





DL Central Active Travel

Options Report

Dun Laoghaire Rathdown County Council

Project number: 60661468

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Quality information

| Prepared by | Checked by | Approved by |
|----------------|--------------------|--------------------|
| | | |
| David Farrelly | Shaun Grima | Brian McMahon |
| Engineer | Associate Director | Associate Director |

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Prepared for:

Dun Laoghaire Rathdown County Council Marine Road Dun Laoghaire Co. Dublin

Prepared by:

AECOM Ireland Limited 4th Floor Adelphi Plaza Georges Street Upper Dun Laoghaire Co. Dublin A96 T927 Ireland

T: +353 1 238 3100 aecom.com

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Executive Summary

AECOM on behalf of Dun Laoghaire-Rathdown County Council (DLRCC) has been tasked with undertaking an options assessment for the emerging DL Central Active Travel Improvements scheme. The study area consists of the following:

- Mounttown Road Upper (R829) from its junction with Mounttown Road Lower / Tivoli Road / York Road, extending approximately 400m to a point approximately 20m east of the existing roundabout junction (Castlepark / Monkstown Avenue / Carrickbrennan Road).
- Kill Avenue (R830) from its junction with Rochestown Avenue / Kill Lane / Abbey Road extending approximately 850m to its junction with Glenageary Road Upper / Oliver Plunkett Road / Highthorn Park / Mounttown Road Upper.
- Mounttown Road Lower (R829) from its junction with Glenageary Road Upper / Oliver Plunkett Road / Highthorn Park / Kill Avenue, extending approximately 757m to its junction with Tivoli Road / York Road / Mounttown Road Upper.
- Mounttown Road Upper (R829) from its junction with Mounttown Road Lower / Tivoli Road / York Road, extending approximately 400m to a point approximately 20m east of the existing roundabout junction (Castlepark / Monkstown Avenue / Carrickbrennan Road).
- Glenageary Road Upper (R829) from its junction with Kill Avenue / Oliver Plunkett Road / Highthorn Park extending approximately 780m up to the Glenageary Roundabout.

The scheme aims to improve the current facilities along this busy cycling and walking route to provide an enhanced environment to cater for the increasing cycling and walking demand; and provide improved connections to other key cycling routes.

Scheme Objectives

- To provide continuous, high-quality and consistent cycling and walking facilities along the route;
- To provided improved public realm areas and overall visual quality;
- Promote modal shift;
- Enhance permeability and creating a place for all;
- Improve bus priority along Kill Avenue up to the Bakers Corner Junction;
- Protect and enhance sensitive landscapes.
- Enhance safety for all road users including vulnerable persons.

Context

The need for the scheme was identified as part of the DLRCC Development Plan, which aims to promote and provide for the development of cycling and walking as healthy sustainable attractive transport modes in the County for commuting, short utility trips, recreation trips and trips to schools/colleges.

Design Principles

A number of broad design principles contained within the National Cycle Manual and DMURS were adopted when assessing design options for the scheme, including Principles of Sustainable Safety, Quality of Service, width, integration and segregation, junctions, access and interchange, impact on other modes of transport.

Existing Conditions

A review of the existing infrastructure conditions throughout the scheme was carried out. The review identified existing constraints and opportunities of relevance to pedestrians and cyclists specific to this scheme.

Options Assessment

The options assessment was undertaken using a Multi-Criteria Analysis (MCA). Multiple design options were initially identified, and brought through to a MCA for each section of the route. The assessment has identified an emerging preferred scheme for the route and a preliminary design has subsequently been developed.

Emerging Preferred Scheme and Preliminary Design

This report has identified an emerging preferred scheme for the cycling and walking infrastructure improvements along this route for which a preliminary design will be developed. The emerging preferred design proposes the following key interventions:

Bakers Corner

- The existing four arm signalised junction is proposed to be upgrade to introduce a more compact junction to reduce pedestrian and cyclist crossing distances at the junction. The existing left turn slip from Rochestown Avenue onto Kill Avenue is proposed to be removed, which will facilitate a direct single crossing for pedestrians across this arm of the junction.
- The proposed junction design is based on the CYCLOPS style arrangement which will facilitate a segregated orbital cycle path, to facilitate the safe passage of cyclists through the junction.

Kill Avenue:

- The existing footpaths on both sides of the carriageway are proposed to be widened to 2m. At one location it is necessary to reduce the footpath width to 1.8m due to the impact on existing mature trees.
- A two-way 3m wide cycle track is proposed on the southern side of the carriageway.
- Public realm improvements are proposed in the existing green space adjacent to Casement Villas including new paths, planting and associated landscaping.

Public realm improvements are proposed in the existing green space adjacent to Rose Park including new paths, planting and associated landscaping. The proposal includes a 3.0m wide footpath which runs parallel to Kill Avenue, which provides an attractive alternative route for pedestrians on Kill Avenue.

Kill Avenue / Glenageary Road Upper / Oliver Plunkett Road / Mounttown Road Lower / Highthorn Park – Signalised Junction

- The existing major five arm signalised junction is proposed to be upgraded to enhance pedestrian and cyclist safety through the junction. The proposal removes the existing left turn slips on Glenageary Road Upper, Oliver Plunkett Road and Mounttown Lower to provide a more compact junction, which will reduce crossing distances for pedestrian and cyclists.
- The junction design will be based on CYCLOPS design, which will include single direct pedestrian crossings on each arm of the junction, as opposed to the existing arrangement where pedestrians have to negotiate 3 crossings per arm on Glenageary Road Upper and Oliver Plunkett Avenue. Cyclist signals will assist to safely control the flow of segregated cyclists through the junction using an orbital cycle track around the junction.

Glenageary Road Upper

- The existing footpaths on both sides of the carriageway are proposed to be widened to 2m.
- it is proposed to introduce a one-way cycle track on the north side of the carriageway and provide a twoway, 3m wide cycle track on the southern side of the carriageway up to the Cualanor Junction.
- East of the junction with Cualanor Avenue, a two-way, 3m wide cycle track is proposed on the north side
 of the carriageway up to Glenageary Roundabout. The provision of this new cycle track within the existing
 carriageway requires the removal of the short length of existing bus lanes on Glenageary Road Upper
 between Laurel Hill and Glenageary Roundabout.
- Cyclist signals will assist to safely control the flow of segregated cyclists through the junction.

Glenageary Road Upper / Cualanor Avenue / Maypark Avenue - Signalised Junction

- The existing four arm signalised junction is proposed to be upgraded to enhance pedestrian and cyclist safety through the junction. The proposal removes the existing left turn slip from Maypark Avenue onto Glenageary Road Upper to provide a more compact junction.

- The proposed junction design is also based on the CYCLOPS style arrangement where single direct crossings on all arms of the junction, to reduce crossing distances for pedestrian. Also an orbital segregated cycle track will facilitate the safe flow of cyclists through the junction.

Mounttown Road Lower

- Existing footpaths are proposed to be upgraded and widened to 1.8m (min).
- A two-way, 3m wide cycle track will be provided on the east side of the carriageway.

Mounttown Road Upper

- Existing footpaths are proposed to be upgraded and widened to 1.8m (min).
- Two single lane 1.5m wide cycle tracks will be provided along the carriageway, one on the Northern Side and one on the Southern Side. There will be a shared surface between pedestrians and cyclists where these two cycle lanes merge onto the pathway near the Eastern section of the road due to insufficient space at a pinch point.
- The two proposed cycle tracks will be raised and segregated from general traffic. Additionally, car parking spaces along Mounttown Road Upper will be moved adjacent to the roadway and these cycle tracks will run on the inside, offering further segregation and protection from cyclists.
- Scheme will tie into the emerging DLRCC Connector Active Travel Scheme at the Western end of the roadway and the Tivoli Road/Mounttown Road Lower Junction at the Eastern end.

Next Steps

It is envisaged that the active travel scheme will be delivered by the submission of a Part 8 planning submission. Therefore, the next project stages will comprise of Public Engagement to facilitate feedback on the emerging scheme.

1. Introduction

Project Background

AECOM on behalf of Dun Laoghaire-Rathdown County Council (DLRCC) has been tasked with undertaking an options assessment for the DL Central Active Travel Improvements scheme. The study area encompasses Kill Avenue, Mounttown Road Lower and Glenageary Road Upper between the junctions of Oliver Plunkett Road and the junction of Sallynoggin Road.

The DL Central scheme aims to improve the current facilities along this busy cycling and walking route; provide an enhanced environment to cater for the increasing cycling and walking demand; and provide improved connections to other key cycling routes.

Scheme Objectives

The objectives of the scheme include the improvement of facilities for people cycling and walking along the proposed route. The scheme objectives are:

- 1. To provide continuous, high-quality and consistent cycling and walking facilities along the route;
- 2. To provided improved public realm areas and overall visual quality;
- 3. Promote modal shift;
- 4. Enhance permeability and creating a place for all;
- 5. Improve bus priority along Kill Avenue up to the Bakers Corner Junction; and,
- 6. Protect and enhance sensitive landscapes.

The remainder of the report is set out as follows:

- **Design Principles** A brief summary of design principles, including quality of service, cycle width calculator and segregation.
- **Existing Infrastructure** A description of the existing conditions on the route based on a combination of desk-top study, site visits and observations.
- Options Assessment The remaining shortlisted options are then assessed in line with the
 requirements of the Common Appraisal Framework (CAF) for Transport Projects and Programmes
 [Department of Transport Tourism and Sport (DTTAS), 2016]. A Multi-Criteria Analysis (MCA) is
 carried out on each option under the standard CAF assessment criteria plus an additional criterion of
 Quality of Service (QOS).

Need for the Scheme

The main reasons supporting the need to improve the current facilities along Kill Avenue, Mounttown Road Lower, Mounttown Road Upper and Glenageary Road Upper are:

- Existing cycle network along Kill Avenue and Glenageary Road and Mounttown Road Upper include advisory
 cycle lanes, with no protected cycle infrastructure. Opportunity to enhance safety for vulnerable road users in
 particular at conflict points i.e. at junctions, driveways and side roads.
- Opportunity to provide a safe and reliable cycle network along Kill Avenue, Mounttown Road Lower, Mounttown Road Upper and Glenageary Road Upper and their junctions.
- 3. Existing bus priority along Kill Avenue is often impacted due to general traffic queuing from Bakers Corner. Opportunity to enhance bus priority at this location. Large concrete areas which could be improved to provide better public realm spaces, like planting and landscaped areas, for users. To improve the public realm including enhancing existing public spaces and improving planting along the routes.

This next section of the report provides context on the scheme and reviews the existing conditions. The issues and network deficiencies identified help to establish the need for the scheme under study.

2. Design Principles

The proposed DL Central scheme aims to provide a high-quality, segregated cycle route, improved pedestrian facilities and enhanced public realm areas to cater for the increasing demand in the area. This chapter will outline the broad design principles that will be adopted when assessing design options for this scheme.

Quality of Service

Central to the development of a preferred option will be the Quality of Service (QOS) of the route.

'Quality of Service is a measurement of the degree to which the attributes and needs of the cyclist are met. In other words it describes the quality of the cycling environment – a high Quality of Service will better meet the 5 Needs of the Cyclist.' (National Cycle Manual, Section 1.4)

Table 2-1 QOS Criteria (Source: National Cycle Manual)

| Quality of Service | Pavement condition (PCI range) | Number of adjacent cyclists | Number of conflicts per 100m of route | Journey time delay (% of total travel time) | HGV influence (% of total traffic volume) |
|-----------------------|-----------------------------------|-----------------------------|--|--|--|
| Level A+ | 86 – 100 | 2 + 1 | 0 – 1 | 0 – 5% | 0-1% |
| Level A | 66 – 85 | 1 + 1 | 0 – 1 | 6– 10% | 0-1% |
| Level B | 51 – 65 | 1 + 1 | 1 – 3 | 11 – 25% | 2 – 5% |
| Level C | 41 – 50 | 1 + 0 | 4 – 10 | 26 – 50% | 6 – 10% |
| Level D | 20 – 40 | 1 + 0 | >10 | >50% | >10% |

The design aims to achieve a Quality of Service (QOS) Level A, where practicable. Section 1.4 of the National Cycle Manual sets out the criteria that are to be met in order to achieve each QOS level. The criteria are reproduced in the table below. To achieve a certain QOS level at least four of the five requirements for that level must be met. For example, to meet QOS Level A, four of the following are required:

- 1. Pavement condition (PCI range) of 66-85
- 2. Journey time delay of 6-10% (of total travel time)
- 3. HGV influence 0-1% (of total traffic volume)
- 4. Number of adjacent cyclists: 1+1 (i.e. space for overtaking)
- 5. Number of conflicts per 100m of route: 0-1

Width

The National Cycle Manual width calculator is a tool to determine the appropriate width of a cycle lane or track. This includes three basic elements:

- 1. Space to the left of a cyclist;
- 2. Space required to support the cycling regime (two-abreast, single file, overtaking etc); and
- 3. Space to the right of a cyclists.

This calculator also allows for other geometric features such as sharp bends, turning pockets for cyclists and loading bays/taxi ranks. Furthermore, the manual provides tips to create additional effective width for cyclists. This includes reducing kerb heights between the cycle lane/track and footpath to 50mm or lower so that it doesn't catch the lower pedal of the bicycle and using side draining gullies in the cycle lane/track.

Junctions

The DL Central Cycle route will interact with traffic at junctions and accesses along the proposed route. In keeping with the National Cycle Manual, the recommended option will seek to minimise the frequency of vehicle conflicts, in order to optimise the Quality of Service for cyclists.

For the signalised junctions along the DL Central scheme, the safe progression of cyclists through these junctions will have to be considered carefully. It is proposed that cyclists are separated from larger traffic (particularly HGVs) when performing turning manoeuvres. This can be done by providing cyclists with physical segregation, advanced stop lines/advanced stacking locations, a dedicated signal stage or providing cyclists with an 'early start' traffic signal which will allow them to advance through the junction by approximately six seconds before other vehicles are given a green light.

Access & Interchange

The connection of the cycle route with other existing facilities and the ability to interchange with bus routes will be important in providing a robust and effective route. This will include safe accessibility for other cyclists to safely and easily access/egress the cycle route at various points. Furthermore, the provision of safe crossing facilities for other road users such as pedestrians and people needing to access/egress properties will also have to be considered.

Pedestrian and Cycle Priority

Designing for pedestrian and cycle priority at conflict points across side roads and entrances will assist to enhance safety for vulnerable road users. The scheme will promote pedestrian and cyclist priority at the conflict points as per the DMURS guidelines. Figure 2-2 below illustrates examples where similar priority has been designed for pedestrians and cyclists.



Figure 2-2 Examples of Continuous Pedestrian and Cycle Priority (Source Google Maps)

3. Existing Infrastructure

This section summarises the findings of an assessment of the existing infrastructure conditions throughout the scheme. This represents a documentation of the existing issues and problems along this scheme. It is based on an assessment of the needs of pedestrians and cyclists, general road safety issues, road and public transport infrastructure, and points of congestion/conflict.

Site Description

The study area consists of Kill Avenue, Mounttown Road Lower, Mounttown Road Upper and Glenageary Road Upper between the junction with the R830 and Glenageary Roundabout, a distance of 2.2km as shown in Figure 3.1 below. The scheme forms part of a road network linking Glenageary in the east to Deansgrange in the west. The route also serves a number of Dublin Bus and GoAhead Bus Routes.



