

Stage 2		Kimmage CBC - MCA				
Assessment Criteria	Sub-Criteria	Option 1	Option 2A	Option 2B	Option 2C	Option 2D
Economy	Capital Cost	Bus Route Total - €17.5 M Cost per KM - € 4 M Indicative Scheme Infrastructure Works Cost - €15 M Private Land Costs - €2.5M Cycle Route Total - €7 M Cost per KM - € 1.4 M Indicative Scheme Infrastructure Works Cost - € 6.5 M Private Land Costs - €0.5 M Sum Total: € 24.5 M	Bus Route Total - €15 M Cost per KM - € 4 M Indicative Scheme Infrastructure Works Cost - €13 M Private Land Costs - €2M Cycle Route Total - €7 M Cost per KM - € 1.4 M Indicative Scheme Infrastructure Works Cost - € 6.5 M Private Land Costs - €0.5 M Sum Total: € 22 M	Bus Route Total - €15 M Cost per KM - € 4 M Indicative Scheme Infrastructure Works Cost - €13 M Private Land Costs - €2M Cycle Route Total - €5.3 M Cost per KM - € 1.1 M Indicative Scheme Infrastructure Works Cost - € 5 M Private Land Costs - €0.3 M Sum Total: € 20.3 M	Bus Route Total - €14.5 M Cost per KM - € 3.9 M Indicative Scheme Infrastructure Works Cost - €12.5 M Private Land Costs - €2M Cycle Route Total - €7 M Cost per KM - € 1.4 M Indicative Scheme Infrastructure Works Cost - € 6.5 M Private Land Costs - €0.5 M Sum Total: € 21.5 M	Bus Route Total - €14.5 M Cost per KM - € 3.9 M Indicative Scheme Infrastructure Works Cost - €12.5 M Private Land Costs - €2M Cycle Route Total - €5.3 M Cost per KM - € 1.1 M Indicative Scheme Infrastructure Works Cost - € 5 M Private Land Costs - €0.3 M Sum Total: € 19.8 M
	Rank					
	Journey-time reliability and quality of service	This scheme has a total length of 4.3 km and from initial journey time calculations, would take an average of 14-15 mins. Full bus priority is provided and so the reliability of these journey times would be good, although this option would require the bus to travel a longer distance and pass through more signalised junctions than the others	This scheme has a total length of 3.6 km and from initial journey time calculations, would take an average of 12-13 mins. Full bus priority is provided and so the reliability of these journey times would be good	This scheme has a total length of 3.6 km and from initial journey time calculations, would take an average of 12-13 mins. Full bus priority is provided and so the reliability of these journey times would be good	This scheme has a total length of 3.6 km and from initial journey time calculations, would take an average of 12-13 mins. Full bus priority is provided and so the reliability of these journey times would be good	This scheme has a total length of 3.6 km and from initial journey time calculations, would take an average of 12-13 mins. Full bus priority is provided and so the reliability of these journey times would be good
	Rank					
Integration	Land Use Integration	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion
	Rank					
	Residential Catchment					
	400m (5 mins)	22837	20797	20797	20797	20797
	800m (10 mins)	52782	47487	47487	47487	47487
	1200m (15 mins)	83419	78238	78238	78238	78238
	Employment Catchment					
	400m (5 mins)	5439	5419	5419	5419	5419
	800m (10 mins)	26917	23848	23848	23848	23848
	1200m (15 mins)	62850	61616	61616	61616	61616
Total residential and employment (10 mins)	79699	71335	71335	71335	71335	
Total residential and employment (10 mins)/km	18535	19815	19815	19815	19815	
Summary	This route serves more people than scheme 2-5. This is due to the longer route length and it serves fewer people per km travelled than Route 2. On balance both options are considered equal under this criterion	This route serves fewer people than scheme 1. This is due to the shorter route length and it serves more people per km travelled than Route 1. On balance both options are considered equal under this criterion	This route serves fewer people than scheme 1. This is due to the shorter route length and it serves more people per km travelled than Route 1. On balance both options are considered equal under this criterion	This route serves fewer people than scheme 1. This is due to the shorter route length and it serves more people per km travelled than Route 1. On balance both options are considered equal under this criterion	This route serves fewer people than scheme 1. This is due to the shorter route length and it serves more people per km travelled than Route 1. On balance both options are considered equal under this criterion	
Rank						
Public Transport Integration	This route serves areas of Dolphin's Barn and Crumlin which will also be served by the proposed Greenhills CBC.	This route is located roughly halfway between the Rathfarnham and Greenhills CBC routes, this would result in better overall coverage of the CBC network than scheme 1	This route is located roughly halfway between the Rathfarnham and Greenhills CBC routes, this would result in better overall coverage of the CBC network than scheme 1	This route is located roughly halfway between the Rathfarnham and Greenhills CBC routes, this would result in better overall coverage of the CBC network than scheme 1	This route is located roughly halfway between the Rathfarnham and Greenhills CBC routes, this would result in better overall coverage of the CBC network than scheme 1	
Traffic Network Integration	Right turn from Donore Avenue to South Circular Road would be banned for private vehicles. Overall the impacts of this scheme is anticipated to have a lesser impact on the overall traffic network than Schemes 2A-D	Kimmage Rd Lower between Sundrive Rd and Harold's Cross Park is converted to one way southbound only for general traffic, with northbound traffic being diverted onto Harold's Cross Rd or Clogher Rd.	Kimmage Rd Lower between Sundrive Rd and Harold's Cross Park is converted to one way southbound only for general traffic, with northbound traffic being diverted onto Harold's Cross Rd or Clogher Rd.	Kimmage Rd Lower between Sundrive Rd and Harold's Cross Park is converted to local access only with only buses permitted to use it as a through road. Both northbound and southbound traffic would be diverted onto Harold's Cross Rd or Clogher Rd.	Kimmage Rd Lower between Sundrive Rd and Harold's Cross Park is converted to local access only with only buses permitted to use it as a through road. Both northbound and southbound traffic would be diverted onto Harold's Cross Rd or Clogher Rd.	
