



Appendix D

MCA Table -

Section 2: Le Fanu

Road to Sarsfield Road

Appendix D: Multi-Criteria Analysis – Section 2: Le Fanu Road to Sarsfield Road

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
Economy	Capital Cost	<ul style="list-style-type: none"> • Redistribution of existing road space on R833 Ballyfermot Road from Le Fanu Road to R112 Kylemore Road to provide bus lanes in both directions with cycle tracks provided where not restricted by pinch points. At these pinch points, cyclists share road space with general traffic in the bus lane. • Upgrade existing roundabout between R833 Ballyfermot Road and R112 Kylemore Road to signalised junction. • Widening of R833 Ballyfermot Road to provide continuous bus lanes and cycle tracks in both directions from R112 Kylemore Road to Con Colbert Road. • Signal Controlled Priority to be provided near Markievicz Park for citybound lane due to pinch point. • Upgrading of existing bus stops. • Provision of new bus stops 	<ul style="list-style-type: none"> • Removal of citybound general traffic lane between the R833 Ballyfermot Road / Le Fanu Road Junction and the R833 Ballyfermot Road / R112 Kylemore Road Junction. Local access to Colepark Road maintained. • Citybound general traffic diverted along Le Fanu Road and R112 Kylemore Road. • Redistribution of existing road space on R112 Kylemore Road to facilitate cycle track infrastructure and parking. • Redistribution of existing road space on R833 Ballyfermot Road from Le Fanu Road to Kylemore Road to provide continuous bus lanes in both directions and cycle tracks in both directions. • Upgrade of junction between R112 Kylemore Road and Le Fanu Road to cater for the resultant volume of left-turning traffic from the junction of R833 Ballyfermot Road and Le Fanu Road. • Upgrade existing roundabout between R833 Ballyfermot Road and 	<ul style="list-style-type: none"> • Redistribution of existing road space on R833 Ballyfermot Road from Le Fanu Road to R112 Kylemore Road to provide continuous bus lanes, cycle tracks and general traffic lanes in both directions. • Upgrade existing roundabout between R833 Ballyfermot Road and R112 Kylemore Road to signalised junction. • Widening of R833 Ballyfermot Road to provide continuous bus lanes and cycle tracks in both directions from R112 Kylemore Road to Con Colbert Road. • Signal Controlled Priority to be provided near Markievicz Park for citybound lane due to pinch point. • Upgrading of existing bus stops. • Provision of new bus stops.

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
			<p>R112 Kylemore Road to signalised junction.</p> <ul style="list-style-type: none"> Widening of R833 Ballyfermot Road to provide continuous bus lanes and cycle tracks in both directions from R112 Kylemore Road to Con Colbert Road. Signal Controlled Priority to be provided near Markievicz Park for citybound lane due to pinch point. Upgrading of existing bus stops. Provision of new bus stops. 	
	<i>Rank</i>			
	Transport Reliability and Quality of Service	<p>Length of route: 2.2km</p> <p>Priority: Full bus priority provided for the inbound route including through signalised junctions. Full bus priority provided for the outbound route including through signalised junctions.</p>	<p>Length of route: 2.2km</p> <p>Priority: Full bus priority provided for the inbound route including through signalised junctions. Full bus priority provided for the outbound route including through signalised junctions.</p>	<p>Length of route: 2.2km</p> <p>Priority: Full bus priority provided for the inbound route including through signalised junctions. Full bus priority provided for the outbound route including through signalised junctions.</p>
	<i>Rank</i>			
Integration	Land Use Integration	Most of area surrounding route is already substantially developed with little opportunity to encourage further.	Most of area surrounding route is already substantially developed with little opportunity to encourage further.	Most of area surrounding route is already substantially developed with little opportunity to encourage further.