Figure 3-1 Scheme Extents

Route Sections

For the purposes of examining existing conditions and assessing design options the route has been divided into three sections as shown in Figure 3.2. A summary of the existing characteristics of each route section is given in the sections below.



Figure 3-2 Route Sections

Section 1 Kill Avenue (Bakers Corner Junction to Ashgrove)

Typical road widths on Kill Avenue on this section are 15m between the road boundaries. The carriageway is typically 10.5m wide and comprises of a traffic lane in each direction and a cycle lane on the northern side of the carriageway and a bus lane on the southern side of the carriageway, there is no cycle facility provided on the southern side of the carriageway.

The advisory cycle lane on the northern side of the road carriageway is typically 1.4m wide and has a narrower effective width due to existing gullies. The footpath widths on the north side are typically 2m; on the south side footpath width is typically 1.8m.

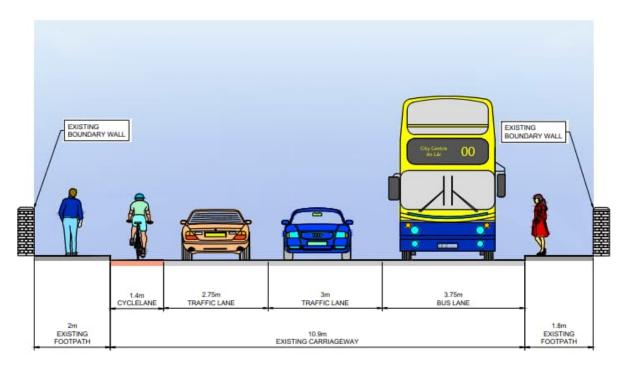


Figure 3-3 Typical Cross Section - Section 1



Figure 3-4 Typical Road Layout of Section 1

Section 2: Kill Avenue (Ashgrove to Glenageary Road Upper)

Typical road widths on Kill Avenue along this section are 14.5m between the road boundaries. The carriageway is typically 7.25m wide and comprises a traffic lane and advisory cycle lane in each direction and footpaths on both sides. The advisory, unsegregated cycle lane is typically 1.4m wide. The footpath widths on the north side are typically 1.8m; on the south side the footpath is quite wide, typically 5.5m with a strip of trees/green area.

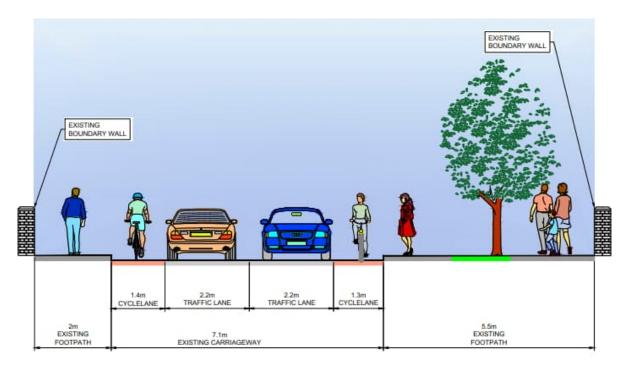


Figure 3-5 Typical Cross Section – Section 2



Figure 3-6 Typical Road Layout of Section 2

Section 3: Glenageary Road Upper (Kill Avenue to Cualanor)

Typical road widths on Glenageary Road Upper on this section are 21m between boundary walls. However, there are certain sections where this increases to 25m. The carriageway is typically 17m wide and comprises multiple traffic lanes and an advisory cycle lane in each direction and footpaths on both sides. The unsegregated cycle lane is typically 1.4m wide and has a narrower effective width due to drainage channels and gullies. The footway widths are relatively consistent and uninterrupted by trees or lighting columns.

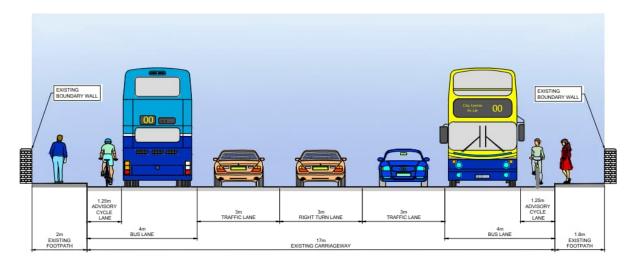


Figure 3-7 Typical Cross Section – Section 3



Figure 3-8 Typical Road Layout of Section 3

Section 4: Glenageary Road Upper (Cualanor to Glenageary Roundabout)

The typical width between boundary walls narrows from 16m at Gowrie Park to 13.5m at Glenageary Roundabout. The carriageway is typically 10.5m wide along this section and comprises a traffic lane and cycle lane in each direction and footpaths on both sides. The unsegregated cycle lane is typically 1.3m wide and has a narrower effective width due to drainage channels and gullies. There are also areas of ponding on the cycle lanes due to an uneven surface.

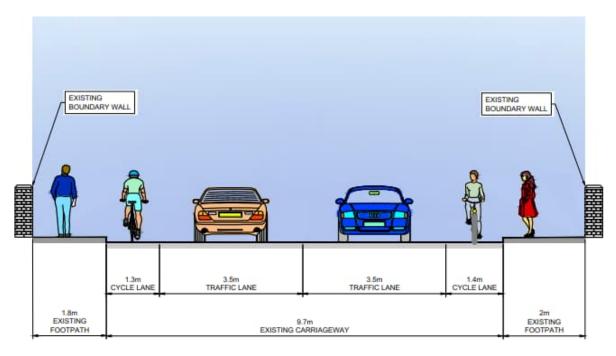


Figure 3-9 Typical Cross Section - Section 4



Figure 3-10 Typical Road Layout of Section 4

Section 5: Mounttown Lower

Typical road widths on Mounttown Lower are 15m between boundary walls. However, there is a certain section where this decreases to 12m. The carriageway is typically 10m wide and comprises a traffic lane and cycle lane in each direction and footpaths on both sides. The footpath widths vary along this section but the effective width is reduced due to lighting columns, traffic signal poles, and controller boxes.

Cars are often parked along Mounttown Lower, in particular on the western side of the carriageway near to the Woodlawn Park junction. Parking is predominately associated with motorists accessing the retail services along Mounttown Lower.

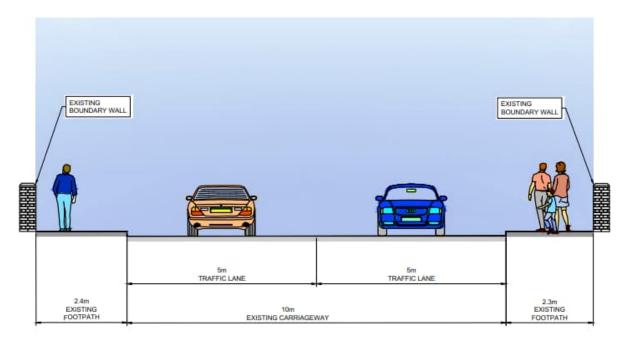


Figure 3-11 Typical Cross Section – Section 5



Figure 3-12 Typical Cross Section – Section 5

Section 6: Mounttown Road Upper

At present, Mounttown Road Upper of a lane for general traffic in either direction, an unsegregated cycle lane on either side of the corridor which run parallel to these road lanes and a footpath also each side. Typical widths along this section range drastically from 10.5m at the narrowest point to 35m wide at the central and widest segment. The current cycling tracks run along the general traffic lanes and parking spaces exist in between these cycle lanes and the pedestrian pathways for much of this section. These cycle tracks run in front of two bus stops, one on the Northern side and one on the Southern side.

Additionally, the footpaths along this section range from 1.8m wide to 5m wide. The effective width of these footpaths is particularly decreased at the Eastern section of the roadway due to lighting columns and residential waste bins which are often left on the pathways.



Figure 3-13 Typical Cross Section - Section 6



4. Options Assessment – Multi-Criteria Analysis

This stage comprises an assessment of potential scheme options identified along each section of the route, using the criteria defined in section 4.1 below.

Methodology

A Multi-Criteria Analysis (MCA) can be applied under common headings to determine the range of positive effects and negative effects in a single framework to allow easy comparison of alternative options in decision-making. The 'Common Appraisal Framework for Transport Projects and Programmes' published by the Department of Transport, Tourism and Sport (DTTAS), was used as a basis for providing the criteria that were used when assessing the various options for this scheme and is detailed below.

- Economy;
- Safety;
- Integration;
- Environment;
- Accessibility and Social Inclusion;
- Physical Activity.

An additional criterion of **Quality of Service** has been added to the assessment as the delivery of a Level A route is a fundamental objective of the scheme. It is assumed that all options will provide a significantly improved pavement condition (cycling surface), therefore, it has not been included as a sub-criteria for the assessment.

Table 4-1 MCA Criteria

| Criterion | Assessment Sub-Criteria | Description |
|-------------|---|---|
| | 1.a. Capital Cost | Overall cost of the project |
| Economy | 1.b. Transport Reliability and Quality (Journey Time) | Impact on journey reliability and quality |
| | 2.a. Land Use Integration | Assessment of compatibility with land use strategies and regional and local plans, assessment of support for land use factors |
| | 2.b. Residential Population and Employment Catchments | Impact upon existing residential areas |
| | 2.c. Transport Network Integration | Impact on the operation of other transport services both during construction and in operation. |
| Integration | 2.6. Hansport Network Integration | Impact on the development of other transport infrastructure projects during construction. |
| | 2.d. Cycle Network Integration | Impact on ease of interchange between modes. Impact on the development of other cycle |
| | | infrastructure projects. |
| | 2.e. Traffic Network Integration | Impact on traffic for wider traffic network |

| Accessibility & Social | 3.a. Vulnerable Groups | Impacts on low-income groups, non-car owners, people with a disability | |
|---------------------------|-----------------------------------|--|--|
| Inclusion | 3.b. Deprived Geographic Areas | Impact of project on deprived areas. | |
| Safety | 4.a. Road User Safety | Accident reduction impacts including impacts on particular groups of road users. | |
| | 5.a. Air Quality | Impacts to greenhouse gas emissions and local air quality. | |
| | 5.b. Landscape and Visual Quality | Key landscape characteristics affected; Effects on key views; Impact on intrinsic character of landscape. | |
| Environment | 5.c. Biodiversity | Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource. | |
| | 5.d. Cultural Heritage | Overall effect on cultural, archaeological and architecture heritage resource. | |
| | 5.e. Land Use | Overall impact on land take, property and geology. | |
| | 6.a. Number of adjacent cyclists | Capacity for cycling two abreast and/or overtaking. | |
| Quality of | 6.b. Number of conflicts | Potential interruptions to a cyclist per 100m. | |
| Service | 6.c. Junction time delay | Actual time delay at junctions as a percentage of the overall journey time. | |
| | 6.d. HGV Influence | The number of HGVs and buses adjacent to cyclist. | |
| Physical Activity | 7.a. Physical Activity Impacts | The health benefits derived from using different transport modes. | |

For each assessment criteria considered, options are compared against each other based on a five-point scale, ranging from having significant advantages to significant disadvantages over other scheme options. For illustrative purposes, this five-point scale is colour coded as presented in the table below with advantageous options graded to 'dark green' and disadvantageous options graded to 'dark red'. An expanded version of this MCA is also provided in Appendix A.

Table 4-2 Five Point Scoring Scale

| Colour | Description | | | |
|--------|---|--|--|--|
| | Significant advantages over the other options | | | |
| | Some advantages over other options | | | |
| | Neutral compared to other options | | | |
| | Some disadvantages compared to other options | | | |
| | Significant disadvantages compared to other options | | | |

Road Sections

For ease of assessment the proposed route shall be broken up into the following:

- Section 1 Kill Avenue (Bakers Corner to Ashgrove)
- Section 2 Kill Avenue (Ashgrove to Glenageary Road Upper)
- Section 3 Glenageary Road Upper (Kill Avenue to Cualanor)
- Section 4 Glenageary Road Upper (Cualanor to Glenageary Roundabout)
- Section 5 Mounttown Road Lower
- Section 6 Mounttown Road Upper

Each section was assessed against four options

- Option A, Do Nothing, this option would retain the existing conditions for pedestrians and cyclists along the route. This option would offer no improvement to the existing conditions and thus not achieve the sustainability targets and strategies for the implementation of an active travel network. This would not cater for future cycling and walking demand and would not enhance safety for all road users along the route. Therefore, the Do-Nothing option would not meet the objectives of the scheme
- Option B, Two Way (segregated) cycle track on the Southern Side of the road; this option proposes
 to incorporate a segregated two way cycle track via reallocation of road space. The two way cycle track
 will be a 3m minimum.
- Option C, Two Way (segregated) cycle track on the Northern Side of the road; this option also
 proposes to incorporate a segregated two way cycle track via reallocation of road space. The two way
 cycle track will be a 3m minimum.
- Option D, One-way (segregated) cycle tracks on both sides of the road. The single lane cycle track
 will be 2m wide (min), therefore requiring 4m total to accommodate a single cycle track on both sides of
 the carriageway.

Junctions

The following major junctions within the scheme have been subject to an MCA:

- Junction 1 Glenageary Road Upper / Cualanor Junction
- Junction 2 Kill Avenue / Glenageary Road Upper / Mounttown Lower / Oliver Plunkett Road 5-arm junction
- Junction 3 Kill Avenue / Claremount Avenue Junction
- Junction 4 Kill Avenue / Rochestown Avenue / Abbey Road

Each section was assessed against four options:

- Option A, Do Nothing, this option proposes to maintain the existing junction layouts throughout the route. This option would offer no improvement to the existing route. This would not cater for future cycling and walking demand and would not enhance safety for all road users along the route. Therefore, the Do-Nothing option would not meet the objectives of the scheme.
- Option B, CYCLOPS Junction, this option positions the pedestrian crossings on the inside of the cycle
 lanes across the arms of the junction. Pedestrian crossing distances are minimised as a result. Pedestrian
 crossings that are proposed across the cycle tracks are uncontrolled crossings. The key design features
 include an orbital cycle track controlled crossing points to allow pedestrians to cross to islands within a
 central signal-controlled area.

Left-turning cyclists can effectively bypass the junction, while giving way to pedestrians crossing as well as cyclists already on the orbital cycle track. Signal controlled pedestrian crossing distances are reduced when compared to traditional junction layouts, due to the fact that pedestrians cross the cycle track in a separate movement. Pedestrian crossings are also close to the pedestrian desire line. However, the

number of crossings for pedestrians is increased as pedestrians must cross the cycle track to access the central signal-controlled area. Figure 4-1 overleaf illustrates a typical layout of a CYCLOPS style junction.

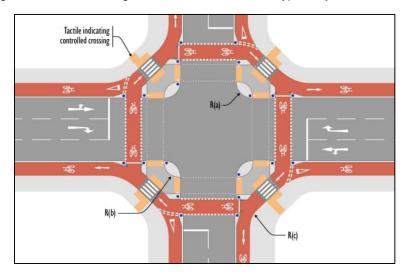


Figure 4-1 Indicative CYCLOPS layout

Option C, Protected Junction, this layout of junction provides physical kerb build-outs to protect cyclists through the junction. The key design features relating to this junction type are that the traffic signal arrangement removes any uncontrolled conflict between pedestrians and cyclists. Kerbed corner islands are provided to remove the risk of vehicles cutting into the cycle route at the junction corner. These raised islands create a protected ring for cyclists navigating the junction, improving safety for right turning cyclists. Figure 4-2 illustrates a typical protected junction layout.