Rank						
Cyclists and pedestrian Integration	Completes a new primary route identified in the GDA CNP by building a cycle track over the Poddle. Footpath widths reduced along Clogher Road, Sundrive Road and Donore Avenue	Completes a new primary route identified in the GDA CNP. Footpath widths reduce along Lower Kimmage Road	Does not complete a new primary route in the GDA CNP. The on-road cycle route provided is not as direct as that proposed by Scheme 2D Footpath widths reduced along Lower Kimmage Road Overall this scheme offers the worst provision for pedestrians and cyclists	Completes a new primary route identified in the GDA CNP. Footpath widths increased along Lower Kimmage Road	Does not complete a new primary route in the GDA CNP. The on-road cycle route provided is more direct as that proposed by Scheme 2B Footpath widths increased along Lower Kimmage Road	
Rank						
Accessibility and Social Inclusion	High Volume Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Griffith College, The National Stadium, Dublin Mosque, Lourdes Celtic FC, St Kevins College, Pearse College of Further Education, Marist National School, Church of St. Bernadette, Sundrive Shopping Centre, KCR Industrial Estate	'Our Lady's Hospice, Mount Jerome Cemetery, Harold's Cross Village, Sundrive Shopping Centre, Harold's Cross Primary School/Scoil Mologa, KCR Industrial Estate	'Our Lady's Hospice, Mount Jerome Cemetery, Harold's Cross Village, Sundrive Shopping Centre, Harold's Cross Primary School/Scoil Mologa, KCR Industrial Estate	'Our Lady's Hospice, Mount Jerome Cemetery, Harold's Cross Village, Sundrive Shopping Centre, Harold's Cross Primary School/Scoil Mologa, KCR Industrial Estate	'Our Lady's Hospice, Mount Jerome Cemetery, Harold's Cross Village, Sundrive Shopping Centre, Harold's Cross Primary School/Scoil Mologa, KCR Industrial Estate
	Rank					
	Deprived Geographic Areas	Serves areas of 'Mostly 'Disadvantaged' or 'Marginally Below Average' from the geographic deprivation indices map. This route better serves the Crumlin RAPID areas	Serves 'Mostly 'Affluent' or 'Marginally Above Average' from the geographic deprivation indices map. This route does not serve RAPID areas as well as Scheme 1	Serves 'Mostly 'Affluent' or 'Marginally Above Average' from the geographic deprivation indices map. This route does not serve RAPID areas as well as Scheme 1	Serves 'Mostly 'Affluent' or 'Marginally Above Average' from the geographic deprivation indices map. This route does not serve RAPID areas as well as Scheme 1	Serves 'Mostly 'Affluent' or 'Marginally Above Average' from the geographic deprivation indices map. This route does not serve RAPID areas as well as Scheme 1
Rank						
Safety	Road Safety	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion	Options considered equal under this criterion
	Rank					
	Zone of Archaeological Potential (ZAP)	Traverses ZAP for water mill site at Clogher Rd / Rutland Ave junction (DU018-044). Also two bridge sites and a mill site are recorded on the route at New St Lwr / Kevin St Lwr junction (DU018-020197, -020041, -020399).	Traverses ZAP for settlement at Harold's Cross (RMP DU018-050), which includes sites of a maypole, water mill, cross, gallowes & inn. Also two bridge sites and a mill site are recorded on the route at New St Lwr / Kevin St Lwr junction (DU018-020197, -020041, -020399).	Traverses ZAP for settlement at Harold's Cross (RMP DU018-050), which includes sites of a maypole, water mill, cross, gallowes & inn. Also two bridge sites and a mill site are recorded on the route at New St Lwr / Kevin St Lwr junction (DU018-020197, -020041, -020399).	Traverses ZAP for settlement at Harold's Cross (RMP DU018-050), which includes sites of a maypole, water mill, cross, gallowes & inn.	Traverses ZAP for settlement at Harold's Cross (RMP DU018-050), which includes sites of a maypole, water mill, cross, gallowes & inn.
	Record of Monument and Places (RMP) (Road)	Proximity to / vicinity of 9 RMP sites clustered around New St Lwr / Kevin St Lwr / Patrick St junction, including the sites of a tannery, two colleges, a castle and a medieval house. Also vicinity of a weir off Sundrive Rd (DU018-043003).	Proximity to weir & watercourse associated with the Dublin City Watercourse (RMP DU018-043003 & -043004). Also proximity to / vicinity of 9 other RMP sites clustered around New St Lwr / Kevin St Lwr / Patrick St junction, including the sites of a tannery, two colleges, a castle and a medieval house.	Proximity to weir & watercourse associated with the Dublin City Watercourse (RMP DU018-043003 & -043004). Also proximity to / vicinity of 9 other RMP sites clustered around New St Lwr / Kevin St Lwr / Patrick St junction, including the sites of a tannery, two colleges, a castle and a medieval house.	Proximity to Weir & watercourse associated with the Dublin City Watercourse (RMP DU018-043003 & -043004).	Proximity to Weir & watercourse associated with the Dublin City Watercourse (RMP DU018-043003 & -043004).