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
		Route integrates well with land use zoning identified in County Development Plans.	Route integrates well with land use zoning identified in County Development Plans.	Route integrates well with land use zoning identified in County Development Plans.
	<i>Rank</i>			
	Residential, Employment and Educational Catchments	<p>Residential Population Catchment:</p> <ul style="list-style-type: none"> 7,469 within 5-minute walk of route 9,997 within 10-minute walk of route 20,234 within 15-minute walk of route <p>Employment Catchment:</p> <ul style="list-style-type: none"> 1,276 within 5-minute walk of route 1,735 within 10-minute walk of route 4,792 within 15-minute walk of route <p>Educational Catchment (1st, 2nd, and 3rd Levels):</p> <ul style="list-style-type: none"> 2,887 within 5-minute walk of route 2,891 within 10-minute walk of route 4,645 within 15-minute walk of route 	<p>Residential Population Catchment:</p> <ul style="list-style-type: none"> 7,469 within 5-minute walk of route 9,997 within 10-minute walk of route 20,234 within 15-minute walk of route <p>Employment Catchment:</p> <ul style="list-style-type: none"> 1,276 within 5-minute walk of route 1,735 within 10-minute walk of route 4,792 within 15-minute walk of route <p>Educational Catchment (1st, 2nd, and 3rd Levels):</p> <ul style="list-style-type: none"> 2,887 within 5-minute walk of route 2,891 within 10-minute walk of route 	<p>Residential Population Catchment:</p> <ul style="list-style-type: none"> 7,469 within 5-minute walk of route 9,997 within 10-minute walk of route 20,234 within 15-minute walk of route <p>Employment Catchment:</p> <ul style="list-style-type: none"> 1,276 within 5-minute walk of route 1,735 within 10-minute walk of route 4,792 within 15-minute walk of route <p>Educational Catchment (1st, 2nd, and 3rd Levels):</p> <ul style="list-style-type: none"> 2,887 within 5-minute walk of route 2,891 within 10-minute walk of route

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
			<ul style="list-style-type: none"> 4,645 within 15-minute walk of route 	<ul style="list-style-type: none"> 4,645 within 15-minute walk of route
	<i>Rank</i>			
	Transport Network Integration	This route option follows the route of several Dublin Bus services that travel to the City Centre from Liffey Valley and the surrounding area.	This route option follows the route of a number of Dublin Bus services that travel to the City Centre from Liffey Valley and the surrounding area.	This route option follows the route of a number of Dublin Bus services that travel to the City Centre from Liffey Valley and the surrounding area.
	<i>Rank</i>			
	Cycling Integration	<p>All of the route is designated as a primary cycle route (7A).</p> <p>There are two short sections along this route, at Ballyfermot Village, where segregated cycle facilities cannot be provided due to pinch points. At these pinch points, cyclists share road space with buses.</p>	<p>All of the route is designated as a primary cycle route (7A).</p> <p>Continuous cycle tracks provided along route option.</p>	<p>All of the route is designated as a primary cycle route (7A).</p> <p>Continuous cycle tracks provided along route option.</p>
<i>Rank</i>				
Accessibility and Social Inclusion	Key Trip Attractors	<p>Education:</p> <ul style="list-style-type: none"> St. Gabriel's NS St. John's College De La Salle Ballyfermot College of Further Education St. Michael's NS St. Raphael's NS Scoil Mhuire St. Dominic's Secondary School, Ballyfermot 	<p>Education:</p> <ul style="list-style-type: none"> St. Gabriel's NS St. John's College De La Salle Ballyfermot College of Further Education St. Michael's NS St. Raphael's NS Scoil Mhuire St. Dominic's Secondary School, Ballyfermot 	<p>Education:</p> <ul style="list-style-type: none"> St. Gabriel's NS St. John's College De La Salle Ballyfermot College of Further Education St. Michael's NS St. Raphael's NS Scoil Mhuire St. Dominic's Secondary School, Ballyfermot

