



Appendix F

Section 2b:

R147 Navan Road/Ashtown
Road to Navan Road/
Ratoath Road Junction
Route Option Assessment
MCA Table

Table F1.1: Section 2b - Navan Road / Ashtown Road Junction to Navan Road / Ratoath Road Junction MCA

Appraisal Criteria	Sub-Criteria	Option HH1	Option HH2
1 Economy	1A Capital Cost	<p><i>Indicative Scheme Infrastructure Works Costs</i> - Cycle track / Bus lane and general traffic lane each direction from Navan Road / Ashtown Road Junction to Ratoath Road / Navan Road Junction.</p> <p><i>Land Acquisition Cost</i> 2202 sqm Private Land 0 sqm Public Land 63 Properties affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i> - Cycle track in each direction along Navan Road from Navan Road / Ashtown Road Junction to Ratoath Road / Navan Road Junction. Intermittent Bus-lanes</p> <p><i>Land Acquisition Cost</i> 1237 sqm Private Land 0 sqm Public Land 14 Properties affected</p>
	Rank		

Appraisal Criteria	Sub-Criteria	Option HH1	Option HH2
1 Economy	1B Transport Quality & Reliability	Journey Time Inbound: 5 mins Journey Time Outbound: 5 mins Length: 2.46 km No. of Junctions: 3 No. of Pedestrian Crossings: 7 Cycle lanes in both directions provided.	Journey Time Inbound: 6.5 mins Journey Time Outbound: 6.5 mins Length: 2.46 km No. of Junctions: 3 No. of Pedestrian Crossings: 7 Intermittent bus-lanes provided. Cycle lanes in both directions provided.
	Rank		
2 Integration	2A Land Use Policy	Integrates with existing residential, educational & leisure uses in this established area.	Integrates with existing residential, educational & leisure uses in this established area.
	Rank		
	2B Residential Population and Employment Catchments	Similar Catchment for all route options.	Similar Catchment for all route options.
	Rank		
	2C Transport Network Integration	Similar potential along all route options.	Similar potential along all route options.
	Rank		

Appraisal Criteria	Sub-Criteria	Option HH1	Option HH2
2 Integration	2D Cycle Network integration	This route integrates with primary route 4.	This route integrates with primary route 4.
	Rank		
	2E Traffic Network Integration	Road widened allowing for greater traffic movement.	Buses to get priority at junction, causing restricted traffic movement.
	Rank		
3 Accessibility & Social Inclusion	3A Key Trip Attractors	All routes service the same trip attractors.	All routes service the same trip attractors.
	Rank		
	3B Deprived Geographic Areas	All routes serve areas of the same means from the Pobal Deprivation Index.	All routes serve areas of the same means from the Pobal Deprivation Index.
	Rank		

Appraisal Criteria	Sub-Criteria	Option HH1	Option HH2
4 Safety	4A Road Safety	No. of junctions: 3 No turn movements required. Consistency across entire section is intuitively safer.	No. of junctions: 3 No turn movements required.
	Rank		
	4B Pedestrian Safety	Footpaths provided throughout. Signalised crossings at all major junctions. Consistency across entire section is intuitively safer.	Footpaths provided throughout. Signalised crossings at all major junctions.
	Rank		
5 Environment	5A Archaeology & Cultural Heritage	No recorded monuments affected in the area.	No recorded monuments affected in the area.
	Rank		
	5B Architectural Heritage	Minimal impact on protected structures.	Minimal impact on protected structures.
	Rank		
	5C Flora & Fauna	Requires the removal of 84 trees in public areas and 0 trees in private areas. Total trees impacted: 84	Requires the removal of 84 trees in public areas and 0 trees in private areas. Total trees impacted: 84
	Rank		
	5D Soils, Geology & Hydrology	No appreciable impact	No appreciable impact
	Rank		

Appraisal Criteria	Sub-Criteria	Option HH1	Option HH2
5 Environment	5E Landscape & Visual	Land acquisition required from 63 properties.	Land acquisition required from 14 properties.
	Rank		
	5F Air Quality	Increased proximity of vehicles to residential properties due to road widening.	Increased proximity of vehicles to residential properties due to road widening.
	Rank		
	5G Noise & Vibration	Increased proximity of vehicles to residential properties due to road widening.	Increased proximity of vehicles to residential properties due to road widening.
	Rank		
	5H Land Use Character	This option for road widening along the entire length of the Navan Road would impact on existing tree lines and on-street parking provision.	This option for road widening along the entire length of the Navan Road would impact on existing tree lines and on-street parking provision, but to a lesser extent than HH1
	Rank		