Figure 4-2 Indicative Protected Junction layout

Option D, Dutch Style Roundabout, this option incorporates a segregated orbital cycle path, giving
priority for cyclists and pedestrians on the entry and exits of the junction. Figure 4-3 illustrates a typical
Dutch Style roundabout junction constructed in the UK.



Figure 4-3 Indicative Dutch Style Roundabout Junction layout

Multiple Criteria Analysis

Section 1 – Kill Ave (Bakers Corner to Ashgrove)

For this section, an MCA was undertaken to assess the four design options as set out in Section 4.2 on Kill Avenue. Details of the options assessment undertaken for Section 1 are presented in Appendix A. An options summary table below presents the relative ranking of each option under the assessment criteria.

Table 4-3 Section 1 Kill Avenue (Bakers Corner to Ashgrove) MCA

| | Section 1 – Kill Avenue (Bakers Corner to Ashgrove) | | | | |
|------------------------------------|---|---|---|---|--|
| Criteria/ Impacts | Option A | Option B | Option C | Option D | |
| | Do Nothing | Two way cycle track on south side of road | Two way cycle track on north side of road | One way cycle track on both sides of road | |
| Economy | | | | | |
| Safety | | | | | |
| Environment | | | | | |
| Accessibility and Social Inclusion | | | | | |
| Integration | | | | | |
| Quality of Service | | | | | |
| Phyiscal Activity | | | | | |
| Overall Ranking | 4th | 1st | 2nd | 3rd | |

Option B, a 3m two-way cycle track on the south side of Kill Avenue scores higher than the other options. Below is a summary of the key benefits associated with this option:

- **Safety**: a two-way cycle track on the south side will have less conflicts that a cycle track on the northern side. The southern side benefits cyclists by having no conflicts with side roads, only entrances to an existing church, Dun Laoghaire Institute and the fire station. The northern side would conflict with side roads (Rose Park and Ashgrove) and entrances associated with Glebe Hall and no. 56 Kill Avenue.
- **Integration**: a two-way cycle track on one side of the carriageway scores better than the single track on both sides. This is because a two-way cycle track can be designed to 3m width, in comparison to a single cycle track on both sides which requires 2m either side (totalling 4m). Therefore the reduced space requirement of a 3m two way cycle track scores higher because of the reduced requirements in

comparison to 4m. In particular in this section, where the extra 1m would potentially require land take and removal of existing trees.

- Quality of Service: a two-way cycle track on one side of the carriageway facilitates cycling two abreast and overtaking. The southern side of Kill Avenue will have fewer conflicts in comparison to the northern side. The existing entrances on the southern side is with a church, the Dun Laoghaire Institute and a fire station. There will be peaks associated with traffic arriving and departing from the church and the Dun Laoghaire Institute, but outside of their opening times, traffic volumes is anticipated to be low, providing fewer potential conflicts between cyclists and general traffic. In comparison the northern side would result in potential conflict with traffic exiting Rose Park and Ashgrove at all times of the day.
- Accessibility: a two-way cycle track on the southern side of the carriageway will provide direct access
 for sustainable travel to Monkstown Educate Together and Dun Laoghaire Institute, which are both
 located on the southern side of the carriageway.

On the basis of the above, it is proposed to progress Option B, a 3m two-way cycle track on the south side of Kill Avenue between Bakers Corner and Ashgrove to the preferred design.

Section 2 – Kill Ave (Ashgrove to Glenageary Road Upper)

For this section, an MCA was undertaken to assess the four design options as set out in Section 4.2 on Kill Avenue. Details of the options assessment undertaken for Section 2 of the route are presented in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented below.

Table 4-4 Section 2 – Kill Avenue (Ashgrove to Glenageary Road Upper)

| | Section 2 – Kill Avenue (Ashgrove to Glenageary Road Upper) | | | | |
|------------------------------------|---|---|---|---|--|
| | Option A | Option B | Option C | Option D | |
| Criteria/ Impacts | Do Nothing | Two way cycle track on south side of road | Two way cycle track on north side of road | One way cycle track on both sides of road | |
| Economy | | | | | |
| Safety | | | | | |
| Environment | | | | | |
| Accessibility and Social Inclusion | | | | | |
| Integration | | | | | |
| Quality of Service | | | | | |
| Phyiscal Activity | | | | | |
| Overall Ranking | 4th | 1st | 2nd | 3rd | |

In summary both Options B and C score comparatively. Given that Option B scored better for Section 1, for continuity benefits it is recommended that Option B, a two-way cycle track on the southern side of the carriageway is progressed in Section 2. Below is a summary of the key benefits associated with this option:

- **Safety**: an existing industrial estate is located to the northern side of Kill Avenue, which generates HGVs accessing and exiting the site. By proposing a two-way cycle track on the southern side of the carriageway this will ensure cyclists avoid the potential conflict with larger vehicles accessing the industrial units.
- **Integration**: the two-way cycle track on the southern side of the carriageway will tie directly into residential estates to the south of Kill Avenue including Ardmore Park, Carriglea Gardens and Claremont Avenue. Furthermore, Claremont Avenue provides permeability towards Honeypark playground and park, and also to a short greenway that connects onto Sallynoggin Park.

- Quality of Service: a two-way cycle track on one side of the carriageway facilitates cycling two abreast
 and also for overtaking. As the carriageway width reduces in this section in comparison to Section 1,
 Option D (a 2m cycle track on both sides) will be difficult to achieve due to the width constraints. Therefore
 two way cycle track is recommended in this section.
- Environment: Options B and C propose a two way cycle track will require 3m width in comparison to Option D, a single cycle track on both sides which requires 4m width. In Options B and C, the existing grassed verge can be maintained on the southern side of the road, which cannot be achieved in Option D. This grassed verge is proposed as part of landscape improvements.

On the basis of the above, it is proposed to progress Option B, a 3m two-way cycle track on the south side of Kill Avenue between Ashgrove and Glenageary Road Upper is the preferred design.

Section 3 – Glenageary Road Upper (Kill Av to Cualanor)

For this section, an MCA was undertaken to assess the four design options as set out in Section 4.2 on Glenageary Road Upper. Given the existing wide carriageway, a two way option can be facilitated on one side of the carriageway, whilst a single lane cycle track can also be facilitated on the other side.

Details of the options assessment undertaken for Section 3 of the route are presented in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented below.

Table 4-5 Section 3 Glenageary Road Upper (Kill Av to Gowrie Park) Options Summary Table

| | Section 3 – Glenageary Road Upper (Kill Av to Cualanor) | | | | |
|------------------------------------|---|--|---|--|--|
| Criteria/ Impacts | Option A | Option B | Option C | Option D | |
| | Do Nothing | Two way cycle track on south side road | Two way cycle track on north side of road | One way cycle track on both sides road | |
| Economy | | | | | |
| Safety | | | | | |
| Environment | | | | | |
| Accessibility and Social Inclusion | | | | | |
| Integration | | | | | |
| Quality of Service | | | | | |
| Physical Activity | | | | | |
| Overall Ranking | 4th | 1st | 2nd | 3rd | |

In summary Options B scores highest for Section 3, below is a summary of the key benefits associated with this option:

- Safety: Option B proposes a two-way cycle track on the southern, which will provide cyclists with a conflict free route between along Glenageary Road Upper between Kill Avenue and Maypark Avenue. In comparison on the northern side of the carriageway, a number of existing residential entrances would result in a higher potential of conflict between cyclists and motorists
- Quality of Service, Options B, two-way cycle track on the southern side provides an opportunity for a
 high quality of service due to the reduced number of conflict locations in comparison to Option C. A two
 way cycle track proposed as part of Options B and C, will give greater space for cyclists to cycle two
 abreast or overtaking.

Section 4 – Glenageary Road Upper (Cualanor to Glenageary Roundabout)

For this section, an MCA was undertaken to assess the four design options as set out in Section 4.2 on Glenageary Road Upper.

Details of the options assessment undertaken for Section 4 of the route are presented in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented in below

Table 4-6 Section 4 Glenageary Road Upper (Cualanor to Glenageary Roundabout) Options Summary

| Section 4 | Section 4 – Glenageary Road Upper (Cualanor to Glenageary Roundabout) | | | | | |
|------------------------------------|---|---|---|---|--|--|
| | Option A | Option B | Option C | Option D | | |
| Criteria/ Impacts | Do Nothing | Two way cycle track on south side of road | Two way cycle track on north side of road | One way cycle track on both sides of road | | |
| Economy | | | | | | |
| Safety | | | | | | |
| Environment | | | | | | |
| Accessibility and Social Inclusion | | | | | | |
| Integration | | | | | | |
| Quality of Service | | | | | | |
| Physical Activity | | | | | | |
| Overall Ranking | 4th | =1st | =1st | 3rd | | |

In summary Options B and C score comparably, below is a summary of the key benefits associated with this option:

- Safety: Option C proposes a two-way cycle track on the northern side of the carriageway. The northern side of the carriageway has approximately 5no. side roads or entrances, in comparison to Option B the southern side of the carriageway which has approximately 30no. entrances or side roads. Therefore, the northern side of the carriageway will provide a safer environment for cyclists by ensuring fewer conflict locations.
- **Environment (land use)**, the carriageway width reduces along Glenageary Road Upper between Greythorn Park and Glenageary Roundabout. Option D, a single 2m cycle track on both sides is difficult to achieve due to width constraints and land take would be necessary. A 3m two way cycle track as per Option B and C provides a facility for cyclists without land take.
- **Integration**, the proposed two way cycle track on the northern side of the carriageway would eventually connect to the emerging two way cycle track proposed along Glenageary Road Upper between Glenageary Roundabout and Adelaide Road.
- **Quality of Service**, Options B and C propose a two-way cycle track, which will give greater space for cyclists to cycle two abreast or overtaking.

Section 5 - Mounttown Road Lower

For this section, an MCA was undertaken to assess the four design options as set out in Section 4.2 on Glenageary Road Upper.

Details of the options assessment undertaken for Section 5 of the route are presented in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented in **Error! Reference source not found.** below.

Table 4-7 - Section 5 Mounttown Road Lower Options Summary

| | Section 5 – Mounttown Road Lower | | | | |
|------------------------------------|----------------------------------|--|--|---|--|
| | Option A | Option B | Option C | Option D | |
| Criteria/ Impacts | Do Nothing | Two way cycle track on east side of road | Two way cycle track on west side of road | One way cycle track on both sides of road | |
| Economy | | | | | |
| Safety | | | | | |
| Environment | | | | | |
| Accessibility and Social Inclusion | | | | | |
| Integration | | | | | |
| Quality of Service | | | | | |
| Physical Activity | | | | | |
| Overall Ranking | 4th | 1st | 2nd | 3rd | |

In summary Options B, a two way cycle track on the eastern side of the carriageway scores highest for Section 5, a summary of the key benefits associated with this option is as follows:

- **Environment (land use)**, the carriageway width along Mounttown Road Lower is constrained in width. Option D, a single 2m cycle track on both sides is not achievable without land take. A 3m two way cycle track as per Option B and C provides a facility for cyclists without land take.
- Quality of Service, the western side of the carriageway serves an existing pub and a number of small retail units. These land uses will generate large vehicles such as HGVs for deliveries and servicing. A cycle track on the western side would therefore likely increase the potential risk between cyclists and HGVs in comparison to a two way facility on the eastern side of the carriageway. Options B and C propose a two-way cycle track, which will give greater space for cyclists to cycle two abreast or overtaking.
- Quality of Service (number of conflicts), the western side of the carriageway has a greater number of
 entrances and side roads in comparison to the eastern side of the carriageway, therefore the eastern side
 would be more preferential for the reduced number of conflict locations.

Section 6 – Mounttown Road Upper

Details of the options assessment undertaken for Section 6 of the route are presented in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented in **Error! Reference source not found.** below.

Table 4-8 - Section 6 Mounttown Road Upper Options Summary

| | Section 6 – Mounttown Road Upper | | | | |
|------------------------------------|----------------------------------|--|--|---|--|
| | Option A | Option B | Option C | Option D | |
| Criteria/ Impacts | Do Nothing | Two-way cycle track on Northern side of road | Two-way cycle track on Southern side of road | One-way cycle track on both sides of road | |
| Economy | | | | | |
| Safety | | | | | |
| Environment | | | | | |
| Accessibility and Social Inclusion | | | | | |
| Integration | | | | | |
| Quality of Service | | | | | |
| Physical Activity | | | | | |
| Overall Ranking | 17 | 23 | 24 | 25 | |

In summary Options D, a one cycle track on either side of the corridor scores highest for Section 6, a summary of the key benefits associated with this option is as follows:

- Safety, the current cycle tracks on either side of Mounttown Road Upper are inadequate as they provide no segregation for cyclists from general traffic. It is proposed in Option D to address this by having the cycle tracks be raised up about the road level and also, they will run behind the newly located parking spaces. Essentially, the car parking spaces and raised level will ensure that cyclists are kept away from the general traffic lanes, increasing safety and encouraging modal shift to cycling.
- **Accessibility**, the Northern side of the carriageway serves a large Junior School and a Secondary School. The proposed Option D will assure that cycling is an accessible mode of travel for all students as cycle lane segregation and connectivity would encourage students to cycle to school.
- Quality of Service, Option D will increase the quality of service along this section for both cycle tracks
 due to enhanced segregation, particularly from readjusted parking spaces and bus stop bypasses. This
 segregation will reduce conflict points for cyclists and enhance the quality along the route.

Junction 1 – Glenageary Road Upper / Cualanor Avenue / Maypark Avenue

For this section, an MCA was undertaken to assess the three design options as set out in Section 4.2.1 on Junction 1 (Glenageary Road Upper / Cualanor Avenue / Maypark Avenue). Details of the options assessment undertaken for Junction 1 is presented in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented in below.

Table 4-9 Junction Options Summary Table

| | Junction 1 | | | | | |
|------------------------------------|------------|------------------|--------------------|--|--|--|
| | Option A | Option B | Option C | | | |
| Criteria/ Impacts | Do Nothing | CYCLOPS Junction | Protected Junction | | | |
| Economy | | | | | | |
| Safety | | | | | | |
| Environment | | | | | | |
| Accessibility and Social Inclusion | | | | | | |
| Integration | | | | | | |
| Quality of Service | | | | | | |
| Physical Activity | | | | | | |
| Overall Ranking | 3rd | 1st | 2nd | | | |

- **Safety**, both Options B and C score highly on road safety, but Option B (CYCLOPS) scores higher because the design will enable segregated cycle crossing stage through the junction. Cyclists will also have a dedicated cycle/pedestrian stage, where there is no conflict with vehicle movements.
- Quality of Service, a segregated cyclist crossing is proposed in Option B, which will assist to reduce potential conflicts between cyclists and vehicles. The external orbital cycle track facilitates the incorporation of a 2-way cycle track providing additional space for queuing at cycle user stop lines. It also allows cyclists cross from the two-way cycle track on the northern side of the carriageway to the southern side of the carriageway (or vice versa) in one stage rather than two. The CYCLOPS junction also facilitates a two-way facility across the side arms, allowing for easy access into Cualanor and Maypark Avenue.
- **Environment**, both Options B and C score highly and provide an opportunity to introduce landscaping, public realm and biodiversity improvements. This can be accommodated by designing a more compact junction and removing the existing left turn slip.
- **Accessibility and Social Inclusion**, both Options B and C will propose a more compact junction, thus reducing crossing distances for pedestrians.