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Archaeological, Architectural and Cultural Heritage	Record of Monument and Places (RMP) (Cyclway)	Cycle track - recorded milling activity along River Poddle (now culverted) within grounds of Our Lady's Hospice (RMP DU018-048).	Cycle track - recorded milling activity along River Poddle (now culverted) within grounds of Our Lady's Hospice (RMP DU018-048).	Cycle track - may require landtake for parking from back gardens and the hospice grounds. Potential that archaeological features/deposits may survive subsurface within undeveloped area in grounds of hospice. Avoids culverted Poddle.	Cycle track - recorded milling activity along River Poddle (now culverted) within grounds of Our Lady's Hospice (RMP DU018-048).	Cycle track - may require landtake for parking from back gardens and the hospice grounds. Potential that archaeological features/deposits may survive subsurface within undeveloped area in grounds of hospice. Avoids culverted Poddle.
	Protected Structures	32 protected structures immediately adjacent bus lane route. Predominantly houses (Nos 7-20 & 50-55 Clanbrassil St Upper, RPS 1858-77, & New St 5th, RPS 5823, & 5th Circular Rd, RPS 1837-40, 41, 42), a house & shop on Clanbrassil St Lower (RPS 1857), and granite base of former public lavatory at New St 5th (RPS 5822). Also 7 structures within the former Griffiths Barracks now Griffith College, including boundary walls, gates, railings and piers (RPS 1846). Also Nos 163 & 165 5th Circular Rd, the Islamic Information Centre and Dublin Mosque (RPS 1847-48), as well as Parnell Bridge crossing the canal (RPS 874).	23 protected structures immediately adjacent bus lane route, predominantly houses (Nos 7-20 & 50-55 Clanbrassil St Upper, RPS 1858-77, & New St 5th, RPS 5823), a house & shop on Clanbrassil St Lower (RPS 1857), and granite base of former public lavatory at New St 5th (RPS 5822). Cycle track: proximity to 2 protected structures (Greenmount Ind Estate, Structures A, B, F, & Greenmount House (Our Lady's Hospice, original house only), neither of which will be directly affected.	23 protected structures immediately adjacent bus lane route, predominantly houses (Nos 7-20 & 50-55 Clanbrassil St Upper, RPS 1858-77, & New St 5th, RPS 5823), a house & shop on Clanbrassil St Lower (RPS 1857), and granite base of former public lavatory at New St 5th (RPS 5822). Cycle track: proximity to 2 protected structures (Greenmount Ind Estate, Structures A, B, F, & Greenmount House (Our Lady's Hospice, original house only), neither of which will be directly affected.	No protected structures immediately adjacent bus lane route. Cycle track: proximity to 2 protected structures (Greenmount Ind Estate, Structures A, B, F, & Greenmount House (Our Lady's Hospice, original house only), neither of which will be directly affected.	No protected structures immediately adjacent bus lane route. Cycle track: proximity to 2 protected structures (Greenmount Ind Estate, Structures A, B, F, & Greenmount House (Our Lady's Hospice, original house only), neither of which will be directly affected.
	Summary	Potential that features associated with the bridges and mill sites (RMPs) recorded around New St Lwr / Kevin St Lwr junction & Clogher Rd / Rutland Ave junction might extend into the road, albeit heavily truncated or indeed removed by subsequent road development. Also potential that archaeological features/deposits may survive subsurface in vicinity of culverted River Poddle (RMP mill site) & greenfield archaeological potential within undeveloped area in grounds of hospice. With regard to the 32 protected structures along the route, none are being directly affected. The CBC works are unlikely to extend beyond the existing road and given that the structures have clearly defined boundaries they are unlikely to be impacted as they can easily be avoided. Where landtake is required, efforts should be made to avoid impacting boundaries associated with protected structures (eg. Upper Clanbrassil St).	Potential that features associated with the former settlement at Harold's X (RMP) or with the bridges and mill sites (RMPs) recorded around New St Lwr / Kevin St Lwr / Patrick St junction might extend into the road, albeit heavily truncated or indeed removed by subsequent road development. Also potential that archaeological features/deposits may survive subsurface in vicinity of culverted River Poddle (RMP mill site) & greenfield archaeological potential within undeveloped area in grounds of hospice, and in location of the bridges and mill recorded at New St Lwr / Kevin St Lwr / Patrick St junction might extend into the road, albeit heavily truncated or indeed removed by subsequent road development. With regard to 23 protected structures along the route, none are being directly affected. The CBC works are unlikely to extend beyond the existing road and given that the structures have clearly defined boundaries they are unlikely to be impacted as they can easily be avoided. Where landtake is required, efforts should be made to avoid impacting boundaries associated with protected structures (eg. Upper Clanbrassil St).	Potential that features associated with the former settlement at Harold's X (RMP) or with the bridges and mill sites (RMPs) recorded around New St Lwr / Kevin St Lwr / Patrick St junction might extend into the road, albeit heavily truncated or indeed removed by subsequent road development. With regard to 23 protected structures along the route, none are being directly affected. The CBC works are unlikely to extend beyond the existing road and given that the structures have clearly defined boundaries they are unlikely to be impacted as they can easily be avoided. Where landtake is required, efforts should be made to avoid impacting boundaries associated with protected structures (eg. Upper Clanbrassil St).	Potential that features associated with the former settlement at Harold's X (RMP) might extend into the road, albeit heavily truncated or indeed removed by subsequent road development. Also potential that archaeological features/deposits may survive subsurface in vicinity of culverted River Poddle (RMP mill site) & greenfield archaeological potential within undeveloped area in grounds of hospice. No protected structures immediately adjacent bus lane route. With regard to the protected structures along the route, none are being directly affected. The CBC works are unlikely to extend beyond the existing road and given that the structures have clearly defined boundaries they are unlikely to be impacted as they can easily be avoided.	Potential that features associated with the former settlement at Harold's X (RMP) might extend into the road, albeit heavily truncated or indeed removed by subsequent road development. No protected structures immediately adjacent bus lane route. With regard to the protected structures along the route, none are being directly affected. The CBC works are unlikely to extend beyond the existing road and given that the structures have clearly defined boundaries they are unlikely to be impacted as they can easily be avoided.
