turn filter lanes have been removed from junctions, with protection islands provided to ensure cyclists do not come into conflict with left turning vehicles. - Toucan crossings have been removed and replaced with separate cyclist and pedestrian crossings, reducing the areas of shared space required where users may come into conflict. - A cyclist and pedestrian bridge across the junction is proposed, providing segregated movement across the Naas Road / Nangor Road / Long Mile Road junction. - No. of road junctions intercepting the route: 11 - The number of junctions has not been reduced, but their reconfiguration has been amended to provide protection for cyclists through all movements across the junction via the outer orbital cycle track. The protection islands also serve to reduce the length of pedestrian crossings, and provide crossing points for pedestrians which are segregated from cyclists.
4 Road User Safety	Summary		
Environment	5.a. Archaeology and Cultural Heritage	No recorded National Monuments along the route.	No recorded National Monuments along the route.
	5.b. Architectural Heritage	There is no significant difference in the impact of the two options on properties of Architectural heritage in the National Inventory directly adjacent to the proposed new cycle route.	There is no significant difference in the impact of the two options on properties of Architectural heritage in the National Inventory directly adjacent to the proposed new cycle route.
	5.c. Flora and Fauna	<p><u>Impact on Trees</u></p> <ul style="list-style-type: none"> • Land take is generally frontal land take from residential and industrial areas so the overall impact on flora and fauna especially trees is minimal, however the locations of the trees that maybe required to be removed are listed below. • Removal of trees maybe required in the following locations; <ul style="list-style-type: none"> - New Nangor Road adjacent to Woodford Walk – widening to accommodate bus stop. - New Nangor Road north, to provide a connection between the cycle track and greenway. - New Nangor Road / Oak Road junction. Trees to be removed to accommodate carriageway widening to the south. - Naas Road / Walkinstown Avenue. Trees at south west corner of junction to be removed to accommodate revised junction layout. • No Watercourses or open bodies of water are impacted. 	<p><u>Impact on Trees</u></p> <ul style="list-style-type: none"> • A considerable amount of land take is required north of the N4 of predominantly grassed verges and grassland, along with a large number of trees to be removed, although much of this will be replanted. • Removal of trees maybe required in the following locations; <ul style="list-style-type: none"> - New Nangor Road north, to provide a connection between the cycle track and greenway. - New Nangor Road / Oak Road junction. Trees to be removed to accommodate carriageway widening to the south. - Naas Road / Walkinstown Avenue. Trees at south west corner of junction to be removed to accommodate revised junction layout. • No Watercourses or open bodies of water are impacted.
	5.d. Soils and Geology	In general, the route uses the existing carriageway reservation for the majority of its route. In areas where widening is required there is little risk of affecting the existing geology of the area.	In general, the route uses the existing carriageway reservation for the majority of its route. In areas where widening is required there is little risk of affecting the existing geology of the area. Further investigation in the location of the proposed pedestrian cycle bridge is required.
	5.e. Hydrology	The route runs adjacent to the Grand Canal and crosses the Cammock River. The risk of a 1 in 10 year pluvial flooding event and 1 in 100 year fluvial flooding event has been identified during flood risk analysis on New Nangor Road and Naas Road.	The route runs adjacent to the Grand Canal and crosses the Cammock River. The risk of a 1 in 10 year pluvial flooding event and 1 in 100 year fluvial flooding event has been identified during flood risk analysis on New Nangor Road and Naas Road.
	5.f. Landscape and Visual	The route follows the existing roads of New Nangor Road / Naas Road / Walkinstown Avenue and Long Mile Road, however widening to accommodate cycle tracks in required which has some impact on existing boundaries and landscaping.	The route follows the existing roads of New Nangor Road / Naas Road / Walkinstown Avenue and Long Mile Road, however widening to accommodate cycle tracks in required which has some impact on existing boundaries and landscaping. Additional land take is required to accommodate the cyclist and pedestrian bridge; however, it is considered that this proposal compliments the future rezoned land use of the area as defined in the Naas Road Lands Local Area Plan.
	5.g. Air Quality	The proposed cycle route does not affect the existing traffic in the area. However, the land take in certain areas may result in the loss of	The proposed cycle route does not affect the existing traffic in the area. However, the land take in certain areas will result in a significant loss of

		trees. This will likely increase the amount of dust and other pollutants that may result in a reduction of air quality which will impact sensitive receptor locations along the route.	trees. This will likely increase the amount of dust and other pollutants that may result in a reduction of air quality which will impact sensitive receptor locations along the route.
	5.h. Noise and Vibration	There is no significant difference in the impact of the two options on noise and vibration.	There is no significant difference in the impact of the two options on noise and vibration.
	5.i. Land Use Character	There is no significant difference in the impact of the two options on land use character.	There is no significant difference in the impact of the two options on land use character.
5 Environment	Summary		