Junction 2 – Kill Avenue / Highthorn Park / Oliver Plunkett Road / Mounttown Road Lower

For this section, an MCA was undertaken to assess the four design options as set out in Section 4.2.1 on Junction 2 (Kill Avenue / Highthorn Park / Oliver Plunkett Road / Mounttown Road Lower). Details of the options assessment undertaken for Junction 2 of the route are presented in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented in below.

Table 4-10 - Junction 2 Kill Av / GRU 5-arm Junction Options Summary Table

| | Junction 2 Junction 2 | | | | |
|------------------------------------|------------------------|---------------------|--------------------|---------------------------|--|
| Criteria/ | Option A | Option B | Option C | Option D | |
| Impacts | Do Nothing | CYCLOPS Junction | Protected Junction | Dutch Style Roundabout | |
| Economy | | | | | |
| Safety | | | | | |
| Environment | | | | | |
| Accessibility and Social Inclusion | | | | | |
| Integration | | | | | |
| Quality of Service | | | | | |
| Physical Activity | | | | | |
| Overall Ranking | 4th | 1st | 2nd | 3rd | |

- **Safety**, Option B (CYCLOPS) scores highest because the design will enable a dedicated cycle/pedestrian stage, where there is no conflict with vehicle movements.
- Quality of Service, a segregated cyclist crossing is proposed in Option B, which will assist to reduce conflicts between cyclists and vehicles in comparison to a protected junction or a Dutch style junction. The external orbital cycle track facilitates the incorporation of a 2-way cycle track providing additional space for queuing at cycle user stop lines. This additional space allows the continuation of cyclists between Glenageary Road Upper and Kill Avenue (or vice versa), without being impeded by waiting cyclists at the stop lines.
- **Environment,** a Dutch style roundabout will require a large footprint and therefore provided limited opportunities for new planting.

Junction 3 - Kill Av / Claremount Av Junction

Details of the options assessment undertaken for Junction 3, Kill Avenue and Claremount Avenue of the route are presented in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented in below.

Table 4-11 Junction 3 Kill Avenue / Claremount Av Junction Options Summary Table

| Junction 3 | | | | | |
|------------------------------------|------------|------------------|--------------------|--|--|
| Criteria/ | Option A | Option B | Option C | | |
| Impacts | Do Nothing | CYCLOPS Junction | Protected Junction | | |
| Economy | | | | | |
| Safety | | | | | |
| Environment | | | | | |
| Accessibility and Social Inclusion | | | | | |
| Integration | | | | | |
| Quality of Service | | | | | |
| Physical Activity | | | | | |
| Overall Ranking | 3rd (| 1st | 2nd | | |

- **Safety**, Option B (CYCLOPS) scores higher because the design will enable a separate cycle crossing stage during the signal cycle.
- Quality of Service, a segregated cyclist crossing is proposed in Option B, which will assist to reduce conflicts between cyclists and vehicles in comparison to a protected junction.
- Environment, both Options B and C score highly and provide an opportunity to introduce landscaping, public realm and biodiversity improvements. This can be accommodated by designing a more compact junction.

Junction 4 – Bakers Corner, Kill Avenue / Kill Lane / Rochestown Avenue

Details of the options assessment undertaken for the Bakers Corner junction is illustrated in Appendix A. An options summary table that summarises the relative ranking of each option under the assessment criteria is presented in below.

Table 4-12 Junction 4 Bakers Corner

| | Junction 4 | | | | | |
|------------------------------------|------------|------------------|--------------------|--|--|--|
| | Option 1 | Option 2 | Option 3 | | | |
| Criteria/ Impacts | Do Nothing | CYCLOPS Junction | Protected Junction | | | |
| Economy | | | | | | |
| Safety | | | | | | |
| Environment | | | | | | |
| Accessibility and Social Inclusion | | | | | | |
| Integration | | | | | | |
| Quality of Service | | | | | | |
| Physical Activity | | | | | | |
| Overall Ranking | 18 | 22 | 18 | | | |

- **Safety**, Option B (CYCLOPS) scores higher because the design will facilitate a separate cycle crossing stage during the signal cycle.
- Quality of Service, a segregated cyclist crossing is proposed in Option B, which will assist to reduce conflicts between cyclists and vehicles in comparison to a protected junction. The external orbital cycle track facilitates the incorporation of a 2-way cycle track providing additional space for queuing at cycle user stop lines This additional space allows the continuation of cyclists between Kill Avenue and Rochestown Avenue, without being impeded by waiting cyclists at the stop lines.
- Environment, both Options B and C score highly and provide an opportunity to introduce landscaping, public realm and biodiversity improvements. This can be accommodated by designing a more compact junction.

5. Conclusion

Following a comprehensive Options Assessment, network option B (Two-way (segregated) cycle track) has emerged as the preferred design for the proposed cycle route improvement scheme for all sections except Mounttown Road Upper where a one way cycle track on either side configuration is preferable. It is recommended that Option B is progressed to preliminary design with a view to advancing this to planning and implementation stages for Sections 1 to 5 whereas Option D should be progressed for Section 6. These will inform the scope for widening along each side of the carriageway and the associated impacts. The multiple criteria analysis that was carried out to determine the preferred option is detailed in Appendix A.

Due to the inherently complex nature of mixed mode movements at junctions, the provision for cyclists at junctions is a critical factor in managing conflict and providing safe junctions for all road users. From the assessment junction option B (CYCLOPS junction) was determined to deal with this issue the most effectively.

Appendix A MCA

Prepared for: Dun Laoghaire Rathdown County Council

Project number: 60661468

Section1 (Kill Av)

| | | | 1 | 1 | 1 |
|--------------------|--|---|---|---|---|
| | Criteria/Impacts | Option A: Do Nothing | Option B: Two way cycle track on south side of Kill Av | Option C: Two way cycle track on north side of Kill Av | Option D: one way cycle track on both sides of Kill Av |
| | | | | | |
| | Economy Safety | 4 | 3 | 3 | 3 |
| | Satety Environment | 2 | 4 | 4 | 4 |
| | Accessibility and Social Inclusion | 2 | 5 | 4 | 4 |
| | Integration Quality of Service | 3 | 4 | 4 | 3 |
| | Physical Activity | 2 | 4 | 4 | 4 |
| | TOTAL | 13 | 24 | 22 | 21 |
| | | | | | |
| | Overall Economy | 3.5 | 3 | 3 | 3 |
| | Capital Cost | 5 | 2 | 2 | 2 |
| Economy | Comments | A Do Nothing option would not have any costs associated with it apart from the ongoing maintenance costs for this section of road. | Capital cost occuring from the construction of raised adjacent cycleway and | Capital cost occuring from the construction of raised adjacent cycleway and | Capital cost occuring from the construction of raised adjacent cycleway and footpath |
| - | Transport Reliability and Quality (Journey Time) | the ongoing maintenance costs for this section of road. | footpath 4 | footpath 4 | tootpath 4 |
| | Comments | No change to transport reliability and quality | The scheme will encorage a shift in transport modes which will have a | The scheme will encorage a shift in transport modes which will have a | The scheme will encorage a shift in transport modes which will have a |
| | Communa | reo change to nanaport renaemty and quanty | minormpact on journey reliability and quality. | minormpact on journey reliability and quality. | minormpact on journey reliability and quality. |
| | Overall Safety | 1 | 5 | 4 | 4 |
| | Road User Safety | | 6 | 4 | 4 |
| Safety | road D.C. Sarcty | No upgrade to be provided to existing facilities to improve safety | Existing pedestrian and cyclist facilities to be upgraded providing a safer | This option will create more conflict points over option B but will still | - |
| | Comments | | environment for these road users over existing conditions. Two way cycle | provide an overall safer environment for road users compared with Option | This option will create more conflict points over option B but will still provide |
| | | | track creates fewer conflict points over other options. | Α. | an overall safer environment for road users compared with Option A. |
| | Overall Environment | 2 | 4 | 4 | 4 |
| 1 | Air Quality | 2 | | | |
| 1 | An Gunty | , , , , , , , , , , , , , , , , , , , | | | |
| | Comments | No change in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a reduction in vehicular trips for | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a reduction in vehicular trips for | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a reduction in vehicular trips for short |
| | | , | short distances. Also more leisurely cycling | short distances. Also more leisurely cycling | distances. Also more leisurely cycling |
| Environment | Landscape and Visual Quality | 2 | 4 | 4 | 4 |
| | Comments | existing landscape and visual quality | Scheme proposes to enhance landscape and urban realm | Scheme proposes to enhance landscape and urban realm | Scheme proposes to enhance landscape and urban realm |
| | Biodiversity Comments | existing blodhisersity | Scheme proposes to enhance biodiversity | Scheme proposes to enhance biodiversity | Scheme proposes to enhance biodiversity |
| | Cultural Heritage | 3 | 3 | 3 | 3 |
| | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Land Use Comments | Similar for all options: No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Overall Accessibility and Social Inclusion | 2 | 6 | 4 | 4 |
| | | 2 | | , | · · |
| Accessibility and | Vulnerable Groups | 1 | Cycle track proposed on the same side of the existing Monkstown Educate | 4 | 4 |
| Social Inclusion | Comments | No existing cycle lane on the southern side of the carriageway providing | Together and Dun Laoghaire Institute, which will provide direct and | Proposal will result in a two way cycle track on the opposing side of the | |
| | Deprived Geographic Areas | direct access to Monkstown Educate together | segregated access to the school | carriageway to the school, with crossing points to access the school | Proposal will introduce a cyclelane on the school side of the carriageway |
| | Comments | No change | Provision of better cycle facilities will promote social inclusion | Provision of better cycle facilities will promote social inclusion | Provision of better cycle facilities will promote social inclusion |
| | Overall Integration | 3 | | , | 3 |
| | | 3 | • | • | 3 |
| | Land Use Integration | 3 | 4 | 4 | 2 |
| | Comments | | This option can be achieved with a 3m two way cycle track, thus reducing | This option can be achieved with a 3m two way cycle track, thus reducing | This option requires 4m cycle track, therefore requires additional space from |
| | | Similar for all options. No relative difference. | the impact of road reallocation in comparison to a 4m facility (Option D) | the impact of road reallocation in comparison to a 4m facility (Option D) | road reallocation or from 3rd party lands |
| Integration | Residential Population and Employment Catchments Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Transport Network Integration | 2 | 4 | 4 | 4 |
| | Comments | No change to transport network integration | Upgrading and relocating of bus stops | Upgrading and relocating of bus stops | Upgrading and relocating of bus stops |
| | Cycle Network Integration | 4 | Direct tie-in with the following section of the Glenageary Road Upper in | Direct tie-in with the following section of the Glenageary Road Upper in | Direct tie-in with the following section of the Glenageary Road Upper in |
| | Comments | No change to cycle network integration | DLRCC jurisdiction. | DLRCC jurisdiction. | DLRCC jurisdiction. |
| | Traffic Network Integration Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | | | | | |
| | Overall Quality of Service | 4 | • | 4 | 3 |
| | Number of adjacent cyclists | 2 Existing on-road one-way cycle track only allows space for cycling one- | 4 Raised adjacent 3m wide two-way cycle track allows space for cycling two- | 4 Raised adjacent 3m wide two-way cycle track allows space for cycling two- | 2 On-road 1.2-2m wide one-way cycle track only allows space for cycling one- |
| | Comments | abreast and overtaking only at widest points | abreast and overtaking | abreast and overtaking | abreast and overtaking only at widest points |
| | Number of conflicts | 3 | 4 | 3 | 3 |
| | | | The southern side of the carriageway benefits cyclists by having no conflicts | The northern side of the carriageway would conflict with side roads (Rose | |
| Quality of Service | Comments | 6 junctions/driveways either side of road | with side roads, only entrances to an existing church, Dun Laoghaire | Park and Ashgrove) and residential entrances associated with Glebe Hall and no. 56 Kill Avenue. Traffic volumes associated with Rose Park and | 6 junctions/driveways either side of road |
| | | | Institute and the fire station. | Ashgrove will be higher in comparison to the southern side | |
| | Journey time delay | 2 | 4 | 4 | 4 |
| | Comments | No improvement to journey time delays | Reduction of delays at junctions for pedestrians and cyclists due to | Reduction of delays at junctions for pedestrians and cyclists due to | Reduction of delays at junctions for pedestrians and cyclists due to enhanced |
| | HGV Influence | 2 | enhanced infrastructure | enhanced infrastructure | infrastructure |
| | | | Segregated cycling facilities will significantly reduce the number of HGVs | Segregated cycling facilities will significantly reduce the number of HGVs | Segregated cycling facilities will significantly reduce the number of HGVs and |
| | Comments | No improvement to the number of HGVs and buses adjacent to cyclist | and buses adjacent to cyclists | and buses adjacent to cyclists | buses adjacent to cyclists |
| Physical Activity | Physical Activity Comments | 2 Existing Conditions | 4 | 4 | 4 |
| | | | | | |