	Rank					
	EU Sites	European Sites of Conservation of Importance occur downstream of this route option in Dublin Bay (potential connectivity via the Grand Canal and the Poddle River).	European Sites of Conservation of Importance occur downstream of this route option in Dublin Bay (potential connectivity via the Grand Canal and the Poddle River).	European Sites of Conservation of Importance occur downstream of this route option in Dublin Bay (potential connectivity via the Grand Canal and the Poddle River).	European Sites of Conservation of Importance occur downstream of this route option in Dublin Bay (potential connectivity via the Grand Canal and the Poddle River).	European Sites of Conservation of Importance occur downstream of this route option in Dublin Bay (potential connectivity via the Grand Canal and the Poddle River).
	Ecological Land Take	Landtake along this route will impact semi-mature and recently planted streetscape trees along Clogher Road, Sundrive and Donore Avenue. The impacts will be low as streetscape trees are considered of low ecological value for foraging or breeding birds and foraging or roosting bats. The provision of the cycle lane over the River Poddle will require the removal of bankside mature and semi-mature trees along approximately 170m reach of the river.	Landtake along this route will include minimal impacts to flora and fauna, with some loss of ecological supporting structures including recently planted trees from curtilage along a section of Lower Kimmage Road. The provision of the cycle lane over the River Poddle will require the removal of bankside mature and semi-mature trees along approximately 170m reach of the river.	Landtake along this route will include minimal impacts to flora and fauna, with some loss of ecological supporting structures including recently planted trees from curtilage along a section of Lower Kimmage Road. In addition, the provision of a cycle lane on the west side of Harold's Cross Road (south of the entrance to Our Lady's Hospice) would require provision of alternative parking for 12 houses, which would result in the loss of an area of unimproved managed grassland immediately to the north.	Landtake along this route will include minimal impacts to flora and fauna, with some loss of ecological supporting structures including recently planted trees from curtilage along a section of Lower Kimmage Road. The provision of the cycle lane over the River Poddle will require the removal of bankside mature and semi-mature trees along approximately 170m reach of the river. However, no impacts are envisaged due to the alternative option on Kimmage Road.	Landtake along this route will include minimal impacts to flora and fauna, with some loss of ecological supporting structures including recently planted trees from curtilage along a section of Lower Kimmage Road. In addition, the provision of a cycle lane on the west side of Harold's Cross Road (south of the entrance to Our Lady's Hospice) would require provision of alternative parking for 12 houses, which would result in the loss of an area of unimproved managed grassland immediately to the north. However, no impacts are envisaged due to the alternative option on Kimmage Road.
	Areas of high ecological values	Areas of high ecological value are not envisaged to be impacted along the majority of this proposed route option. Therefore, low impacts to flora and fauna would be expected.	Areas of high ecological value are not envisaged to be impacted along the majority of this proposed route option. Therefore, minimal impacts to flora and fauna would be expected.	Areas of high ecological value are not envisaged to be impacted along the majority of this proposed route option. Therefore, minimal impacts to flora and fauna would be expected.	Areas of ecological value adjacent to the scheme include scattered mature trees along gardens of Kimmage Road Lower with low potential for foraging or roosting bats and foraging or breeding birds.	Areas of ecological value adjacent to the scheme include scattered mature trees along gardens of Kimmage Road Lower with low potential for foraging or roosting bats and foraging or breeding birds.
	Riparian environment	Watercourses with connectivity to this route option include the Grand Canal and the Poddle River -the latter which runs close to bus lanes (mostly underground but some above ground) and is intersected by diverted cycle lanes. The 'ecological potential' of the Grand Canal is assessed as 'good' (EPA Water Quality in Ireland 2010-2015). The water quality of the Poddle River is 'unassigned' as it flows underground in many parts (EPA River Waterbody WFD Status 2010-2015).	Watercourses with connectivity to this route option include the Grand Canal and the Poddle River -the latter of which runs close to bus lanes and is intersected by diverted cycle lanes. The 'ecological potential' of the Grand Canal is assessed as 'good' (EPA Water Quality in Ireland 2010-2015). The water quality of the Poddle River is 'unassigned' as it flows underground in many parts (EPA River Waterbody WFD Status 2010-2015).	Watercourses with connectivity to this route option include the Grand Canal and the Poddle River -the latter of which runs close to bus lanes. The 'ecological potential' of the Grand Canal is assessed as 'good' (EPA Water Quality in Ireland 2010-2015). The water quality of the Poddle River is 'unassigned' as it flows underground in many parts (EPA River Waterbody WFD Status 2010-2015).	Watercourses which traverse this route option include the Grand Canal and the Poddle River, the latter of which runs close to this option. The 'ecological potential' of the Grand Canal is assessed as 'good' (EPA Water Quality in Ireland 2010-2015). The water quality of the Poddle River, which flows underground in many parts is of 'unassigned' status (EPA River Waterbody WFD Status 2010-2015).	Watercourses which traverse this route option include the Grand Canal and the Poddle River, the latter of which runs close to this option. The 'ecological potential' of the Grand Canal is assessed as 'good' (EPA Water Quality in Ireland 2010-2015). The water quality of the Poddle River, which flows underground in many parts is of 'unassigned' status (EPA River Waterbody WFD Status 2010-2015).