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05	
		<ul style="list-style-type: none"> Kylemore College FAS Ballyfermot Training Centre Inchicore NS <p>Retail / Leisure:</p> <ul style="list-style-type: none"> Ballyfermot Village Inchicore Village <p>Employment:</p> <ul style="list-style-type: none"> Kylemore Industrial Estate 	<ul style="list-style-type: none"> Kylemore College FAS Ballyfermot Training Centre Inchicore NS <p>Retail / Leisure:</p> <ul style="list-style-type: none"> Ballyfermot Village Inchicore Village <p>Employment:</p> <ul style="list-style-type: none"> Kylemore Industrial Estate 	<ul style="list-style-type: none"> Kylemore College FAS Ballyfermot Training Centre Inchicore NS <p>Retail / Leisure:</p> <ul style="list-style-type: none"> Ballyfermot Village Inchicore Village <p>Employment:</p> <ul style="list-style-type: none"> Kylemore Industrial Estate 	
	<i>Rank</i>				
	Deprived Geographic Areas	<p>The Dublin – Ballyfermot RAPID area is within 10 minutes’ walk of the route.</p> <p>There are 34 disadvantaged areas and three very disadvantaged areas, as shown on the Pobal deprivation maps, within 10 minutes’ walk of the route.</p>	<p>The Dublin – Ballyfermot RAPID area is within 10 minutes’ walk of the route.</p> <p>There are 34 disadvantaged areas and three very disadvantaged areas, as shown on the Pobal deprivation maps, within 10 minutes’ walk of the route.</p>	<p>The Dublin – Ballyfermot RAPID area is within 10 minutes’ walk of the route.</p> <p>There are 34 disadvantaged areas and three very disadvantaged areas, as shown on the Pobal deprivation maps, within 10 minutes’ walk of the route.</p>	
	<i>Rank</i>				
Safety	Road Safety	<p>No. of junctions:</p> <p>3 signalised</p> <p>Vehicle Accident Data (since 2005):</p> <p>2 serious</p>	<p>No. of junctions:</p> <p>4 signalised</p> <p>Vehicle Accident Data (since 2005):</p> <p>2 serious</p>	<p>No. of junctions:</p> <p>3 signalised</p> <p>Vehicle Accident Data (since 2005):</p> <p>2 serious</p>	

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
		30+ minor	30+ minor	30+ minor
	<i>Rank</i>			
	Pedestrian Safety	<p>Footpaths are available on both sides for the majority of this route.</p> <p>Pedestrian crossings located within 50m of 5 of 12 stops.</p> <p><i>Pedestrian Accident Data (since 2005):</i></p> <p>20 minor</p> <p>3 serious</p> <p>1 fatal</p>	<p>Footpaths are available on both sides for the majority of this route.</p> <p>Pedestrian crossings located within 50m of 5 of 14 stops.</p> <p><i>Pedestrian Accident Data (since 2005):</i></p> <p>20 minor</p> <p>3 serious</p> <p>1 fatal</p>	<p>Footpaths are available on both sides for the majority of this route.</p> <p>Pedestrian crossings located within 50m of 5 of 12 stops.</p> <p><i>Pedestrian Accident Data (since 2005):</i></p> <p>20 minor</p> <p>3 serious</p> <p>1 fatal</p>
	<i>Rank</i>			
Environment	Archaeology, Architectural and Cultural Heritage	<p>There are no recorded monuments / places identified along this route.</p> <p>One protected structure is identified along the route. However, it is not intended to directly affect this structure.</p>	<p>There are no recorded monuments / places identified along this route.</p> <p>One protected structure is identified along the route. However, it is not intended to directly affect this structure.</p>	<p>There are no recorded monuments / places identified along this route.</p> <p>One protected structure is identified along the route. However, it is not intended to directly affect this structure.</p>
	<i>Rank</i>			
	Flora and Fauna	<p>Land take may impact grassland in parkland areas.</p> <p>The extent of land take in these areas is small, and the removal of trees in an</p>	<p>Land take may impact grassland in parkland areas.</p> <p>The extent of land take in these areas is small, and the removal of trees in an</p>	<p>Land take may impact grassland in parkland areas.</p> <p>The extent of land take in these areas is small, and the removal of trees in an</p>

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
		<p>urban parkland environment is unlikely to have major effects on the local flora and fauna.</p> <p>There are no known designated ecological areas or other areas of ecological importance.</p>	<p>urban parkland environment is unlikely to have major effects on the local flora and fauna.</p> <p>There are no known designated ecological areas or other areas of ecological importance.</p>	<p>urban parkland environment is unlikely to have major effects on the local flora and fauna.</p> <p>There are no known designated ecological areas or other areas of ecological importance.</p>
	<i>Rank</i>			
	Soils and Geology	<p>In general, the route uses the existing carriageway reservation for the majority of its route.</p> <p>In areas where widening is required, there is little risk of affecting the existing geology of the area.</p> <p>Minimal surface drainage is to be directed towards the surrounding earthworks.</p> <p>No areas of geological significance.</p>	<p>In general, the route uses the existing carriageway reservation for the majority of its route.</p> <p>In areas where widening is required, there is little risk of affecting the existing geology of the area.</p> <p>Minimal surface drainage is to be directed towards the surrounding earthworks.</p> <p>No areas of geological significance.</p>	<p>In general, the route uses the existing carriageway reservation for the majority of its route.</p> <p>In areas where widening is required, there is little risk of affecting the existing geology of the area.</p> <p>Minimal surface drainage is to be directed towards the surrounding earthworks.</p> <p>No areas of geological significance.</p>
	<i>Rank</i>			
	Hydrology	<p>Risk of flooding along this route is minimal, and the route does not cross any major watercourses.</p> <p>The entire route has existing surface water drainage.</p>	<p>Risk of flooding along this route is minimal, and the route does not cross any major watercourses.</p> <p>The entire route has existing surface water drainage.</p>	<p>Risk of flooding along this route is minimal, and the route does not cross any major watercourses.</p> <p>The entire route has existing surface water drainage.</p>