Section2 (Kill Av)

| | Criteria/Impacts | Option A: Do Nothing | Option B: Two way cycle track on south side of Kill Av | Option C: Two way cycle track on north side of Kill Av | Option D: one way cycle track on both sides of Kill Av |
|--|--|--|--|--|--|
| | Economy | 4 | 3 | 3 | 3 |
| | Safety | 1 | 4 | 3 | 4 |
| | Environment | 2 | 4 | 4 | 3 |
| | Accessibility and Social Inclusion | 3 | 4 | 4 | 4 |
| | Integration | 3 | 4 | 4 | 3 |
| | Quality of Service | 2 | 4 | 4 | 3 |
| | Physical Activty | 2 | 4 | 4 | 4 |
| | TOTAL | 14 | 22 | 21 | 20 |
| | | | | | I |
| | Overall Economy | 4 | 3 | 3 | 3 |
| | Capital Cost | 5 | 2 | 2 | 2 |
| Economy | Comments | A Do Nothing option would not have any costs associated with it apart from | Capital cost occuring from the construction of raised adjacent cycleway and | Capital cost occuring from the construction of raised adjacent cycleway and | Capital cost occuring from the construction of raised adjacent cycleway and |
| - | | the ongoing maintenance costs for this section of road. | footpath | footpath | footcath |
| | Transport Reliability and Quality (Journey Time) | 2 | 4 | 4 | 4 |
| | Comments | No change to transport reliability and quality | The scheme will encorage a shift in transport modes which will have a minormpact on journey reliability and quality. | The scheme will encorage a shift in transport modes which will have a | The scheme will encorage a shift in transport modes which will have a minormpact on journey reliability and quality. |
| | | | minormpact on journey reliability and quality. | minormpact on journey reliability and quality. | minormpact on journey reliability and quality. |
| | Overall Safety | 1 | 4 | 3 | 4 |
| | | | | | |
| | Road User Safety | 1 | 4 | 3 | 4 |
| Safety | | No upgrade to be provided to existing facilities to improve safety | There is a risk of collisions associated with this route, at the private vehicular | There is a risk of collisions associated with this route, at the private vehicular | |
| | | | accesses and at the side roads (Ardmore Park, Carriglea Gardens and | accesses and at the side road (Patrician Park). Whilst this option will result | This option will enhance safety for vulnernable users in comparison to the |
| | Comments | | Claremont Avenue). However these are all residential roads, which will be | in less conflicts points than Option B, it is noted an existing industrial estate | existing. This option will have a higher number of potential conflict locations |
| | | | low vehicular speeds. The cycle design should include cycle priority to | to the northern side of Kill Avenue, which attracts larger vehicles (HGVs) | in comparison to options B and C |
| | | I | promote vehicles to yield to ancoming cyclists | therefore greater risk of a serious collision | · · · · · · · · · · · · · · · · · · · |
| | | | | | _ |
| | Overall Environment | 2 | 4 | 4 | 3 |
| | Air Quality | 2 | 4 | 4 | 4 |
| | | | The scheme will encourage walking and cycling for both commuting and | The scheme will encourage walking and cycling for both commuting and | The scheme will encourage walking and cycling for both commuting and |
| | Comments | No change in air quality | leisure purposes, which should lead to a decrease in car use leading to a | leisure purposes, which should lead to a decrease in car use leading to a | leisure purposes, which should lead to a decrease in car use leading to a |
| | connents | No change in air quality | reduction in traffic and a resultant improvement in air quality | reduction in traffic and a resultant improvement in air quality | reduction in traffic and a resultant improvement in air quality |
| | | | reduction in traffic and a resultant improvement in air quality | reduction in traffic and a resultant improvement in air quality | reduction in traffic and a resultant improvement in air quality |
| | Landscape and Visual Quality | 2 | 4 | 4 | 3 |
| Environment | | | | | The scheme proposes landscape and visual quality improvements, but this will |
| | Comments | No change in Landscape and Visual Quality | The scheme proposes landscape and visual quality improvements | The scheme proposes landscape and visual quality improvements | be reduced due to 4m cycle lane requirements in comparison to Options B |
| | | | | | and C which require 3m only, which facilitates more space for landscaping |
| | Biodiversity | 1 | 4 | 4 | 1 |
| | Comments | Similar for all options. No relative difference. | The scheme proposesbiodiversity improvements | We are the second of the secon | Similar for all options. No relative difference. |
| | | | | | |
| | Cultural Heritage | 3 | The scrience proposessious easily improvements | The scheme proposesbiodiversity improvements 3 | similar for all options, No relative difference. |
| | Cultural Heritage Comments | 3 | 3 | 3 | 3 |
| | | 3 Similar for all options. No relative difference. 3 | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. 3 Similar for all options. No relative difference. 3 |
| | Comments | 3 | 3 | 3 | 3 |
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| Accessibility and | Comments Land Use Comments Overall Accessibility and Social Inclusion Vulnerable Groups | 3 Similar for all options. No relative difference. 3 Similar for all options. No relative difference. 3 3 3 3 3 | Similar for all options. No relative difference. 3. Similar for all options. No relative difference. 4. 3. | 3 Smilar for all options. No relative difference. Smilar for all options. No relative difference. 4 3 3 | 3 Similar for all options. No relative difference. 3 Similar for all options. No relative difference. 4 3 3 |
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| | Comments Land Use Comments Overall Accessibility and Social Inclusion Valmentatic Groups Comments Dear Need Geographic Areas Comments Dear Need Geographic Areas Comments Overall Integration | Senilar for all options. No residence difference. Senilar for all options. No residence difference. 3 Senilar for all options. No residence difference. 3 Senilar for all options. No residence difference. 2 | Smilar for all options. No relative difference. Smilar for all options. No relative difference. 4 Smilar for all options. No relative difference. 3 Smilar for all options. No relative difference. 4 4 | Smiler for all options. No resistine difference. Smiler for all options. No resistine difference. 4 Smiler for all options. No resistine difference. 3 Smiler for all options. No resistine difference. | Smilar for all options. No relative difference. Smilar for all options. No relative difference. 4 Smilar for all options. No relative difference. 3 Smilar for all options. No relative difference. |
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| Social Inclusion | Comments Land Ube Comments Overall Accessibility and Social Induction Water asks Crisique Comments Overall Integration Land Ube Integration Land Ube Integration Land Ube Integration Comments Production of Landents Comments Residential Propulation and Employment Catchments Comments Trapport Technolity Integration Comments Trapport Technolity Integration Comments Doth Third National Social Comments Traffic National National Social Comments Surbor of conflicts Comments | Genillar for all options. No relative difference. Similar for all options. No relative difference. 3 Similar for all options. No relative difference. 2 Cathodra on options. No relative difference. 2 Cathodra on options. No relative difference. 3 Similar for all options. No relative difference. 2 Cathodra on options. No relative difference. 3 Similar for all options. No relative difference. 3 Similar for all options. No relative difference. 2 Similar for all options. No relative difference. | Serilar for all options. No relative difference. Serilar for all options. No relative difference. 4 Serilar for all options. No relative difference. 4 Serilar for all options. No relative difference. Provision of better cycle facilities will promote social inclusion. 4 This option can be achieved with a lim two way cycle track. This option can be achieved with a lim two way cycle track and the contractive of the carriageous phone pair was facilities to be large residential estates located on the southern state of the carriageous phone pair was facilities and the states. This option will be into the large residential estates located on the southern state of the carriageous phone pair was facilities and the states. This option will be into the large residential estates located on the southern state of the carriageous phone pair was facilities. The option will be held to the state of the Clerangeary Road Upper in 0,0000 periodiction. 3 Serilar for all options. No relative difference. 4 Raced adjacent lim wide two way cycle track allows space for cycling two-devoluted and overlations. 4 I approved journey time for cyclinis due to journey time reliability. 5 Sergested cycling facilities will significantly reduce the number of HOVA. | Smillar for all options. No resistive difference. Smillar for all options. No resistive difference. 4 Smillar for all options. No resistive difference. 4 Smillar for all options. No resistive difference. Provision of better cycle facilities will promote social inclusions. However, and the provision of the provision of the provision of tester cycle facilities will be provided including a difference. Provision of better cycle facilities will be now var cycle track. This option will not connect directly to the large residential calchyment at Admin e Park and Noveyork. Use of the man of the company of the Climageary Road Upper in CREC production. Smillar for all options. No resistive difference. 4 Raised applicant him wide for own cycle track allows space for cycling two-directed and open directly and control of the company of the control o | Genitar for all options. No relative difference. Seniar for all options. No relative difference. 3 Genitar for all options. No relative difference. 4 5 Genitar for all options. No relative difference. 7 Foreign of the property of |
| Social Indusion Integration Couldly of Service | comments cand the Comments Comments Overall Accessibility and Sood Inclusion Valverable Groups Comments | Genilar for all options. No resistive difference. Canilar for all options. No resistive difference. 3 Genilar for all options. No resistive difference. 4 Existing conditions. 1 Causting on transport network integration. 3 Sensitar for all options. No resistive difference. 2 Causting on road one way cycle track why allows space for cycling one-stream and ourtriating only at unless points. 4 Causting on road one way cycle track why allows space for cycling one-stream and ourtriating only at unless points. 5 Causting on road one way cycle track only allows space for cycling one-stream and ourtriating only at unless points. 5 Causting on road one way cycle track only allows space for cycling one-stream and ourtriating only at unless tipods. | Smiller for all options. No relative difference. Smiller for all options. No relative difference. 4 Smiller for all options. No relative difference. 4 Smiller for all options. No relative difference. Provision of better cycle facilities will provide social linkulation. 4 This option can be achieved with a 2m to vary cycle track. 7 This option can be achieved with a 2m to vary cycle track. This option will lite into the large residential states located on the southern side of the cartiageousy (benopast and Adminore Park). Useradina and relacations of the sistence of the Cleradysary Road Dispersion. Direct lite in with the following section of the Cleradysary Road Dispersion. 3 Centure for all options. No relative difference. 4 Basical adjacent 2m wide two way cycle track allows space for cycling two-stront land overtakins. 4 Basical adjacent 2m wide two way cycle track allows space for cycling two-stront land overtakins. 4 Basical spacent 2m wide two way cycle track allows space for cycling two-stront land overtakins. 4 Basical spacents 2m wide two way cycle track allows space for cycling two-stront land overtakins. 4 Basical spacents 2m wide two way cycle track allows space for cycling two-stront land overtakins. 4 Basical spacents 2m wide two way cycle track allows space for cycling two-stront land overtakins. 4 Basical spacents 2m wide two way cycle track allows space for cycling two-stront land overtakins. 4 Basical spacents 2m wide two way cycle track allows space for cycling two-stront land overtakins. 3 Basical spacents 2m wide two way cycle track allows space for cycling two-stront land overtakins. 4 Basical spacents 2m wide two way cycle track allows space for cycling two-stront land overtakins. | Smiller for all options. No resistive difference. Smiller for all options. No resistive difference. 4 Smiller for all options. No resistive difference. 4 Smiller for all options. No resistive difference. Provision of bother cycle facilities will promote social inclusion. 4 This option can be arbitived with a 'bit to superpole fracts. This option can be arbitived with a 'bit to superpole fracts. This option will not connect directly to the large residential catchment at Arbitime Park and Homopourh. 4 United the invariance of the system of the Clerappersy Road Upper in O. BCC (particulation). 3 Smiller for all options. No relative difference. 4 Related adjacent 3 im valide two way cycle track allows space for cycling two-streams and operations. 3 Authorities of water and operations. 4 Related adjacent 3 im valide two way cycle track allows space for cycling two-streams and operations. 3 Authorities of water and operations. 3 Authorities of water and operations. 4 Improved journey time for cyclish due to journey time reliability. | Gentlar for all options. No relative difference. Senilar for all options. No relative difference. 4 Sonilar for all options. No relative difference. 4 Sonilar for all options. No relative difference. Provision of better cycle facilities will promote social inclusion. 3 This option requires den cycle track, therefore requires additional space from coal relationation of from July den lands. Central rot all options. No relative difference. 1 Direct lies in with the following section of the Glemapaury Road Upper in OURCC stratedition. 3 Sonilar for all options. No relative difference. 3 Sonilar for all options. No relative difference. 3 Sonilar for all options. No relative difference. 3 Conclusion of the Control of the Control options of the Control option |
| Social Inclusion | Comments Land Ube Comments Overall Accessibility and Social Induction Water select Groups Comments Ober and Geographic Areas Comments Overall Independent Comments Comments Comments Geographic Accessibility Areas Comments Geographic Accessibility Areas Comments | Genillar for all options. No relative difference. Similar for all options. No relative difference. 3 Similar for all options. No relative difference. 2 Cathodra on options. No relative difference. 2 Cathodra on options. No relative difference. 3 Similar for all options. No relative difference. 2 Cathodra on options. No relative difference. 3 Similar for all options. No relative difference. 3 Similar for all options. No relative difference. 2 Similar for all options. No relative difference. | Serilar for all options. No relative difference. Serilar for all options. No relative difference. 4 Serilar for all options. No relative difference. 4 Serilar for all options. No relative difference. Provision of better cycle facilities will promote social inclusion. 4 This option can be achieved with a lim two way cycle track. This option can be achieved with a lim two way cycle track and the contractive of the carriageous phone pair was facilities to be large residential estates located on the southern state of the carriageous phone pair was facilities and the states. This option will be into the large residential estates located on the southern state of the carriageous phone pair was facilities and the states. This option will be into the large residential estates located on the southern state of the carriageous phone pair was facilities. The option will be held to the state of the Clerangeary Road Upper in 0,0000 periodiction. 3 Serilar for all options. No relative difference. 4 Raced adjacent lim wide two way cycle track allows space for cycling two-devoluted and overlations. 4 I approved journey time for cyclinis due to journey time reliability. 5 Sergested cycling facilities will significantly reduce the number of HOVA. | Smillar for all options. No resistive difference. Smillar for all options. No resistive difference. 4 Smillar for all options. No resistive difference. 4 Smillar for all options. No resistive difference. Provision of better cycle facilities will promote social inclusions. However, and the provision of the provision of the provision of tester cycle facilities will be provided including a difference. Provision of better cycle facilities will be now var cycle track. This option will not connect directly to the large residential calchyment at Admin e Park and Noveyork. Use of the man of the company of the Climageary Road Upper in CREC production. Smillar for all options. No resistive difference. 4 Raised applicant him wide for own cycle track allows space for cycling two-directed and open directly and control of the company of the control o | Genitar for all options. No relative difference. Senitar for all options. No relative difference. Senitar for all options. No relative difference. 3 Genitar for all options. No relative difference. 3 Senitar for all options. No relative difference. Provision of better cycle facilities will promote social inclusion. 3 This option regulate for cycle listed. No relative requires additional space from our and realization or from 3rd party large. Senitar for all options. No relative difference additional space from our and realization or from 3rd party large. Usuration and reflections of last stone. General for all options. No relative difference. 3 Senitar for all options, No relative difference. 4 Increased 12-2 m wide one-way cycle track only allows space for cycling one-devel and operations out at sideog indicate and options of the development of the control of the control options of the cycling operations of the cycling decides will significantly reduce the number of HAVW and Senitar |