	National Heritage Areas	The Grand Canal is designated as a proposed National Heritage Area (pNHA -002104). There are no further European or Nationally designated sites within the route option.	The Grand Canal is designated as a proposed National Heritage Area (pNHA -002104). There are no further European or Nationally designated sites within the route option.	The Grand Canal is designated as a proposed National Heritage Area (pNHA -002104). There are no further European or Nationally designated sites within the route option.	The Grand Canal which is designated as a proposed National Heritage Area (pNHA -002104). There are no further European or Nationally designated sites within the route option.	The Grand Canal which is designated as a proposed National Heritage Area (pNHA -002104). There are no further European or Nationally designated sites within the route option.
	Salmonid Watercourses	The Poddle River and Grand Canal are not designated as salmonid watercourses (refer to the First Schedule of S.I. No. 293/1988 - European Communities (Quality of Salmonid Waters) Regulations, 1988).	The Poddle River and Grand Canal are not designated as salmonid watercourses (refer to the First Schedule of S.I. No. 293/1988 - European Communities (Quality of Salmonid Waters) Regulations, 1988).	The Poddle River and Grand Canal are not designated as salmonid watercourses (refer to the First Schedule of S.I. No. 293/1988 - European Communities (Quality of Salmonid Waters) Regulations, 1988).	The Poddle River and Grand Canal are not designated as salmonid watercourses (refer to the First Schedule of S.I. No. 293/1988 - European Communities (Quality of Salmonid Waters) Regulations, 1988).	The Poddle River and Grand Canal are not designated as salmonid watercourses (refer to the First Schedule of S.I. No. 293/1988 - European Communities (Quality of Salmonid Waters) Regulations, 1988).
	Invasive Species	A number of invasive species are known to occur at numerous points along the scheme option, including the high impact species Canadian Waterweed, Eastern Grey Squirrel and Fallow Deer. Records of Medium Impact Species include Sycamore, Three-cornered Garlic and Butterfly bush.	A number of invasive species are known to occur at numerous points along the scheme option, including the high impact species Canadian Waterweed, Eastern Grey Squirrel and Fallow Deer. Records of Medium Impact Species include Sycamore, Three-cornered Garlic and Butterfly bush.	A number of invasive species are known to occur at numerous points along the scheme option, including the high impact species Canadian Waterweed, Eastern Grey Squirrel and Fallow Deer. Records of Medium Impact Species include Sycamore, Three-cornered Garlic and Butterfly bush.	A number of invasive plant species are known to occur at numerous points along the route option, including the high impact species Cherry Laurel. Medium impact species of note include Buddleja davidii. Records obtained from the National Biodiversity Data Centre highlighted the presence of Canadian Waterweed (high impact species), Three Cornered Garlic (medium impact species) and Fallow Deer along the route option.	A number of invasive plant species are known to occur at numerous points along the route option, including the high impact species Cherry Laurel. Medium impact species of note include Buddleja davidii. Records obtained from the National Biodiversity Data Centre highlighted the presence of Canadian Waterweed (high impact species), Three Cornered Garlic (medium impact species) and Fallow Deer along the route option.
