



Appendix F
MCA Table –
Route Options in
Santry Village

Appendix F: Multi-Criteria Analysis – Route Options in Santry Village

Assessment Criteria	Proposed Design Route Option – Two-way general traffic along Santry Village (Option SY1B)	Concept Design Route Option - One-way general traffic along Santry Village (Option SY1C)
1. Economy		
Route Description	Bus lanes and traffic lanes in each direction, cyclists redirected through Lorcan Road and Shanrath Road where a quiet street treatment will be implemented.	Bus lanes in each direction, traffic lane northbound between Shantalla and Omni Shopping Centre, new ramp providing egress from the N50 to Shantalla Road to accommodate southbound traffic with a destination in the southern part of Santry Village. Cyclists redirected through Lorcan Road and Shanrath Road where a quiet street treatment will be implemented.
1.1 Capital Cost	<ul style="list-style-type: none"> - Set back kerbs to accommodate wider road space to facilitate bus lanes in each direction. - Boundary works to impacted properties. - Upgrade existing junctions to facilitate widened carriageway. - Cyclists redirected through Lorcan Road and Shanrath Road where a quiet street treatment will be implemented. <p>192m² public land 520m² private land 45 private properties affected.</p>	<ul style="list-style-type: none"> - Set back kerbs to accommodate wider road space. - Redistribute existing and proposed road space to accommodate dedicated bus lanes along Swords Road. - Upgrade existing junctions to facilitate widened carriageway. - Cyclists redirected through Lorcan Road and Shanrath Road where a quiet street treatment will be implemented. <p>80m² private land 1 private property affected.</p>
1.2 Transport Reliability & Quality of Service	<p>Length of route: 1.25km</p> <p>Priority: Full bus priority provided for 100% of route not including through signalised junctions.</p>	<p>Length of route: 1.25km</p> <p>Priority: Full bus priority provided for 100% of route not including through signalised junctions. Swords Road southbound between Lorcan Road and Larkhill Road would be restricted to buses only, with subsequent impacts on journey times.</p>
2. Integration		
2.1 Land use Integration	This route serves Santry village which is largely developed, with limited scope for further development. The surrounding area is primarily residential and is high density. The scheme also has commercial and social amenities in particular Omni Park Shopping centre, Comet Pub and Beaumont Hospital and other social amenities. This option provides good integration with the land use.	This route serves Santry village which is largely developed, with limited scope for further development. The surrounding area is primarily residential and is high density. This option would affect the existing southbound access/egress arrangements for residents along the Lorcan and Shanrath Roads and to shops adjacent to the Comet Pub.
2.2 Residential, Employment & Educational Catchments	<p>Common route and so the residential/ employment catchment will be same. Route options considered equal under this criterion.</p> <p>Residential population catchments</p> <ul style="list-style-type: none"> - 5 minute walk catchment of approximately 3,100 - 10 minute walk catchment of approximately 8,300 - 15 minute walk catchment of approximately 17,400 <p>Education and employment catchments</p> <p>10 minute walk catchment of approximately 3,600</p>	<p>Common route and so the residential/ employment catchment will be same. Route options considered equal under this criterion.</p> <p>Residential population catchments</p> <ul style="list-style-type: none"> - 5 minute walk catchment of approximately 3,100 - 10 minute walk catchment of approximately 8,300 - 15 minute walk catchment of approximately 17,400 <p>Education and employment catchments</p> <p>10 minute walk catchment of approximately 3,600</p>
2.3 Transport Network Integration	<p>This route coincides with portions of existing bus routes 1, 16, 16c, 16d, 33, 41, 41b, 41c 41d and 104. This route does not have any potential interchange with any orbital route or other public transport.</p> <p>There will be no impact on general traffic.</p>	<p>This route coincides with portions of existing bus routes 1, 16, 16c, 16d, 33, 41, 41b, 41c 41d and 104. This route does not have any potential interchange with any orbital route or other public transport.</p> <p>There would be moderate impact on general traffic moving to and from the southern portion of this route due to removal of the general traffic lane southbound between Lorcan Road and Larkhill Road. Diversions will be required for local residents to access their houses and hence increased journey times. The diverted southbound traffic will have to route through the N1 and M50 roundabout and would lead to increased traffic volumes and congestion along this route.</p>