Section 3 (Glenageary Road Upper)

| ſ | | | | | |
|---------------------------------------|--|--|--|--|--|
| | Criteria/Impacts | Option A: Do Nothing | Option B: Two way cycle track on south side of Glensgeary Road Upper | Option C: Two way cycle track on north side of Glenageary Road Upper | Option D: one way cycle track on both sides of Glenageary Road Upper |
| ł | Economy | 4 | 3 | 3 | 3 |
| ŀ | Safety | i | 5 | 4 | 4 |
| | Environment | 2 | 4 | 4 | 4 |
| [| Accessibility and Social Inclusion | 3 | 4 | 4 | 4 |
| l | Integration | 3 | 4 | 3 | 3 |
| Į | Quality of Service | 3 | 4 | 4 | 3 |
| r | Physical Activty | 2 | 4 | 4 | 4 |
| Į | TOTAL | 15 | 22 | 22 | 21 |
| | Overall Economy | 4 | 3 | 3 | 3 |
| | Capital Cost | 5 | 2 | 3 | 2 |
| Economy | | A Do Nothing option would not have any costs associated with it apart from | Capital cost occuring from the construction of raised adjacent cycleway and | Capital cost occuring from the construction of raised adjacent cycleway and | Capital cost occuring from the construction of raised adjacent cycleway and |
| Economy | Comments | the ongoing maintenance costs for this section of road. | footnath | footnath | footnath |
| | Transport Reliability and Quality (Journey Time) | 2 | 4 | 4 | 4 |
| | Comments | No change to transport reliability and quality | The scheme will encorage a shift in transport modes which will have a | The scheme will encorage a shift in transport modes which will have a | The scheme will encorage a shift in transport modes which will have a |
| | Comments | No change to transport reliability and quality | minormpact on journey reliability and quality. | minormpact on journey reliability and quality. | minormpact on journey reliability and quality. |
| | Overall Safety | | E CONTRACTOR OF THE CONTRACTOR | | , |
| | Overalisatety | | · · | • | • |
| | Road User Safety | 1 | 5 | 4 | 4 |
| Safety | | No upgrade to be provided to existing facilities to improve safety | Existing pedestrian and cyclist facilities to be upgraded providing a safer | | |
| | Comments | | environment for these road users over existing conditions. Two way cycle track creates fewer conflict points over other options. | This option will create more conflict points over option B but will still provide an overall safer environment for road users compared with Option A. | This option will create more conflict points over option B but will still provide an overall safer environment for road users compared with existing |
| | Overall Environment | 2 | 4 | 4 | 4 |
| | | * | The state of the s | | The second secon |
| | Air Quality | 2 | 4 | 4 | 4 |
| | Comments | No change in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality |
| Environment | Landscape and Visual Quality | 1 | 4 | 4 | 4 |
| Livi dillicit | Comments | No change in Landscape and Visual Quality | Landscaped area will be provided separating the carriageway from the | Landscaped area will be provided separating the carriageway from the | Landscaped area will be provided separating the carriageway from the |
| | | No change in candscape and visual quality | footpath. | footoath. | footpath. |
| | Biodiversity | 3 | 4 | 4 | 4 |
| | Comments | Similar for all options. No relative difference. | Biodiviersity improvements associated with planting | Biodiviersity improvements associated with planting | Biodiviersity improvements associated with planting |
| | Cultural Heritage Comments | 3 | 3 | 3 | 3 |
| | Land Use | Similar for all options. No relative difference. |
| | Comments | Similar for all options. No relative difference. |
| | | annu or an options no reserve uncrease. | Similar for an options no relative directice. | | |
| | Overall Accessibility and Social Inclusion | 3 | 4 | 4 | 3.5 |
| Accessibility and Social Inclusion | Vulnerable Groups | 3 | 3 | 3 | 3 |
| Social Inclusion | Comments | Similar for all options. No relative difference. |
| | Deprived Geographic Areas Comments | 2 | A Describes of the Manager of the Control of the Co | A Describes of the Manager of the William College of the Manager o | A Describes of horizon and a facilitation of the control of the co |
| | Comments | No change | Provision of better cycle facilities will promote social inclusion | Provision of better cycle facilities will promote social inclusion | Provision of better cycle facilities will promote social inclusion |
| | Overall Integration | 3 | 4 | 3 | 3 |
| 1 | Land Use Integration | 3 | 4 | 3 | 3 |
| | Comments | | Slight benefit for land use integration as cycle track on south side will not | | |
| | Residential Population and Employment Catchments | Similar for all options. No relative difference. | result in conflicts with residential properties | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| Interesting | Residential Population and Employment Catchments Comments | Similar for all options. No relative difference. |
| Integration | Transport Network Integration | ommar ror an opinotis. No relative difference. | animai roi an opiidhs. No relative difference. | annua ior an opioris. No relative difference. | silinar for an opilotis. No relative difference. |
| 1 | Comments | Similar for all options. No relative difference. | Upgrading and relocating of bus stops | Upgrading and relocating of bus stops | Similar for all options. No relative difference. |
| | Cycle Network Integration | 2 | 4 | 4 | 4 |
| | Comments | No shoops to suck pohyori integration | Direct tie-in with the following section of the Glenageary Road Upper in | Direct tie in with the following section of the Glenageary Road Upper in | Direct tie-in with the following section of the Glenageary Road Upper in |
| | Traffic Network Integration | No change to cycle network integration | DLRCC jurisdiction. | DLRCC jurisdiction. | DLRCC jurisdiction. |
| | Comments | Similar for all options. No relative difference. |
| | | | | | |
| | Overall Quality of Service | 3 | 4 | 4 | 3 |
| | Number of adjacent cyclists | 2 | 4 | 4 | 2 |
| | Comments | Polisian and the State of the S | Raised adjacent 3m wide two-way cycle track allows space for cycling two- | Raised adjacent 3m wide two-way cycle track allows space for cycling two- | On-road 1.5m wide one-way cycle track only allows space for cycling one- |
| | | Existing narrow facilities | abreast and overtaking | abreast and overtaking | abreast and overtaking only at widest points |
| | Number of conflicts | 4 | 3 | 3 | 3 |
| Quality of Service | Comments | 22 conflicts | 25 conflicts | 6 junctions/driveways either side of road | 22 conflicts |
| | Journey time delay | 3 | 3 | 4 | 3 |
| | Comments | | | Possible reduction of delays at junctions due to change of road alignement | No improvement to journey time delays |
| | | Similar for all options. No relative difference. | Similar for all options. No relative difference. | | |
| | HGV Influence | 2 | 5 | 5 | 5 |
| | Comments | No improvement to the number of HGVs and buses adjacent to cyclist | Segregated cycling facilities will significantly reduce the number of HGVs | Segregated cycling facilities will significantly reduce the number of HGVs and | Segregated cycling facilities will significantly reduce the number of HGVs and |
| | | , | and buses adjacent to cyclists | buses adjacent to cyclists | buses adjacent to cyclists |
| Physical Activity | Physical Activity Comments | 2 Existing Conditions | 4 | 4 | 4 |
| | | | | | |

Section 4 (Glenageary Road Upper)

| | Criteria/Impacts | Option A: Do Nothing | Option B: Two way cycle track on south side of Glenageary Road Upper | Option C: Two way cycle track on north side of Glenageary Road Upper | Option D: one way cycle track on both sides of Glenageary Road Upper |
|---|--|--|--|--|--|
| | | | | | |
| | Economy | 4 | 3 | 3 | 3 |
| | Safety | 1 | 5 | 5 | 4 |
| | Environment Accessibility and Social Inclusion | 2 | 4 | 1 | 3 |
| | Accessionity and social inclusion Integration | 3 | 4 | 4 | 3 |
| | Quality of Service | 2 | 4 | 4 | 4 |
| | Physical Activty | 2 | 4 | 4 | 4 |
| | TOTAL | 15 | 22 | 23 | 20 |
| | | | | | |
| | Overall Economy | 3.5 | 3 | 3 | 3 |
| | Capital Cost | 5 | 2 | 2 | 2 |
| Fconomy | | A Do Nothing option would not have any costs associated with it apart from | Capital cost occuring from the construction of raised adjacent cycleway and | Capital cost occuring from the construction of raised adjacent cycleway and | Capital cost occuring from the construction of raised adjacent cycleway and |
| Economy | Comments | the ongoing maintenance costs for this section of road. | footpath | footpath | footpath |
| | Transport Reliability and Quality (Journey Time) | 2 | 4 | 4 | 4 |
| | Comments | No change to transport reliability and quality | The scheme will encorage a shift in transport modes which will have a | The scheme will encorage a shift in transport modes which will have a | The scheme will encorage a shift in transport modes which will have a |
| | | | minormpact on journey reliability and quality. | minormpact on journey reliability and quality. | minormpact on journey reliability and quality. |
| | Overall Safety | 1 | 4 | 5 | 4 |
| | Road User Safety | | | | , |
| Safety | Road Oser Sallety | No upgrade to be provided to existing facilities to improve safety | Both Options B and C will provide a high level of road user safety for | Both Options B and C will provide a high level of road user safety for | • |
| Salety | | No apgrade to be provided to existing facilities to improve safety | pedestrians and cyclists. However the proposed cycle track on the southern | pedestrians and cyclists. However the proposed cycle track on the northern | |
| | Comments | | side will have greater number of conflicts with existing residential dwellings in | side will result in fewer vehicular conflicts due to lower number of | This option will create more conflict points over option B but will still provide |
| 1 | | 1 | comparison to the northern side, which has significantly fewer residential | residential units located off the northern side of the carriageway in | an overall safer environment for road users compared with existing |
| | | | entrances. | comparison to the southern side | |
| 1 | Overall Environment | 2 | 4 | 4 | 3 |
| | Air Quality | 2 | 4 | 4 | 4 |
| | | | | | · · |
| | Comments | No change in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a |
| | Comments | No change in air quality | reduction in traffic and a resultant improvement in air quality | reduction in traffic and a resultant improvement in air quality | reduction in traffic and a resultant improvement in air quality |
| | | | reduction in transcratoral esotianic improvement in air quanty | reduction in trainic and a resultant improvement in all quality | reduction in trainc and a resultant improvement in air quarty |
| | Landscape and Visual Quality | 2 | 4 | 4 | 4 |
| Environment | Comments | No change in Landscape and Visual Quality | Landscaped area will be provided separating the carriageway from the footpath between Cualanor and Gowrie Park | Landscaped area will be provided separating the carriageway from the footpath between Qualanor and Gowrie Park | Landscaped area will be provided separating the carriageway from the footpath between Cualanor and Gowrie Park |
| | Biodiversity | 3 | 4 | 4 | 4 |
| | Comments | No change upon existing | Biodiversity improvements between Cualanor and Gowrie Park | Biodiversity improvements between Cualanor and Gowrie Park | Biodiversity improvements between Cualanor and Gowrie Park |
| | Cultural Heritage | 3 | 3 | 3 | 3 |
| | | | | | |
| 1 | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Comments Land Use | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | 2 |
| | | Similar for all options. No relative difference. | Similar for all options. No relative difference. 4 Proposed 3m wide cycle track can be accomodated within the existing | Similar for all options. No relative difference. 4 Proposed 3m wide cycle track can be accompdated within the existing | Similar for all options. No relative difference. 2 A 2m cycle track on each side of the carriageway is unachievable due to constrainted sections of the carriageway and therefore land take would be |
| | Land Use | Smilar for all options. No relative difference. 3 Smilar for all options. No relative difference. | 4 | 4 | 2 A 2m cycle track on each side of the carriageway is unachievable due to |
| | Land Use Comments | 3 | 4 Proposed 3m wide cycle track can be accomodated within the existing | 4 Proposed 3m wide cycle track can be accomodated within the existing carriageway extents | A 2m cycle track on each side of the carriageway is unachievable due to constrainted sections of the carriageway and therefore land take would be |
| | Comments Overall Accessibility and Social Inclusion | 3 | 4 Proposed 3m wide cycle track can be accomodated within the existing | 4 Proposed 3m wide cycle track can be accomodated within the existing | A 2m cycle track on each side of the carriageway is unachievable due to constrainted sections of the carriageway and therefore land take would be |
| Accessibility and | Land Use Comments Overall Accessibility and Social Inclusion Valnerable Groups | 3 Smilar for all options. No relative difference. 3 3 | 4 Proposed 3m wide cycle track can be accomodated within the existing carriageway extents 4 3 | 4 Proposed 3m wide cycle track can be accommodated within the existing carriageway extents 4 3 | A.7m cycle track on each side of the carriageneys is unaddivenable due to combrainted sections of the carriageney and therefore land take would be required with this option 4 3 |
| Accessibility and Social Inclusion | Land Use Comments Overall Accessibility and Sodal Inclusion Vulnerable Croups Comments | 3 | 4 Proposed 3m wide cycle track can be accomodated within the existing | 4 Proposed 3m wide cycle track can be accomodated within the existing carriageway extents | A 2m cycle track on each side of the carriageway is unachievable due to constrainted sections of the carriageway and therefore land take would be |
| Accessibility and Social Inclusion | Land Use Comments Overall Accessibility and Social Inclusion Valnerable Groups | 3 Smilar for all options. No relative difference. 3 3 | 4 Proposed 3m wide cycle track can be accomodated within the existing carriageway extents 4 3 | 4 Proposed 3m wide cycle track can be accommodated within the existing carriageway extents 4 3 | A.7m cycle track on each side of the carriageneys is unaddivenable due to combrainted sections of the carriageney and therefore land take would be required with this option 4 3 |
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| Social Inclusion | Land Use Comments Overall Accessfully and Sodal Inclusion Withereals Crinque Comments Deprived Geographic Frees Comments Deprived Geographic Frees Comments Overall Integration Land Use Integration Comments Included Technique Comments Included Technique Comments Included Technique Comments Included Technique Comments Opic Network Integration Comments Traffic Technique | Similar for all options. No relative difference. 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 | Proposed Im wide cycle track can be accomplated within the existing categories yealer(s). 4 3 Smilar for all options for relative difference. Fination of better cycle facilities difference social inclusion 3 Smilar for all options for relative difference social inclusion 3 Smilar for all options for relative difference. Smilar for all options for relative difference. Smilar for all options for relative difference. The scheme would need to cross two arms of the Clensgeary Roundidout to continue along the energing Gelmagory Roundidout of continue along the energing Gelmagory Roundidout of continue along the energing Gelmagory Roundidout of continue and the continue along the energing Gelmagory Roundidout of continue and options. Not relative difference. | Proposed Im wide cycle track can be accomodated within the existing carbophony extends. 4 3 Sentiar for all options. No relative difference. Provision of testior cycle facilities difference. Provision of testior cycle facilities difference. 3 Sentiar for all options. No relative difference social inclusion. 4 4 3 Sentiar for all options. No relative difference. Sentiar for all options. No relative difference. Uppending and relocating of bus stops. 5 Scheme will like in with the Clemapory Road Upper emerging cycle track. Sentiar for all options. No relative difference. Sentiar for all options. No relative difference. Related adjacent 3 im wide two way cycle track allows space for cycling two-denal difference and controlled difference and controlled difference. Related adjacent 3 im wide two way cycle track allows space for cycling two-denal difference and controlled diffe | A 2m cycle track on each side of the carriageousy is unachinositie due to contral and oscilors of the carriageousy and therefore land take would be required with this system. 4 Sentius for all options. No relative difference. Provision of better cycle facilities up promote social inclusion. 3 Additional land take required to accommodate narrow road width and the concl to crooks a minimum, cycle lane width. Additional land take required to accommodate narrow road width and the concl to crooks a minimum, cycle lane width. Direct lie in with the following section of the Glensgery Road Upper in CREC (principles). Direct lie in with the following section of the Glensgery Road Upper in CREC (principles). Our road 1 5m wide one way cycle track only allows space for cycling one-stread into road takes only a busider point. 2 conclusion. 3 Contract 1 5m wide one way cycle track only allows space for cycling one-stread and road takes only a busider point. 3 Contract 1 5m wide one way cycle track only allows space for cycling one-stread and road takes only a busider point. 3 Contract 1 5m wide one way cycle track only allows space for cycling one-stread and road takes only a busider point. 3 Contract 1 5m graphs. No relative difference. Sorgegated cycling facilities will significantly reduce the number of HOW and |

ction 5 (Mounttown Lower)