	NBDC Records	The National Biodiversity Data Centre notes the occurrence of protected (Annex I, II Bird species and or flora of note). The occurrence of Common Kingfisher (Annex II), Eurasian Teal (Annex II), Widgeon (Annex II), Mallard (Annex II), Tufted Duck (Annex II), Common Goldeneye (Annex II) and Rock Pigeon. (Annex II), Wood Pigeon (Annex II), Little Egret (Annex II), Peregrine Falcon (Annex II), Common Coot (Annex II), Mediterranean Gull (Annex II), Red-breasted Merganser (Annex II), Common Tern (Annex II), Arctic Tern (Annex II), Little Tern (Annex II), Meadow Barley (both under the Flora Protection Order, 2015) and Otter (Annex II) were noted in the vicinity of the route option.	The National Biodiversity Data Centre notes the occurrence of protected (Annex I, II or flora) species. The occurrence of Common Kingfisher (Annex II), Eurasian Teal (Annex II), Widgeon (Annex II), Mallard (Annex II), Tufted Duck (Annex II), Common Goldeneye (Annex II) and Rock Pigeon. Annex II), Wood Pigeon (Annex II), Little Egret (Annex II), Common Coot (Annex II), Mediterranean Gull (Annex II), Red-breasted Merganser (Annex II), Common Tern (Annex II), Arctic Tern (Annex II), Little Tern (Annex II), Meadow Barley (both under the Flora Protection Order, 2015) and Otter (Annex II) in the vicinity of this route option.	The National Biodiversity Data Centre notes the occurrence of protected (Annex I, II or flora) species. The occurrence of Common Kingfisher (Annex II), Eurasian Teal (Annex II), Widgeon (Annex II), Mallard (Annex II), Tufted Duck (Annex II), Common Goldeneye (Annex II) and Rock Pigeon. Annex II), Wood Pigeon (Annex II), Little Egret (Annex II), Common Coot (Annex II), Mediterranean Gull (Annex II), Red-breasted Merganser (Annex II), Common Tern (Annex II), Arctic Tern (Annex II), Little Tern (Annex II), Meadow Barley (both under the Flora Protection Order, 2015) and Otter (Annex II) in the vicinity of this route option.	The National Biodiversity Data Centre was consulted to assess the occurrence of protected (Annex I, II or flora) species. The occurrence of Common Kingfisher (Annex I), Northern Shoveler (Annex II), Eurasian Teal (Annex II), Widgeon (Annex II), Mallard (Annex II), Tufted Duck (Annex II), Common Goldeneye (Annex II), Little Egret (Annex II), Common Coot (Annex II), Opposite-leaved Pondweed, Meadow Barley (both under the Flora Protection Order, 2015) and Otter (Annex II) were noted in the vicinity of the route option.	The National Biodiversity Data Centre was consulted to assess the occurrence of protected (Annex I, II or flora) species. The occurrence of Common Kingfisher (Annex II), Northern Shoveler (Annex II), Eurasian Teal (Annex II), Widgeon (Annex II), Mallard (Annex II), Tufted Duck (Annex II), Common Goldeneye (Annex II), Little Egret (Annex II), Common Coot (Annex II), Opposite-leaved Pondweed, Meadow Barley (both under the Flora Protection Order, 2015) and Otter (Annex II) were noted in the vicinity of the route option.
	Summary	Overall, impacts to flora and fauna are expected to be low, with the loss of ecological supporting features restricted to the removal of semi-mature streetscape trees.	Overall, land-take along this Scheme will have fewer impacts than Scheme 1 on areas with ecological potential for foraging/roosting bats, foraging/breeding birds and potentially mammals.	Overall, land-take along this Scheme will have fewer impacts than Scheme 1 on areas with ecological potential for foraging/roosting bats, foraging/breeding birds and potentially mammals.	Overall, land-take along this Scheme will have fewer impacts than Scheme 1 on areas with ecological potential for foraging/roosting bats, foraging/breeding birds and potentially mammals.	Overall, land-take along this route option will have fewer impacts than Scheme 1 on areas with ecological potential for foraging/roosting bats, foraging/breeding birds and potentially mammals.
	Rank					

Stage 2		Kimmage CBC - MCA				
Assessment Criteria	Sub-Criteria	Option 1	Option 2A	Option 2B	Option 2C	Option 2D
Environment	Groundwater Vulnerability	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is Bedrock Extreme (X), High (H), Moderate (M) and Low (L). As such, groundwater vulnerability is assessed as predominantly moderate to high through a vast extent of the proposed route option. There are also discrete areas categorised as extreme or low groundwater vulnerability.	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is Bedrock close to the surface (X), Extreme (E), High (H) and Moderate (M) along this route option. As such groundwater vulnerability is assessed as predominantly low to moderate through a vast extent of the proposed route option. There is also an area of high or extreme groundwater vulnerability and rock near the surface or a karst area along Lower Kimmage Road.	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is Bedrock close to the surface (X), Extreme (E), High (H) and Moderate (M) along this route option. As such groundwater vulnerability is assessed as predominantly low to moderate through a vast extent of the proposed route option. There is also an area of high or extreme groundwater vulnerability and rock near the surface or a karst area along Lower Kimmage Road.	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is Bedrock close to the surface (X), Extreme (E), High (H) and Moderate (M) along this route option. As such groundwater vulnerability is assessed as predominantly moderate to high through a vast extent of the proposed route option. There is also an area of extreme groundwater vulnerability and rock near the surface or a karst area along Lower Kimmage Road.	According to the GSI GeoUrban Viewer, the groundwater vulnerability code is Bedrock close to the surface (X), Extreme (E), High (H) and Moderate (M) along this route option. As such groundwater vulnerability is assessed as predominantly moderate to high through a vast extent of the proposed route option. There is also an area of extreme groundwater vulnerability and rock near the surface or a karst area along Lower Kimmage Road.
	Bedrock Geology	According to the GSI GeoUrban Viewer, the Bedrock Geology 100k (Series) comprises of the Dark grey to black limestone & shale. There are also small areas of Bedrock Outcrops along the route option.	According to the GSI GeoUrban Viewer, the Bedrock Geology 100k (Series) comprises of the Dark grey to black limestone & shale. There are also small areas of Bedrock Outcrops along the route option.	According to the GSI GeoUrban Viewer, the Bedrock Geology 100k (Series) comprises of the Dark grey to black limestone & shale. There are also small areas of Bedrock Outcrops along the route option.	According to the GSI GeoUrban Viewer, the Bedrock Geology 100k (Series) comprises of the Dark grey to black limestone & shale. There are also small areas of Bedrock Outcrops along the route option.	According to the GSI GeoUrban Viewer, the Bedrock Geology 100k (Series) comprises of the Dark grey to black limestone & shale. There are also small areas of Bedrock Outcrops along the route option.