Assessment Criteria	Proposed Design Route Option – Two-way general traffic along Santry Village (Option SY1B)	Concept Design Route Option - One-way general traffic along Santry Village (Option SY1C)
2.4 Cycling Integration	This route is identified in the GDA Cycle Network Plan as forming part of the primary cycle route. For this option no dedicated cycle facilities will be provided along Swords road to minimise land take. The cyclist would be re-routed along the quieter residential streets Lorcan and Shanrath Road where a quiet street treatment will be applied. The quiet street treatment would involve appropriate advisory signage for both the general road users and cyclists. Route options considered equal under this criterion	This route is identified in the GDA Cycle Network Plan as forming part of the primary cycle route. For this option no dedicated cycle facilities will be provided along the Swords road through the Santry village to minimise land take. The cyclist would be re-routed along the quieter residential streets Lorcan and Shanrath Road where a quiet street treatment will be applied. The quiet street treatment would involve appropriate advisory signage for both the general road users and cyclists. Route options considered equal under this criterion
3. Accessibility and Social Inclusion		
3.1 Key Trip Attractors	Retail: - Omni Park Shopping Centre - Various Commercial along Swords Road, Santry Leisure - St Kevin's FC Education - Margaret Aylward Community College Other: - The Comet Bar - Beaumont Hospital and other social amenities.	Retail: - Omni Park Shopping Centre - Various Commercial along Swords Road, Santry Leisure - St Kevin's FC Education - Margaret Aylward Community College Other: - The Comet Bar - Beaumont Hospital and other social amenities. A one-way system would result in increased journey times accessing Omni Park Shopping Centre and other premises along this section of the scheme.
3.2 Deprived Geographical Ares	The scheme serves a number of areas in the Ballymun RAPID area. In terms of the HP Deprivation Index, the scheme serves areas ranging from disadvantaged to affluent.	The scheme serves a number of areas in the Ballymun RAPID area. In terms of the HP Deprivation Index, the scheme serves areas ranging from disadvantaged to affluent.
4. Safety		
4.1 Road Safety	No. of junctions: 2 signalised junctions 3 major/minor junctions No turn movements required either direction.	No. of junctions: 2 signalised junctions 3 major/minor junctions No turn movements required either direction.
5. Environment		
5.1 Archaeology, Architectural & Cultural Heritage	No Recorded monuments or sites of archaeological and cultural heritage merit were identified along the scheme or within the vicinity of the scheme.	No Recorded monuments or sites of archaeological and cultural heritage merit were identified along the scheme or within the vicinity of the scheme.
5.2 Flora & Fauna	There are no known designated ecological areas or other areas of ecological importance. There are intermittent private trees and hedgerows along Swords Road that would be impacted by the scheme. 1 tree removed along the scheme.	There are no known designated ecological areas or other areas of ecological importance. The existing road pavement is to be followed where possible – minimal impact on green space along Swords Road. Approximately 5 trees removed at the proposed new slip road off the N50 for southbound traffic at Shantalla Road. The construction of a new slip road off the N50 for southbound traffic at Shantalla Road is through an existing green space, as such this option will have some negative impact on this green space.

Assessment Criteria	Proposed Design Route Option – Two-way general traffic along Santry Village (Option SY1B)	Concept Design Route Option - One-way general traffic along Santry Village (Option SY1C)
5.3 Soils & Geology	<p>Land is only to be taken along front gardens of residential properties. These grassed garden areas have little likely impact on the geology of the area. In areas where widening is required there is little risk of affecting the existing geology of the area.</p> <p>No areas of geological significance</p>	<p>Minimal land take at the proposed new slip road off the N50 is required. As such, there is little risk of affecting the existing geology of the area.</p> <p>No areas of geological significance</p>
5.4 Hydrology	<p>There are no areas along this route identified as being at risk from fluvial flooding and the scheme does not cross any major watercourses or streams, so diversion works or construction of bridges or culverts is not required.</p>	<p>There are no areas along this route identified as being at risk from fluvial flooding and the scheme does not cross any major watercourses or streams, so diversion works or construction of bridges or culverts is not required.</p>
5.5 Landscape & Visual	<p>The proposed design provides for one additional lane – 2 traffic lanes and bus lane either direction. The proposed route would require land take of a number of residential properties impacting their boundary wall and front gardens. As such this option will have some negative impact on these properties and overall visual impact along Santry village.</p>	<p>The concept design in Santry village follows the same alignment as existing, so will have a minimal visual impact.</p> <p>The construction of a new slip road off the N50 for southbound traffic at Shantalla Road is through an existing green space, as such this option will have some negative impact on surrounding properties in the area from a landscape and visual perspective.</p>
5.6 Air Quality	<p>The traffic will be marginally closer to number of residential sensitive receptors along the Swords Road due to widening. This may result in pollutant concentrations at these receptors.</p>	<p>The majority of the proposed works in Santry village would remain within the existing road corridor therefore it is not considered that air quality would change along the scheme. However, it is anticipated that the one-way would lead to increased journey times and distances for residents along the Swords road and traffic congestion would increase in the diverted route on the N1/ N50 and Coolock junction. The air quality in these locations would be impacted.</p>
5.7 Noise & Vibration	<p>The traffic will be closer to number of residential sensitive receptors along the Swords Road due to widening. The bus lane would run close to the residential properties. However, traffic congestion would not be increased in any other areas. The noise and vibration impact is considered similar for both options.</p>	<p>The majority of the proposed works would remain within the existing road corridor therefore it is not considered that noise and vibration would change along the main street. However, it is anticipated that the one-way proposal would lead to increased journey times and distances for residents along the Swords road and traffic congestion would increase in the diverted route on the N1/ N50 and Coolock junction. The noise and vibration is considered similar for both options.</p>
5.8 Land Use Character	<p>The scheme has substantial impact on the existing land use.</p> <p>Loss of front gardens of residential properties – 45No Loss of on-street parking – 7 no Loss of off-street parking – 2 no</p>	<p>The scheme has slight impact on existing land use along the main street as the majority of the proposed works would remain within the existing corridor.</p> <p>Loss of front gardens of residential properties - Nil Loss of on-street parking – 7 No Loss of off-street parking – nil</p> <p>The construction of a new slip road off the N50 for southbound traffic at Shantalla Road is through an existing green space, as such this option will have some negative impact on the land use character in this area.</p>