



Appendix D
MCA Tables – Griffith
Avenue to Marino
Mart/Fairview

Appendix D: MCA Table - Griffith Avenue to Marino Mart/Fairview

| Assessment Criteria | Assessment Sub-Criteria | Scheme 1 Total - €3.6M Cost per KM - €2.7M Indicative Scheme Infrastructure Works Cost - €2.2 M Private Land Costs - €1.4M | Scheme 2 Total - €2.6 M Cost per KM - €2.0M Indicative Scheme Infrastructure Works Cost - €2M Private Land Costs - €0.4M | Scheme 3 Total - €2.3M Cost per KM - €2.3M Indicative Scheme Infrastructure Works Cost - €1.9M Private Land Costs - €0.4M | Scheme 3a Total - €2.3M Cost per KM - €2.3M Indicative Scheme Infrastructure Works Cost - €1.9M Private Land Costs - €0.4M | Scheme 4 Total - €2.5M Cost per KM - €1.9M Indicative Scheme Infrastructure Works Cost - €2.5 M Private Land Costs - €0 M | |
|--|---|--|---|--|---|--|--|
| Economy (Cost Assessment and Transport Economic Indicators) | Capital Cost | | | | | | |
| | Rank | | | | | | |
| | Journey-time reliability and Consistency | Continuous south bound bus lanes, northbound bus lanes start 180m north of junction with Marino Mart. Cycle lanes provided in both directions. Northbound buses must share with general traffic for a 180m section, buses could be delayed here although traffic count data indicates that there is no queueing at this section | Continuous bus lanes in both directions. No cycle lanes provided, cyclists detour via Haverty Road or share the bus lane. It is likely some cyclists will continue to cycle in the bus lane and this may delay buses though these are expected to be minimal. | Continuous south bound bus lanes, northbound bus lanes start 300m north of junction with Marino Mart. Cycle lanes provided northbound Northbound buses must share 300m section, buses could be delayed here although traffic count data indicates that there is no queueing at this section. Cyclists may share lane with southbound Buses, delays for Buses should be minimal as this section is downhill for cyclists | Continuous south bound bus lanes, northbound bus lanes start 300m north of junction with Marino Mart. Cyclists detour via Haverty Road or share the bus lane. Northbound buses must share with general traffic for a 300m section, buses could be delayed here although traffic count data indicates that there is no queueing at this section. Cyclists may share lane with southbound Buses, delays for Buses should be minimal as this section is downhill for cyclists | Continuous northbound bus and cycle lane Buses must share lane with southbound cyclists, delays should be minimal as this section is downhill for cyclists | |
| | Rank | | | | | | |
| Integration | Land Use Integration | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | |
| | Rank | | | | | | |
| | Total residential and employment (10 Mins) | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | |
| | Rank | | | | | | |
| | Public Transport Integration | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | |
| | Rank | | | | | | |
| Traffic Network Integration | Traffic Network Integration | No traffic diversions as part of this option | No traffic diversions as part of this option | No traffic diversions as part of this option | No traffic diversions as part of this option | This option involves rerouting all inbound traffic via Copeland Avenue and Howth Road. This will likely have a significant impact on journey times for general traffic | |
| | Rank | | | | | | |
| | Cyclists and pedestrian Integration | Cycle lanes provided in both directions for whole length | Cyclists in both directions diverted around Haverty/Carleton Rd or share the bus lanes | Northbound cycle lane provided, southbound cyclists share the bus lane or divert via Hegarty Road, 2 crossing movements. | Southbound cycle lane provided, northbound cyclists routed via Hegarty Road, no crossing movements. | Northbound cycle lane provided, southbound cyclists share the bus lane or divert via Hegarty Road, 2 crossing required. | |
| Rank | | | | | | | |
| Accessibility & Social Inclusion | High Volume Trip Attractors (Education, Health, Commercial) | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | |
| | Rank | | | | | | |
| | Deprived Geographic Areas | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | |
| Rank | | | | | | | |
| Safety | Road Safety | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | Options considered equal under this criterion | |
| | Rank | | | | | | |
| Archaeology, Architectural and Cultural Heritage | Zone of Archaeological Potential (ZAP) | Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. | Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. | Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. | Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. | Traverses ZAP around Fairview Park (RMP DU018- 067), related to burial site on N side of Clontarf Rd. | |