	Bedrock Aquifer	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as locally important (LI) which is described as bedrock that is moderately productive only in local zones.	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as locally important (LI) which is described as bedrock that is moderately productive only in local zones.	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as locally important (LI) which is described as bedrock that is moderately productive only in local zones.	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as locally important (LI) which is described as bedrock that is moderately productive only in local zones.	According to the GSI GeoUrban Viewer, the bedrock aquifer beneath the area is classified as locally important (LI) which is described as bedrock that is moderately productive only in local zones.
	Geological Heritage Site	According to the GSI Geological Heritage viewer, a channelized section of the Poddle River is recognised as an important geological heritage site along the route.	According to the GSI Geological Heritage viewer, a channelized section of the Poddle River along northern section of this route is recognised as an important geological heritage site.	According to the GSI Geological Heritage viewer, a channelized section of the Poddle River along northern section of this route is recognised as an important geological heritage site.	According to the GSI Geological Heritage viewer, there are no geological heritage sites along the route.	According to the GSI Geological Heritage viewer, there are no geological heritage sites along the route.
	Soils and Geology	Industrial Emissions Directive (IED)/Integrated Pollution Control (IPC) facilities (potential contamination)	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.	According to the EPA Envision viewer, there are no licenced waste, IED or IPC facilities along this route option.
	Soils	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils include predominantly "Made ground" with a narrow band of Limestone Till - Carboniferous (TLs) through Sundrive Road.	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils include predominantly "Made ground" with a narrow band of Limestone Till - Carboniferous (TLs) through Kimmage Road Lower.	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils include predominantly "Made ground" with a narrow band of Limestone Till - Carboniferous (TLs) through Kimmage Road Lower.	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils include predominantly "Made ground".	According to the GSI GeoUrban Viewer, the groundwater Teagasc Soils include predominantly "Made ground".
	Landtake and geology	The existing infrastructure along this route which comprises narrow lanes for buses and general traffic with some potential for widening is proposed to be utilised for the provision of bus and cycle lanes. Therefore, significant land-take of (private and public) green space is not envisaged. Disturbance to soils and geology during the construction phase along the extent of the proposed route is expected to be minimal.	The existing infrastructure along this route which comprises narrow lanes for buses and general traffic with some potential for widening is proposed to be utilised for the provision of bus and cycle lanes. Therefore, significant land-take of (private and public) green space is not envisaged. Disturbance to soils and geology during the construction phase along the extent of the proposed route is expected to be minimal.	The existing infrastructure along this route which comprises narrow lanes for buses and general traffic with some potential for widening is proposed to be utilised for the provision of bus and cycle lanes. Therefore, significant land-take of (private and public) green space is not envisaged. Disturbance to soils and geology during the construction phase along the extent of the proposed route is expected to be minimal.	A large extent of the proposed north and southbound bus lanes would include existing infrastructure. Cycle lanes would be diverted with minimal changes to existing infrastructure expected along cycle and alternative routes. Disturbance to soils and geology during the construction phase of the proposed project is expected to be minimal.	A large extent of the proposed north and southbound bus lanes would include existing infrastructure. Cycle lanes would be diverted with minimal changes to existing infrastructure expected along cycle and alternative routes. Disturbance to soils and geology during the construction phase of the proposed project is expected to be minimal.
	Summary	A vast extent of existing infrastructure along this route option is proposed to accommodate bus and cycle lanes with minimal potential for impacts to soil and geology.	A vast extent of existing infrastructure along this route option is proposed to accommodate bus and cycle lanes with minimal potential for impacts to soil and geology.	A vast extent of existing infrastructure along this route option is proposed to accommodate bus and cycle lanes with minimal potential for impacts to soil and geology.	The full extent of existing infrastructure along this mini-scheme option is proposed to accommodate bus and cycle lanes with minimal potential for impacts to soil and geology.	The full extent of existing infrastructure along this mini-scheme option is proposed to accommodate bus and cycle lanes with minimal potential for impacts to soil and geology.
	Overall, impacts to soils and geology are expected to be minimal through this Scheme which runs along predominantly 'made' ground.	Overall, impacts to soils and geology are expected to be minimal through this Scheme which runs along predominantly 'made' ground.	Overall, impacts to soils and geology are expected to be minimal through this Scheme which runs along predominantly 'made' ground.	Overall, impacts to soils and geology are expected to be minimal through this Scheme which runs along predominantly 'made' ground.	Overall, impacts to soils and geology are expected to be minimal through this Scheme which runs along predominantly 'made' ground.	
	Rank					
Hydrology	Fluvial Areas of flood risk (AEP 10%)	There is a 10% AEP (Annual Exceedance Potential) risk of fluvial flooding (1 in 10 year flood event) along sections of Sundrive Road of this route option (refer to CFRAMS maps, drawing: E09DDC_EXFCD_F0_03).	There is a 10% AEP (Annual Exceedance Potential) risk of fluvial flooding (1 in 10 year flood event) along large sections of this route option (refer to CFRAMS maps, drawings: E09DDC_EXFCD_F0_04/05).	There is a 10% AEP (Annual Exceedance Potential) risk of fluvial flooding (1 in 10 year flood event) along large sections of this route option (refer to CFRAMS maps, drawings: E09DDC_EXFCD_F0_04/05).	There is a 10% risk AEP (1 in a 10 year flood event) fluvial flood event (associated with the Poddle River) occurring along multiple sections of this route option (bus and cycle lanes) including Eamonn Ceann Park, Mount Argus Park, Poddle Park and to the Lower Kimmage Road junction (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).	There is a 10% risk AEP (1 in a 10 year flood event) fluvial flood event (associated with the Poddle River) occurring along multiple sections of this route option (bus and cycle lanes) including Eamonn Ceann Park, Mount Argus Park, Poddle Park and to the Lower Kimmage Road junction (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).