| | Criteria/Impacts | Option A: Do Nothing | Option B: Two way cycle track on east side of Mounttown Road Lower | Option C: Two way cycle track on west side of Mounttown Road Lower | Option D: one way cycle track on both sides of Mounttown Road Lower |
|--------------------|--|---|--|--|--|
| | Economy | 4 | 3 | 3 | 3 |
| | Safety | 1 | 4 | 4 | 4 |
| | Environment | 3 | 3 | 3 | 3 |
| | Accessibility and Social Inclusion | 3 | 4 | 4 | 4 |
| | Integration Quality of Service | 3 | 3 | 3 | 3 |
| | Physical Activity | 2 | 4 | 3 | |
| | TOTAL | 14 | 21 | 20 | 19 |
| | | | • | | • |
| | Overall Economy | 4 | 3 | 3 | 3 |
| Economy | Capital Cost Comments | A Do Nothing option would not have any costs associated with it apart from the ongoing maintenance costs for this section of road. | 2 Capital cost occuring from the construction of raised adjacent cycleway and footpath | 2 Capital cost occuring from the construction of raised adjacent cycleway and footrasth | 2 Capital cost occuring from the construction of raised adjacent cycleway and footnath |
| | Transport Reliability and Quality (Journey Time) | 2 | 4 | 4 | 4 |
| | Comments | No change to transport reliability and quality | The scheme will encorage a shift in transport modes which will have a minormpact on journey reliability and quality. | The scheme will encorage a shift in transport modes which will have a minormpact on journey reliability and quality. | The scheme will encorage a shift in transport modes which will have a minormpact on journey reliability and quality. |
| | Overall Safety | | 4 | 4 | 4 |
| Safety | Road User Safety | 1 | 4 | 4 | 4 |
| | Comments | No upgrade to be provided to existing facilities to improve safety. No existing cycle lanes along Mounttown Lower therefore this has scored poorly. | Existing pedestrian and cyclist facilities to be upgraded providing a safer environment for these road users over existing conditions. | Existing pedestrian and cyclist facilities to be upgraded providing a safer environment for these road users over existing conditions. | This option will create more conflict points over option B but will still provide an overall safer environment for road users compared with existing. |
| | Overall Environment | 3 | 3 | 3 | 3 |
| I | Air Quality | 3 | 4 | 4 | 4 |
| | Comments | No change in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality |
| Environment | Landscape and Visual Quality | 3 | 3 | 3 | 3 |
| EIWIOIIIIEII | Comments | No change in landscape or visual quality | No change in landscape or visual quality | Similar for all options. No relative difference. | No change in landscape or visual quality |
| | Biodiversity Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Cultural Heritage | 3 | 3 | 3 | 3 |
| | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Land Use Comments | as per existing | 3 This option will impact upon existing car parking | This option will impact upon existing car parking | 2 this option would require potential land take. This option would also result in loss of parking on both sides of the carriageway |
| | Overall Accessibility and Social Inclusion | 3 | 4 | 4 | 4 |
| Accessibility and | Vulnerable Groups | 3 | 3 | 3 | 3 |
| Social Inclusion | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Deprived Geographic Areas Comments | No change | Provision of better cycle facilities will promote social inclusion | Provision of better cycle facilities will promote social inclusion | Provision of better cycle facilities will promote social inclusion |
| | Overall Integration | NO Change | Provision of better cycle labilities will promote social inclusion | Provision or bester cycle racinities will promote social inclusion 3 | 3 |
| I | Land Use Integration | 4 | 4 | 3 | 1 |
| | Comments | No additional land use required | No additional land use required | Similar for all options. No relative difference. | Additional land take required to accommodate narrow road width and the need to provide a minimum cycle-lane width |
| | Residential Population and Employment Catchments Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| Integration | Transport Network Integration | 3 | 3 | 4 | 3 |
| | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Upgrading and relocating of bus stops | Similar for all options. No relative difference. |
| | Cycle Network Integration Comments | 2 No change to cycle network integration | A Direct tie-in with the following section of the Glenageary Road Upper in DLRCC jurisdiction. | A Direct tie-in with the following section of the Glenageary Road Upper in DLRCC jurisdiction. | 4 Direct tie-in with the following section of the Glenageary Road Upper in DLRCC jurisdiction. |
| I | Traffic Network Integration | 3 | 3 | 3 | 3 |
| I | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| - | Overall Quality of Service | 2 | 4 | 3 | 3 |
| | Number of adjacent cyclists | | 4 | 4 | 3 |
| | Comments Number of conflicts | No change to existing - no cycle facilities provided | Raised adjacent 3m wide two-way cycle track allows space for cycling two- abreast and overtaking | Raised adjacent 3m wide two-way cycle track allows space for cycling two- abreast and overtaking | On-road 1.5m wide one-way cycle track only allows space for cycling one- abreast and overtaking only at widest points |
| Quality of Service | Comments | 25 conflicts | 10 conflicts | 6 junctions/driveways either side of road | 25 conflicts |
| - | Journey time delay | 2 | 3 | 3 | 3 |
| | Comments | poor journey time for sustainable modes | infrastructure will assist to improve journey times for sustainable modes | Infrastructure will assist to improve journey times for sustainable modes | |
| | HGV Influence | poor journey time for sustainable modes | ililiasii uciui e wiii assist to improve journey times for sustainable modes | mmasii ucture wiii assist to improve journey times for sustainable modes | infrastructure will assist to improve journey times for sustainable modes |
| | HGV Influence Comments | No improvement to the number of HGVs and buses adjacent to cyclist | Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclists | 3 Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclists | 3 Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclists |
| Physical Activity | Physical Activity | 2 | 4 | 4 | 4 |
| 1 my must Activity | Comments | Existing Conditions | | · · · · · · · · · · · · · · · · · · · | |

Section 5 (Mounttown Road Upper)

| Process Proc | | | | | | |
|--|--------------------|--|---|--|---|---|
| Exercise Common | | Criteria/Impacts | Option A: Do Nothing | Option B: Two way cycle track on Northern side of Mounttown Road Upper | Option C: Two way cycle track on Southern side of Mounttown Road Upper | Option D: one way cycle track on both sides of Mounttown Road Upper |
| Marching of productions | | Economy | 4 | 3 | 3 | 3 |
| Extraction of the control of the con | | | 1 | 3 | 3 | 4 |
| Stage of the control | | | 3 | 3 | 3 | 3 |
| Secretary of the control of the cont | | | 3 | 4 | 4 | 4 |
| Mode Section | | | 3 | 3 | 3 | 3 |
| Total colors Tota | | Quality of Service | 2 | 3 A | 3 | 3 |
| Economic Science Common Science Comm | | TOTAL | 15 | 19 | 20 | 21 |
| Activity of Common Comm | | | | | | |
| Emerson A Dis Netting agricultural ground and ground support of most and ground control ground or some dependent cycles year of support and support or some dependent cycles year of support support and support or some dependent cycles year of support support support year of sup | | | 4 | 3 | 3 | 3 |
| Company Management Manage | | Capital Cost | 5 | 2 | 2 | 2 |
| Comments Commen | Economy | | A Do Nothing option would not have any costs associated with it apart from the ongoing maintenance costs for this section of road. | Capital cost occuring from the construction of raised adjacent cycleway and footpath | Capital cost occuring from the construction of raised adjacent cycleway and footpath | |
| with state of the | | | 2 | The scheme will encorage a shift in transport modes which will have a minor | The scheme will encorone a shift in transport modes which will have a minor | The orbane will accorde a shift in transport modes which will have a minor |
| Designation for the start of the start of position for the position and option facilities to be expended providing a start for does along Mountains Louis through the start of position for the position and option facilities to be expended providing a start for the start depth for the start of position for the position of the position | | Comments | No change to transport reliability and quality | | | |
| Seley Comments | | | 1 | 3 | 3 | 4 |
| Selfy Comments | | Road User Safety | 1 | 3 | 3 | 4 |
| Commods Com | | | No upgrade to be provided to existing facilities to improve safety. No existing | Existing pedestrian and cyclist facilities to be upgraded providing a safer | Existing pedestrian and cyclist facilities to be upgraded providing a safer | This option will create more conflict points over option B and C but will still |
| Seed all conversals Outside for common and control and process an | Safety | | cycle lanes along Mountlown Lower therefore this has scored poorty. | | | |
| General invarious earliers of the common of | | Comments | | | | |
| Comments Commen | | | | | | |
| Comments Commen | | Overall Environment | 3 | 3 | 3 | 3 |
| Commends Commen | | | 3 | 4 | 4 | 4 |
| Commends Commen | | | | *************************************** | 71 | |
| Indexper and Thord Quality Environment Comments Comme | | Comments | | | | |
| Uniforce and Vision Country Commonth Commont | | comments | | | | |
| Environment Commonts Accordability and Social for all options. No incident difference. Commonts Accordability and Social Incidence or should qualify Commonts Accordability and Social Incidence Accordability and Social Incidence Commonts | | 1-4 | No change in air quality | | | |
| Enteroring Commonts | | | No element in landerone or visual musitur | No abanco la landronno er visual quality | Similar for all autions. No solution difference | No obsesso in landerano er ukuni munlitu |
| Comments Accordibility and Social Information Accordibility and Social Information Comments Accordibility and Social Information Comments Accordibility and Social Information Accordibil | Environment | | No change in landscape of visual quality | No change in randscape or visual quality | 3 Illina for all opions. No relative difference. | No change in landscape or visual quality |
| Comments Accordability and Co | | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| Led to the Comments per existing | | | 3 | 3 | 3 | 3 |
| Proceed Accordably and Social Information This option will impact upon enishing or parking with a total loss of 5 and appears and appe | | | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| Comments Proposition Impact upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will repart upon existing or parking with a total loss of 5 parking spaces. This option will park the parking wi | | Land Use | 3 | 3 | 3 | 4 |
| Accordability and Comments Our Index Comments Description of Destroy Comments Description of | | Comments | as per existing | | | the roadway which segregates the cycleways on either side. There will |
| Accordingly and Comments Comments 1 to increase and an existing 1 control of the comments 1 to increase and an existing 1 control of the cont | | | 3 | 4 | 4 | 4 |
| Social Inclusion Comments Co | Accessibility and | | 3 | 4 | 4 | 4 |
| Comments An interpretation Comments An interpretation Comments Comments | | | No improvement on existing. | Better connectivity to Monkstown Junior School for cyclists. | Better connectivity to Monkstown Lawn Tennis Club | Better connectivity to Mankstown Junior School for cyclists. |
| Overall Integration Integrated Integration Integration Integration Integration Integrated Integration Inte | | | No choose | Descrition of hotter and a facilities will promote assist inclusion | Description of hotter much facilities will promote control inclusion | Provision of hotter mule facilities will promote costal inchesion |
| Similar for all apptions. No relative difference. Comments | | | No Change | Provision of better cycle facilities will promote social mousion | Provision of better cycle facilities will promote social inclusion | Provision of Detret Cycle facilities will provide social inclusion |
| Environments Comments Senite for all options. No relative difference. Similar for all options. | | Land Use Integration | 4 | 4 | 4 | 4 |
| Comments Integrate Telepoint Integration Indept silon Comments Com | | | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| Famour Interportion Grant Design For Commends Statistic Condition | 1 | | 3 | 3 | 3 | 3 |
| Comments Commen | | | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| Integration Direct lie in with Section 5 Mountation Lower of D.R. Central Scheme. Ensures confined access to Monistonen Park Americ School on the Northern Sold of Mountation Rough Park Americ School on the Northern Sold Mountation Rough Park Americ School on the Northern Sold Mountation Rough Park Americ School on the Northern Sold Park Mountation Lower of D.R. Central Scheme. Ensures confined access to Monistonen Park Americ School on the Northern Sold of Mountation Rough Carlo Endes That yet, but the Sold Park American Sold Rough Park Americ School on the Northern Sold on Mountation Rough Carlo Endes That yet, but the Sold Park Sold Park School on the Northern Sold Park Sold Park Sold Park School on the Northern Sold Park Sold Park Sold Park School on the Northern Sold Park Sold Par | 1 | | Site San Conditions | Due ston reconfiguration to include scale hunges | Due stee reconfiguration to include quals to proce | Due sten reconfiguration to inchesic quals business |
| Sincert is with Section 5 Mountainous Loaver of DBC Contrain 5 Mountainous Loaver of | Integration | | Easing conditions 2 | pus srup recorniquitation to include cycle bypass. | ous stop reconingulation to include cycle dypass. | bus stop recorniqui ation to include cycle bypass. |
| Comments Comments Substitution Substitution | 1 | ,g | | Direct tie-in with Section 5 Mounttown Lower of DLR Central Scheme. | | Direct tie-in with Section 5 Mounttown Lower of DLR Central Scheme. Ensures |
| Modelsom Law Tormic Cub on the Southwise of the road is never edifficult Traffic behavior to key traffic Traffic behavior key traf | | | | Ensures continued access to Monkstown Park Junior School on the Northern | Cycleway on the Southern Side of Mounttown Road Upper hinders | continued access to Monkstown Park Junior School on the Northern side of |
| Tuffic featurest integration Tuffic | | Comments | | | | |
| The fits betweek to keparation of an applicant betweek to legal and the first all applicants to include definence and a containing a first section of a policy betweek to a final for all applicants (betweek of filterines). Commontial Common | | | | | | |
| Comments Small or all applores. No relative difference. Similar for all applores. Similar for all applores. No relative difference. Similar for al | | Teaffic Notwork Integration | No change to cycle network integration | to access for cyclists. | encourage cyclists to the club. | the club. |
| Overall Deathly of Service No change to eaching | 1 | | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| Comments No change to existing Secretary that allows space for cycling two absent disposent flow wide two way cycle track allows space for cycling two absent disposent flow wide two way cycle track allows space for cycling two absent flow with allows space for cycling two absent flow wide two way cycle track allows space for cycling two absent flow with allows adverted flow with allows adverte | | Overall Quality of Service | 2 | 3 | 3 | 3 |
| Comments | | Number of adjacent cyclists | 2 | 4 | 4 | 4 |
| Comments | | Comments | No change to existing | Raised adjacent 3m wide two-way cycle track allows space for cycling two- | Raised adjacent 3m wide two-way cycle track allows space for cycling two- | Raised 1.5m wide one-way cycle track which allows space for cycling one- |
| Outly of Service Comments Pypoid Alchify Comments Pypoid Alchify Comments Pypoid Alchify Comments | | | no change to caching | abreast and overtaking | abreast and overtaking | abreast. |
| Quality of service Quality of se | | | 4 | 20 coefficie | 0 conflicts | 20 conflicts |
| Comments Or journey time for subtinable modes HDV bifluence Or comments HDV bifluence Or pourney time for subtinable modes Infrastructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times for subtinable modes Transtructure will assist to improve journey times | | | 20 conflicts | | | ZO CUITIELIS |
| ROY bifunce. Comments No introprement to the number of HGVs and buses adjacent to cyclist No introprement to the number of HGVs and buses adjacent to cyclist And buses adjacent to cyclist Physical Activity Physical Activity Roy of the number of HGVs and buses adjacent to cyclist Roy of the number of HGVs and buses adjacent to cyclist And buses adjacent to cyclist Roy of the number of HGVs and buses adjacent to cyclist Roy of the number o | Quality of Service | Comments | 28 conflicts | 20 CONNICES 3 | 3 | |
| Comments No improvement to the number of HGVs and buses adjacent to cyclist Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclist and buses adjacent to cyclist Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclists. Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclists. Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclists. Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclists. Segregated cycling facilities will significantly reduce the number of HGVs and buses adjacent to cyclists. | Quality of Service | Comments Journey time delay | 28 conflicts 2 | 3 | 3 | 3 |
| Social Activity Physical Activity Physical Activity Physical Activity A dozes addiscent to cyclinis A dozes addiscent to cycli | Quality of Service | Comments Journey time delay Comments | 2 | 3 | 3 Infrastructure will assist to improve journey times for sustainable modes | infrastructure will assist to improve journey times for sustainable modes |
| Physical Activity 2 and buses addascent to cyclicit boxes addascent to cyclicit to boxes addascent to cyclicit 4 4 | Quality of Service | Comments Journey time delay Comments | 2 | 3 infrastructure will assist to improve journey times for sustainable modes 3 | 3 | 3 |
| | Quality of Service | Comments Journey time delay Comments HGV Influence | 2 poor journey time for sustainable modes 2 | 3 Infrastructure will assist to improve journey times for sustainable modes 3 Segregated cycling facilities will significantly reduce the number of HGVs | 3 Segregated cycling facilities will significantly reduce the number of HGVs and | 3 Segregated cycling facilities will significantly reduce the number of HGVs and |
| and the state of t | | Comments Journey time delay Comments HGV Influence Comments | 2 poor journey time for sustainable modes 2 | 3 Infrastructure will assist to improve journey times for sustainable modes 3 Segregated cycling facilities will significantly reduce the number of HGVs | 3 Segregated cycling facilities will significantly reduce the number of HGVs and | 3 Segregated cycling facilities will significantly reduce the number of HGVs and |
| | | Journey time delay Comments Comments HGV Influence Comments Physical Activity | 2 poor journey time for sustainable modes 2 No improvement to the number of HGVs and buses adjacent to cyclist 2 | 3 Infrastructure will assist to improve journey times for sustainable modes 3 Segregated cycling facilities will significantly reduce the number of HGVs | 3 Segregated cycling facilities will significantly reduce the number of HGVs and | 3 Segregated cycling facilities will significantly reduce the number of HGVs and |