| | | Record of Monument and Places (RMP) | 3 protected structures adjacent route (62 & 64 Malahide Road, 1 Marino Crescent). | 3 protected structures adjacent route (62 & 64 Malahide Road, 1 Marino Crescent) | 3 protected structures adjacent route (62 & 64 Malahide Road, 1 Marino Crescent) | 3 protected structures adjacent route (62 & 64 Malahide Road, 1 Marino Crescent) | 3 protected structures adjacent route (62 & 64 Malahide Road, 1 Marino Crescent) |
| | | Archaeological Conservation Areas | Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected. | Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected. | Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected. | Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected. | Adjacent Marino Casino ACA. As the route follows an existing road in a suburban environment, the ACA will be unaffected. |
| | | Summary | It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. The boundaries of 2 protected structures on Malahide Rd (62 & 64) will be affected by road widening. | It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. The boundaries of 2 protected structures on Malahide Rd (62 & 64) will be affected by road widening. Though less than Options 1, 3 and 3a | It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. The boundaries of 2 protected structures on Malahide Rd (62 & 64) will be affected by road widening. | It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. The boundaries of 2 protected structures on Malahide Rd (62 & 64) will be affected by road widening. | It is possible that additional burials might be uncovered within the RMP ZAP for Fairview Park, though again, any surviving features are likely to have been disturbed by the existing road. No protected structures directly affected. |
| | Rank | | | | | | |
| | Flora and Fauna | EU Sites | There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay. | There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay. | There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay. | There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay. | There are no European or Nationally designated Sites of Conservation of Importance downstream of this route option in Dublin Bay. |
| | | Ecological Land Take | Land take will be greatest along this scheme and will include loss of garden frontage including planted trees and other planted recreational features. Garden frontage will be impacted on both sides of the scheme. | Land-take will result in the loss of garden frontage resulting in impacts on flora and fauna. Although, a lower number of private gardens would be impacted than scheme 1. | Land-take will result in the loss of garden frontage resulting in impacts on flora and fauna. Although, a lower number of private gardens would be envisaged to ecological features along this scheme with minimal impacts expected to flora and fauna. | Land-take will result in the loss of garden frontage resulting in impacts on flora and fauna. Although, a lower number of private gardens would be impacted than scheme 1. | The proposed bus corridor would utilise existing infrastructure with no impact on ecological features along this scheme with minimal impacts expected to flora and fauna. |
| | | Areas of high ecological values | The route option would impinge on areas of low ecological potential or connectivity primarily along the southern end of the Malahide Road with low impacts to flora and fauna. Few semi-mature trees will be impacted along this scheme with generally low ecological potential for foraging and breeding birds or foraging bats. | The route option would impinge on garden frontage which is of low ecological potential or connectivity for foraging and breeding birds or foraging bats with low impacts to flora and fauna. | Ecological supporting features along this scheme primarily include planted semi-mature trees and planted recreational features. Thus, impacts to ecological supporting features is expected to be low. | The route option would impinge on garden frontage which is of low ecological potential or connectivity for foraging and breeding birds or foraging bats with low impacts to flora and fauna. | Ecological supporting features are not envisaged to be impacted along this scheme. |
| | | Riparian environment | There are no watercourses through this stretch of the Malahide Road. | There are no watercourses through this stretch of the Malahide Road. | There are no watercourses through this stretch of the Malahide Road. | There are no watercourses through this stretch of the Malahide Road. | There are no watercourses through this stretch of the Malahide Road. |
| | | Invasive Species | Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme. | Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme. | Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme. | Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme. | Records for a number of medium impact invasive alien species have been obtained from the National Biodiversity Database. Three-cornered Garlic, Buddleja and Traveller's Joy are noted to occur along this scheme. |
| Rank | | | | | | | |

