



## **Appendix J**

Section 3d:

Queen Street/King Street  
North Junction to Ellis  
Quay/Arran Quay Route  
Option Assessment  
MCA Table

**Table J1.1: Section 3d - Queen Street / King Street North Junction to Ellis Quay / Arran Quay MCA**

Appraisal Criteria	Sub-Criteria	Option QS1	Option QS2
<b>1 Economy</b>	1A Capital Cost	<p style="text-align: center;"><b>Indicative Scheme Infrastructure Works Costs</b> - Two-way cycle-track and two traffic lanes merging into one traffic lane to provide for footpath widening from King St North along Queen St to Arran / Ellis Quay.</p> <p style="text-align: center;"><b>Land Acquisition Cost</b> 0 sqm Private Land 0 sqm Public Land 0 Properties affected</p>	<p style="text-align: center;"><b>Indicative Scheme Infrastructure Works Costs</b> - Two-way cycle-track and two traffic lanes from King St North along Queen St to Arran / Ellis Quay.</p> <p style="text-align: center;"><b>Land Acquisition Cost</b> 0 sqm Private Land 0 sqm Public Land 0 Properties affected</p>
	Rank		
<b>1 Economy</b>	1B Transport Quality & Reliability	<p>Journey Time: Inbound: 1.9 mins Journey Time Outbound: N/A Length: 0.342 km No. of Junctions: 4 No. of Pedestrian Crossings: 3</p> <p>Two-way cycle-track provided.</p>	<p>Journey Time: Inbound: 1.4 mins Journey Time Outbound: N/A Length: 0.342 km No. of Junctions: 4 No. of Pedestrian Crossings: 3</p> <p>Two-way cycle-track provided.</p>

Appraisal Criteria	Sub-Criteria	Option QS1	Option QS2
	Rank		
<b>2 Integration</b>	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		
<b>2 Integration</b>	2D Cycle Network integration	This route integrates with primary route 4. Integrates cycle-network more sufficiently allowing for less conflict at George's Lane / Queen Street and allows for easier movement of cyclists on to the Quays.	This route integrates with primary route 4.
	Rank		

Appraisal Criteria	Sub-Criteria	Option QS1	Option QS2
	2E Traffic Network Integration	Road narrowed to one lane to allow for wider footpaths. Integrates cycle-network more sufficiently allowing for less conflict at George's Lane / Queen Street between cyclists and other modes.	Two general traffic lanes for whole section.
	Rank		
<b>3 Accessibility &amp; Social Inclusion</b>	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		
<b>4 Safety</b>	4A Road Safety	No. of junctions: 4 Less conflict points between cyclists and general traffic.	No. of junctions: 4
	Rank		
	4B Pedestrian Safety	Footpaths provided throughout. Footpaths widened from Blackhall Street southbound. Signalised crossings at all major junctions. Consistency across entire section is intuitively safer.	Footpaths provided throughout. Signalised crossings at all major junctions.
	Rank		

Appraisal Criteria	Sub-Criteria	Option QS1	Option QS2
<b>5 Environment</b>	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 0 trees in public areas and 0 trees in private areas. Total trees impacted: 0	Requires the removal of 0 trees in public areas and 0 trees in private areas. Total trees impacted: 0
	Rank		
	5D Soils, Geology & Hydrology	No appreciable impact	No appreciable impact
	Rank		
	5E Landscape & Visual	Land acquisition required from 0 properties.	Land acquisition required from 0 properties.
	Rank		
<b>5 Environment</b>	5F Air Quality	One general traffic lane removed from existing situation. Two general traffic lanes removed from section from Blackhall Street to Ellis / Arran Quay.	One general traffic lane removed from existing situation.
	Rank		
	5G Noise & Vibration	One general traffic lane removed from existing situation. Two general traffic lanes removed from section from Blackhall Street to Ellis / Arran Quay.	One general traffic lane removed from existing situation.
	Rank		

Appraisal Criteria	Sub-Criteria	Option QS1	Option QS2
	5H Land Use Character	This option would provide for wider footpaths from section from Blackhall Street to Ellis / Arran Quay.	This option removes one general traffic lane from existing situation.
	Rank		