Junction 1

| Criteria/Impacts | Option A: Do Nothing | Option B: CYCLOPS Junction | Option C: Protected Junction | |
|--|----------------------|----------------------------|------------------------------|--|
| | | | | |
| Economy | 5 | 2 | 2 | |
| Safety | | 5 | 4 | |
| Environment | 3 | 4 | 4 | |
| Accessibility and Social Inclusion | 3 | 4 | 4 | |
| | 3 | 3 | 3 | |
| Quality of Service | 3 | 4 | 3 | |
| Integration Quality of Service Physical Activity | 2 | 4 | 4 | |
| TOTAL | 16 | 21 | 19 | |

| | TOTAL | 16 | 21 | 19 |
|---------------------------------------|--|---|---|--|
| | | | | |
| | Overall Economy | 5 | 2 | 15 |
| | Overall Economy | · · · · · · · · · · · · · · · · · · · | • | 1.5 |
| | Capital Cost | 5 | | |
| | Comments | This option would not have any costs associated with it apart from ongoing | Higher cost option due to major civil works. | Higher cost option due to major civil works. |
| | | maintenance costs. | riighei cost option due to major civii works. | riigher cost option due to major civii works. |
| Economy | Transport Reliability and Quality (Journey Time) | 4 | 3 | 2 |
| | Comments | Impact on existing traffic regime is limited to none. | This option will remove a dedicated left turn slip lane from Oliver Plunkett Rd onto Mounttown Lower and a dedicated left turn slip lane from GRU to Kill Av. This will have a minor impact on the current traffic regime. Improvements to pedestrian and cyclist journey time. | This option will remove a dedicated left turn slip lane from Oliver Plunkett Rd onto Mounttown Lower and a dedicated left turn slip lane from GRU to Kill Av. This will have an impact on the current traffic regime. This will have a minor impact on the current traffic regime. Improvements to pedestrian and cyclist |
| | | | pedestriari and cyclist journey time. | journey time. |
| | Overall Safety | 1 | 5 | 4 |
| 0.6.6. | Road User Safety | 1 | 5 | 4 |
| Safety | Comments | The existing option has the greatest risk to road user safety due to the long crossing distances and the lack of dedicated cycle crossing signals. | Segregated cycle and pedestrian facilities reducing conflicts. Cyclists to be segregated from the traffic phase while also keeping them segregated by pedestrians. | Segregated cycle and pedestrian facilities reducing conflicts. The protected junction would run cyclists with left turning general traffic on flashing amber, so slightly greater risk of conflict between cyclists and motorists |
| | Overall Environment | 3 | 4 | 4 |
| | Air Quality | 2 | 4 | 4 |
| | Comments | No change in air quality. | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality |
| | Landscape and Visual Quality | 2 | 4 | 4 |
| | Comments | | This option will facilitate opportunity to introduce landscaping and public | This option will facilitate opportunity to introduce landscaping and public realm |
| Environment | | Existing conditions | realm improvements at the junction. | improvements at the junction. |
| | Biodiversity | 3 | 4 | 4 |
| | Comments | | This option will facilitate opportunity to introduce biodiversity improvements | This option will facilitate opportunity to introduce biodiversity improvements |
| | Cultural Heritage | Existing conditions | at the junction including planting | at the junction including planting |
| | Comments | Cimilar for all autions. No solution difference | Cimiles for all antique No solution difference | Cimiles for all antique No relative difference |
| | Land Use | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Land use | 3 | The scheme is proposed within the existing carriageway. The tie in locations to | 3 |
| | Comments | Similar for all options. No relative difference. | be confirmed as to whether the side roads have been taken in charge by DLRCC | The scheme is proposed within the existing carriageway. The tie in locations to be confirmed as to whether the side roads have been taken in charge by DLRCC |
| | Overall Accessibility and Social Inclusion | 3 | 4 | 4 |
| | Vulnerable Groups | 2 | 4 | 4 |
| Accessibility and Social Inclusion | Comments | Existing conditions include long crossing distances at this junction | The proposal will result in a more compact junction, which will reduce crossing distances for vulnerable persons. Also the scheme will introduce cycle signals to improve cyclist safety through the junction | The proposal will result in a more compact junction, which will reduce crossing distances for vulnerable persons. Also the scheme will introduce cycle signals to improve cyclist safety through the junction |
| | Deprived Geographic Areas | 3 | 3 | 3 |
| | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Overall Integration | 3 | 3 | 3 |
| | Land Use Integration | 2 | 4 | 4 |
| | Comments Residential Population and Employment Catchments | Existing conditions | The scheme will provide a high quality walking and cycling connections into the large residential areas of Cualanor and Honeypark | The scheme will provide a high quality walking and cycling connections into the large residential areas of Cualanor and Honeypark |
| | Comments | Similar for all options. No relative difference | Similar for all options. No relative difference | Similar for all antique. No relative difference |
| Integration | Transport Network Integration | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. |
| I | Cycle Network Integration | 2 | A 4 | A 4 |
| | | More difficult for cyclists to cross from cyclelane on southern side of | | |
| | Comments | carriageway to cyclelane on northern side of carriageway | Allows for the tie-in of cycletrack on either end of Glenagerary Road Upper | Allows for the tie-in of cycletrack on either end of Glenagerary Road Upper |
| | Traffic Network Integration | 4 | 3 | 2 |
| | | | | |
| | Comments | no change to existing | this option will provide greater capacity in the junction in comparison to option C due to pedestrians and cyclists running together | proposal will reduce capacity at the junction |
| | Overall Quality of Service | 3 | 4 | 3 |
| Quality of Service | Quality of Service | 1 | 5 | 4 |
| | Comments | Cycle and pedestrian facilities will provide a slightly lower QOS. | Segregated cycle and pedestrian crossing facilities will provide a slightly higher QOS. Allows cyclists to be segregated from the traffic phase while also keeping them segregated by pedestrians. | Segregated cycle and pedestrian crossing facilities will provide a slightly higher QOS. Cyclists still travelling through junction on traffic phase. |
| | Construction and Buildability | 5 | 2 | 2 |
| | Comments | Limited complexity with no major civil works needed. | Increased complexity due to nature of junction | Increased complexity due to nature of junction |
| Phyical Activity | Phyical Activity | 2 | 4 | 4 |
| | Comments | | | |

| not | | |
|-----|--|--|
| | | |

| | <u>anction 2</u> | | | | |
|---------------------------------------|--|--|--|--|--|
| | Criteria/Impacts | Option A: Do Nothing | Option B: CYCLOPS Junction | Option C: Protected Junction | Option D: Dutch Style Roundabout |
| | | | | | |
| | Economy | 5 | 2 | 2 | 2 |
| | Safety | 2 | S. | 4 | 2 |
| 1 | Environment | 1 | 2 | 1 | 2 |
| 1 | | 3 | | 1 | - |
| | Accessibility and Social Inclusion | 3 | 4 | 4 | 3 |
| | Integration | 3 | 3 | 3 | 3 |
| | Quality of Service | 4 | 4 | 3 | 4 |
| | Physical Activity | 2 | 4 | 4 | 4 |
| i | TOTAL | 20 | 25 | 23 | 21 |
| | | | | | |
| i | Overall Economy | 5 | 2 | 1.5 | 1.5 |
| | | | | · | |
| | Capital Cost | • | | | |
| | Comments | This option would not have any costs associated with it apart from ongoing | Higher cost option due to major civil works. | Higher cost option due to major civil works. | Higher cost option due to major civil works. |
| Economy | | maintenance costs. | | | |
| Economy | Transport Reliability and Quality (Journey Time) | 4 | 3 | 2 | 2 |
| | Comments | Impact on existing traffic regime is limited to none. | This option will remove a dedicated left turn slip lane from Oliver Plunkett Rd onto Mounttown Lower and a dedicated left turn slip lane from GRU to Kill Av. This will have a minor impact on the current traffic regime. Improvements to pedestrian and cyclist journey time. | This option will remove a dedicated left turn slip lane from Oliver Plunkett Bd onto Mounttoon Lower and a decidated left turn slip lane from GRU to Kill Av. This will have an impact on the current traffic regime. This will have a minor impact on the current traffic regime. Improvements to pedestrian and cyclist journey time. | This option will reduce the entry and exit lanes to the juction down to one lane for each arm. This will have an impact on the current traffic regime. The will have a minor impact on the current traffic regime. Improvements to pedestrian and cyclist journey time. |
| | Overall Safety | 2 | 5 | 4 | 3 |
| Cofobs | Road User Safety | 2 | 5 | 1 | 3 |
| Safety | Ruau user sarety | Z | Comments of an all and an all and a state of | Comment of contract of contrac | Processed and another and another the Processed and another anothe |
| | Comments | Larger number of conflicts with other road users than other options | Segregated cycle and pedestrian facilities reducing conflicts. Ccyclists to be segregated from the traffic phase while also keeping them segregated by pedestrians. | Segregated cycle and pedestrian facilities reducing conflicts. More points of conflict between cyclists and pedestrians than Option B2 | Segregated cycle and pedestrian facilities reducing conflicts. |
| | Overall Environment | 3 | 3 | 3 | 3 |
| | Air Quality | 2 | 4 | 4 | 4 |
| | Comments | No change in air quality. | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality | The scheme will encourage walking and cycling for both commuting and leisure purposes, which should lead to a decrease in car use leading to a reduction in traffic and a resultant improvement in air quality |
| Environment | Landscape and Visual Quality | 2 | 4 | 4 | 2 |
| | Comments | | This option will facilitate opportunity to introduce landscaping and public | This option will facilitate opportunity to introduce landscaping and public | The proposed footprint of a roundabout would leave little opportunity for |
| | Community | Existing conditions | realm improvements at the junction. | realm improvements at the lunction. | planting or improvements to urban realm |
| | Biodiversity | 3 | 3 | 3 | 3 |
| | Comments | Similar for all options. No relative difference. |
| | Cultural Heritage | 2 | 2 | 3 | 2 |
| | Comments | Control of the Contro | | Similar for all options. No relative difference. | Control of the state of the sta |
| | Land Use | Similar for all options. No relative difference. |
| | | 3 | 3 | 3 | 3 |
| | Comments | Similar for all options. No relative difference. |
| | Overall Accessibility and Social Inclusion | 3 | 4 | 4 | 3 |
| Accessibility and | Vulnerable Groups | 2 | 4 | 4 | 3 |
| Social Inclusion | Comments | Similar for all options. No relative difference. |
| | Deprived Geographic Areas | 3 | 3 | 3 | 3 |
| | Comments | Similar for all options. No relative difference. |
| | Overall Integration | 2 | 2 | 2 | 2 |
| | over all littlegration | 3 | 3 | 3 | 3 |
| | Land Use Integration | 3 | 3 | 3 | 3 |
| | Comments | Similar for all options. No relative difference. |
| | Residential Population and Employment Catchments | 3 | 3 | 3 | 3 |
| | Comments | Similar for all options. No relative difference. |
| | Transport Network Integration | 2 | 2 | 2 | 2 |
| Integration | Comments | Participant of the state of the | Photo-photo Harden Name (Photo- | C-1 | Production for the second second |
| - | Cycle Network Integration | Similar for all options. No relative difference. |
| | Cycle iverwork integration | Manager of the control of the contro | 4 | 4 | * |
| | Comments | More difficult for cyclists to cross from Mounttown Road Lower cyclelane to | | | |
| | T-W-N-L | Kill Av cyclelane | Allows for the tie-in of cycletracks on Mounttown Road Lower and Kill Av | Allows for the tie-in of cycletracks on Mounttown Road Lower and Kill Av | Allows for the tie-in of cycletracks on Mounttown Road Lower and Kill Av |
| | Traffic Network Integration | 3 | 3 | 3 | 2 |
| | Comments | Similar for all options. No relative difference. | Similar for all options. No relative difference. | Similar for all options. No relative difference. | potential impact of uncontrolled junction arrangement would potentially result in additional queuing and congestion on arms trying to access the junction |
| | Overall Quality of Service | 4 | 4 | 3 | 4 |
| | | | | | |
| | Quality of Service | 2 | 5 | 4 | 5 |
| | Quality of Service | | Segregated cycle and pedestrian crossing facilities will provide a slightly | | Segregated cycle and pedestrian crossing facilities will provide a slightly |
| Quality of Service | Comments | Cycle and pedestrian facilities will provide a slightly lower QoS. | segregated cycle and pedestrian crossing facilities will provide a signaly higher QoS. Allows cyclists to be segregated from the traffic phase while also keeping them segregated by pedestrians. | Segregated cycle and pedestrian crossing facilities will provide a slightly higher QoS. Cyclists still travelling through junction on traffic phase. | higher QoS. Allows cyclists to be segregated from the traffic phase while all keeping them segregated by pedestrians. |
| Quality of Service | Comments Construction and Buildability | 5 | higher QoS. Allows cyclists to be segregated from the traffic phase while also keeping them segregated by pedestrians. | higher QoS. Cyclists still travelling through junction on traffic phase. | keeping them segregated by pedestrians. |
| | Construction and Buildability Comments | Cycle and pedestrian facilities will provide a slightly lower QoS. 5 Limited complexity with no major civil works needed. | higher QoS. Allows cyclists to be segregated from the traffic phase while | | |
| Quality of Service Physical Activity | Comments Construction and Buildability | 5 | higher QoS. Allows cyclists to be segregated from the traffic phase while also keeping them segregated by pedestrians. | higher QoS. Cyclists still travelling through junction on traffic phase. | 2 |
| | Construction and Buildability Comments | 5 | higher QoS. Allows cyclists to be segregated from the traffic phase while also keeping them segregated by pedestrians. | higher QoS. Cyclists still travelling through junction on traffic phase. | keeping them segregated by pedestrians. |

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