| Assessment Criteria | Assessment Sub-Criteria | Scheme 1 | Scheme 2 | Scheme 3 | Scheme 3a | Scheme 4 |
|---------------------|--|---|---|---|--|---|
| | Protected Species | Records for a number of protected species have been obtained from the National Biodiversity | Records for a number of protected species have been obtained from the National Biodiversity | Records for a number of protected species have been obtained from the National Biodiversity | Records for a number of protected species have been obtained from the National Biodiversity | Records for a number of protected species have been obtained from the National Biodiversity |
| | Summary | Minor impacts to flora and fauna are expected along this scheme. | Minor impacts to flora and fauna are expected along this scheme, however lower than 1 | Minor impacts to flora and fauna are expected along this scheme, however lower than 1 | Minor impacts to flora and fauna are expected along this scheme, however lower than 1 | No impacts to flora and fauna would be expected through this scheme, slight advantage over other options. |
| | Rank | | | | | |
| Soils and Geology | Groundwater Vulnerability | According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate. | According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate. | According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate. | According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate. | According to the GSI GeoUrban Viewer, the groundwater vulnerability code is predominately Moderate (M). As such groundwater vulnerability is assessed as moderate. |
| | Bedrock Geology | According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale. | According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale. | According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale. | According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale. | According to the GSI GeoUrban Viewer, the Bedrock Geology (100k Series) is characterised by Calp of the Lucan Formation - Dark limestone & shale. |
| | Bedrock Aquifer | According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones. | According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones. | According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones. | According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones. | According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as Locally Important (LI), that is a locally important aquifer which is described as bedrock which is moderately productive only in local zones. |
| | Geological Heritage Site | According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground". | According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground". | According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground". | According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground". | According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils consist predominately of "Made ground". |
| | Industrial Emissions Directive (IED)/Integrated Pollution Control (IPC) facilities (potential) | According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route. | According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route. | According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route. | According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route. | According to the GSI Geological Heritage viewer and EPA GIS data, there are no geological heritage sites along the route. |
| | Soils | According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option. | According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option. | According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option. | According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option. | According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option. |
| | Landtake and geology | Land take from this scheme would implicate minor impacts to soils and geology over predominantly built ground | Land take from this scheme would implicate minor impacts to soils and geology over predominantly built ground | Land take from this scheme would implicate minor impacts to soils and geology over predominantly built ground | Land take from this scheme would implicate minor impacts to soils and geology over predominantly built ground | Land take is not envisaged through this scheme option with no impacts expected on soils and geology. |
| | Summary | Land take along this scheme would result in minor impacts to soils and geology. | Land take along this scheme would result in minor impacts to soils and geology, and land take is less than Scheme 1 | Land take along this scheme would result in minor impacts to soils and geology, and land take is less than Scheme 1 | Land take along this scheme would result in minor impacts to soils and geology, and land take is less than Scheme 1 | Land take is not expected along this scheme with no impacts to soils and geology expected. |
| | Rank | | | | | |
| Hydrology | Fluvial Areas of flood risk (AEP 10%) | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. |
| | Fluvial Areas of flood risk (AEP 1%) | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. |
| | Flood Management Plans | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. | Flood Risk Assessment CFRAMs maps are not available for the southern extent of the Malahide Road. |
| | OPW National Flood Hazards Map | The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fairview Park associated with the tidal reaches of the River Tolka close to the south of the scheme. | The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fairview Park associated with the tidal reaches of the River Tolka close to the south of the scheme. | The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fairview Park associated with the tidal reaches of the River Tolka close to the south of the scheme. | The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fairview Park associated with the tidal reaches of the River Tolka close to the south of the scheme. | The OPW National Flood Hazard Mapping web site was consulted. Historic flood events have been recorded along Fairview Park associated with the tidal reaches of the River Tolka close to the south of the scheme. |
| | Pluvial Flood Risk (AEP 10%) | There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02). | There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02). | There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02). | There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02). | There is a 1 in 10 year risk of pluvial flooding (10% Annual Exceedance Potential AEP) along a considerable area of this scheme (Refer to: Map number E09DCC_EXPCD_F0_02). |
| | CFRAMS | Flooding is a risk through the extent of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP). | Flooding is a risk through the extent of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP). | Flooding is a risk through the extent of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP). | Flooding is a risk through the extent of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP). | Flooding is a risk through the extent of this scheme option. However, CFRAMs maps are not available to assess the potential risk of future flood events. The River Tolka which is located to the south of this scheme is highlighted as an area prone to tidal flooding. Fluvial flooding may also occur along the extent of bus and cycle lanes (10% AEP). |
| | Summary | Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka. | Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka. | Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka. | Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka. | Overall, there is high risk of pluvial flooding along this scheme while there increased risk of tidal flooding from the River Tolka. |
| | Rank | | | | | |
| Environment | Landscape and Visual | Tree Protection/Preservation: Low/Medium Impact: Removal of small trees/hedges from private land required. Removal of 2 large trees | Tree Protection/Preservation: Low Impact: Removal of small trees/hedges from private land required | Tree Protection/Preservation: Low Impact: Removal of small trees/hedges from private land required. Removal of 2 large trees | Tree Protection/Preservation: Low Impact: Removal of small trees/hedges from private land required. Removal of 2 large trees | Tree Protection/Preservation: Little/No Impact |
| | | Landscape Impact on Protected Structures: Little/No Impact Landscape Impact on Architectural Conservation: Potential Low/Medium. Impact to railings of protected buildings Visual Impact on Properties: Potential Medium Impact - Impact to some properties on Malahide Road Impact on Streetscape/Townscape: Med Impact to Malahide Road | Landscape Impact on Protected Structures: Little/No Impact Landscape Impact on Architectural Conservation: Potential Low/Medium. Impact to railings of protected buildings Visual Impact on Properties: Potential Low Impact - Minor impact to some properties on Malahide Road Impact on Streetscape/Townscape: Low Impact to Malahide Road | Landscape Impact on Protected Structures: Little/No Impact Landscape Impact on Architectural Conservation: Potential Low/Medium. Impact to railings of protected buildings Visual Impact on Properties: Potential Low/Medium Impact - Minor impact to some properties on Malahide Road Impact on Streetscape/Townscape: Low/Medium Impact to Malahide Road | Landscape Impact on Protected Structures: Little/No Impact Landscape Impact on Architectural Conservation: Potential Low/Medium. Impact to railings of protected buildings Visual Impact on Properties: Potential Low Impact - Minor impact to some properties on Malahide Road Impact on Streetscape/Townscape: Low/Medium Impact to Malahide Road | Landscape Impact on Protected Structures: Little/No Impact Landscape Impact on Architectural Conservation: Little/No Impact Visual Impact on Properties: Little/No Impact |
| | Rank | | | | | |