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
		Unlikely to affect flood risk along this route.	Unlikely to affect flood risk along this route.	Unlikely to affect flood risk along this route.
	<i>Rank</i>			
	Landscape and Visual	<p>This route makes use of existing road corridors along its length.</p> <p>Some impact on landscape and visual aesthetics in locations where widening is required, including grass parkland and public amenity areas along with residential areas.</p> <p>Protected structures are not to be affected.</p>	<p>This route makes use of existing road corridors along its length.</p> <p>Some impact on landscape and visual aesthetics in locations where widening is required, including grass parkland and public amenity areas along with residential areas.</p> <p>Protected structures are not to be affected.</p>	<p>This route makes use of existing road corridors along its length.</p> <p>Some impact on landscape and visual aesthetics in locations where widening is required, including grass parkland and public amenity areas along with residential areas.</p> <p>Large impact on landscape and visual along R833 Ballyfermot Road near Ballyfermot Village to facilitate proposed road cross-section.</p> <p>Protected structures are not to be affected.</p>
	<i>Rank</i>			
	Air Quality	Where road widening is required, traffic may be relocated closer to sensitive areas, possibly resulting in an increase in pollutants.	<p>Where road widening is required, traffic may be relocated closer to sensitive areas, possibly resulting in an increase in pollutants.</p> <p>Between the junctions of the R833 Ballyfermot Road / Le Fanu Road and R833 Ballyfermot Road / Kylemore Road, there will be no inbound general</p>	Where road widening is required, traffic may be relocated closer to sensitive areas, possibly resulting in an increase in pollutants. The additional widening to facilitate the proposed cross-section along the R833 Ballyfermot Road near Ballyfermot

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
			traffic, therefore possibly resulting in a decrease in pollutants. However, the increased general traffic along Le Fanu Road and Kylemore Road will possibly result in an increase in pollutants.	Village could possibly result in an increased impact on receptors.
	<i>Rank</i>			
	Noise and Vibration	<p>Where road widening is required, traffic may be relocated closer to sensitive areas, possibly resulting in an increase in noise and vibration.</p> <p>Some road widening is required along this route near residential areas.</p>	<p>Where road widening is required, traffic may be relocated closer to sensitive areas, possibly resulting in an increase in noise and vibration.</p> <p>Between the junctions of the R833 Ballyfermot Road / Le Fanu Road and R833 Ballyfermot Road / Kylemore Road, there will be no inbound traffic, possibly resulting in a decrease in noise and vibration. However, the increased traffic along Le Fanu Road and Kylemore Road may possibly result in an increase in noise and vibration.</p> <p>Some road widening is required along this route near residential areas.</p>	<p>Where road widening is required, traffic may be relocated closer to sensitive areas, possibly resulting in an increase in noise and vibration.</p> <p>Some road widening is required along this route near residential areas, particularly along R833 Ballyfermot Road near Ballyfermot Village to facilitate proposed road cross-section.</p>
	<i>Rank</i>			
	Land Use Character	Route option has some impact on existing land use as widening is required along most of the route.	Route option has some impact on existing land use as widening is required along most of the route.	Route option has some impact on existing land use as widening is required along most of the route.

Assessment Criteria	Assessment Sub-Criteria	Route Option BF03	Route Option BF04	Route Option BF05
		Land would generally be acquired from open green spaces; however, large areas of land would also be required from various private landowners and residences.	Land would generally be acquired from open green spaces; however, large areas of land would also be required from various private landowners and residences.	Land would generally be acquired from open green spaces; however, large areas of land would also be required from various private landowners and residences. Additional land take required for this option along R833 Ballyfermot Road near Ballyfermot Village to facilitate proposed road cross-section.
	<i>Rank</i>			