| Assessment Criteria | Assessment Sub-Criteria | | Scheme 1 | Scheme 2 | Scheme 3 | Scheme 3a | Scheme 4 |
|---------------------|--------------------------------|---------|---|--|---|---|--|
| | | Summary | The route option has the potential for both positive and negative impacts to air quality. There are no major issues that have the potential to give rise to significant impacts. | The route option has the potential for both positive and negative impacts to air quality. There are no major issues that have the potential to give rise to significant impacts. | The route option has the potential for both positive and negative impacts to air quality. There are no major issues that have the potential to give rise to significant impacts. | The route option has the potential for both positive and negative impacts to air quality. There are no major issues that have the potential to give rise to significant impacts. | Significant disadvantage due to the diversion of traffic down Copeland Avenue |
| | Rank | | | | | | |
| | Land Use and Built Environment | | <p>Land acquisition will be highest along this scheme and will impact garden frontage along both sides of the Malahide Road.</p> <p>Private parking within front gardens may also be removed with no alternative on-street parking available along both sides of Malahide Road. Positive impacts will include the provision of north and southbound cycle lanes.</p> <p>There would likely be changes to traffic management structures with potentially increased volumes of general traffic along southern sections of the Malahide Road.</p> <p>Overall, considerable changes to land-use including land-acquisition are expected along this scheme</p> | <p>Land acquisition will impact garden frontage along both sides of this scheme. Land acquisition is expected to be reduced in comparison to scheme 1</p> <p>Car parking in private gardens will not be impacted. Cycle lanes will also be diverted through alternative routes. On street parking will be removed.</p> <p>There would likely be changes to traffic management structures with potentially increased volumes of general traffic along southern sections of the Malahide Road.</p> <p>Overall, low changes to land-use are expected on both sides of this scheme with a number of private residents expected to be impacted through loss of garden frontage.</p> | <p>Land acquisition will impact garden frontage along both sides of this scheme. Land acquisition is expected to be reduced in comparison to scheme 1</p> <p>Car parking in private gardens will not be impacted. Cycle lanes will be provided northbound with diverted cycles lane southbound. On street parking will be removed.</p> <p>Buses would primarily utilise designated lanes although, northbound buses would share a section with general traffic.</p> <p>Overall, low changes to land-use are expected on both sides of this scheme with a number of private residents expected to be impacted through loss of garden frontage.</p> | <p>Land acquisition will impact garden frontage along both sides of this scheme. Land acquisition is expected to be reduced in comparison to scheme 1</p> <p>Car parking in private gardens will not be impacted. Cycle lanes will be provided Southbound with diverted cycles lane Northbound. On street parking will be removed.</p> <p>Buses would primarily utilise designated lanes although, northbound buses would share a section with general traffic.</p> <p>Overall, low changes to land-use are expected on both sides of this scheme with a number of private residents expected to be impacted through loss of garden frontage.</p> | <p>Land-changes along this scheme would primarily impact traffic management structures with no impact to existing infrastructure or garden frontage proposed.</p> <p>On-street car parking would be removed along Copeland Avenue. Cycle lanes would be provided northbound with diverted cycle lanes expected to be constructed southbound.</p> <p>General traffic would be diverted along Copeland Avenue with increases in traffic volumes resulting significant traffic congestion.</p> <p>Overall, considerable impacts to traffic management structures are expected with considerable changes to traffic volumes along Copeland Avenue.</p> |
| | Rank | | | | | | |



Údarás Náisiúnta Iompair
National Transport Authority

National Transport Authority
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Project Ireland 2040
Building Ireland's Future