	Fluvial Areas of flood risk (AEP 1%)	There is a 1% AEP (Annual Exceedance Potential) risk of fluvial flooding (1 in 100 year flood event) along large sections of this route (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).	There is a 1% AEP (Annual Exceedance Potential) risk of fluvial flooding (1 in 100 year flood event) along large sections of this route (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).	There is a 1% AEP (Annual Exceedance Potential) risk of fluvial flooding (1 in 100 year flood event) along large sections of this route (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).	There is a 1% risk AEP (1 in a 100 year flood event) fluvial flood event (associated with the Poddle River) occurring along multiple sections of this route option including Mount Argus Park, Poddle Park and to the Lower Kimmage Road junction (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).	There is a 1% risk AEP (1 in a 100 year flood event) fluvial flood event (associated with the Poddle River) occurring along multiple sections of this route option including Mount Argus Park, Poddle Park and to the Lower Kimmage Road junction (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).
	Flood Management Plans	The Eastern CFRAMS study have identified as series of flood management plans for the River Poddle which may alleviate fluvial flooding along this route option associated with the River Poddle (refer to the Eastern CFRAM Study Options Report).	The Eastern CFRAMS study have identified as series of flood management plans for the River Poddle which may alleviate fluvial flooding along this route option associated with the Poddle River (refer to the Eastern CFRAM Study Options Report).	The Eastern CFRAMS study have identified as series of flood management plans for the River Poddle which may alleviate fluvial flooding along this route option associated with the Poddle River (refer to the Eastern CFRAM Study Options Report).	The Eastern CFRAMS study have identified as series of flood management plans for the River Poddle which may alleviate fluvial flooding along this route option associated with the Poddle River (refer to the Eastern CFRAM Study Options Report).	The Eastern CFRAMS study have identified as series of flood management plans for the River Poddle which may alleviate fluvial flooding along this route option associated with the Poddle River (refer to the Eastern CFRAM Study Options Report).
	Pluvial Flood Risk (AEP 10%)	Pluvial flooding is at risk of occurring (10% AEP) at numerous point locations in extreme rainfall events, along the extent of this route option (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).	Pluvial flooding is at risk of occurring (10% AEP) at numerous point locations in extreme rainfall events, along the extent of this route option (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).	Pluvial flooding is at risk of occurring (10% AEP) at numerous point locations in extreme rainfall events, along the extent of this route option (refer to CFRAMS maps, drawings: E09POD_EXFCD_F0_04/05).	Pluvial flooding is at risk of occurring (10% AEP) at numerous point locations in extreme rainfall events, along the extent of this route option (refer to CFRAMS maps, drawing: E09POD_EXFCD_F0_06_F02).	Pluvial flooding is at risk of occurring (10% AEP) at numerous point locations in extreme rainfall events, along the extent of this route option (refer to CFRAMS maps, drawing: E09POD_EXFCD_F0_06_F02).
	OPW National Flood Hazards Map	According to the OPW National Flood Hazard Maps, flood events (associated with the Poddle River) have occurred along southern and northern sections of this route option. The proposed bus and stretches of the diverted cycle lanes along Poddle Park and Kimmage Road Lower are highlighted as areas prone to recurring flooding.	According to the OPW National Flood Hazard Maps, multiple flood events (associated with the Poddle River) have occurred along a vast extent of this route option. The proposed bus and stretches of the diverted cycle lanes along Poddle Park and Kimmage Road Lower are highlighted as areas prone to recurring flooding.	According to the OPW National Flood Hazard Maps, multiple flood events (associated with the Poddle River) have occurred along a vast extent of this route option. The proposed bus and stretches of the diverted cycle lanes along Kimmage Road Lower are highlighted as areas prone to recurring flooding.	According to the OPW National Flood Hazard Maps, multiple flood events (associated with the Poddle River) have occurred along this route option. The proposed bus and stretches of the cycle lanes along Harold's Cross Road, Eamonn Ceann Park and Kimmage Road Lower are highlighted as areas prone to recurring flooding.	According to the OPW National Flood Hazard Maps, multiple flood events (associated with the Poddle River) have occurred along this route option. The proposed bus and stretches of the cycle lanes along Harold's Cross Road, Eamonn Ceann Park and Kimmage Road Lower are highlighted as areas prone to recurring flooding.
Summary	Overall, a considerable area of this Scheme is at risk of fluvial and locally pluvial flooding including a 1 in 10 year flood event along southern sections. Disadvantage due to the potential impact on the River Poddle.	Overall, a considerable area of this Scheme is at risk of fluvial and locally pluvial flooding including a 1 in 10 year flood event along southern sections. Disadvantage due to the potential impact on the River Poddle.	Overall, a considerable area of this Scheme is at risk of fluvial and locally pluvial flooding including a 1 in 10 year flood event along southern sections.	Overall, a considerable area of this Scheme is at risk of fluvial and locally pluvial flooding including a 1 in 10 year flood event along southern sections.	Overall, a considerable area of this Scheme is at risk of fluvial and locally pluvial flooding including a 1 in 10 year flood event along southern sections.	
Rank						
Noise and Vibration	Qualitative noise assessment	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in noise.	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening and/or junction upgrading. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in noise.	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening and/or junction upgrading. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in noise.	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in noise.	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in noise.
	Geodirectory (Building Types)	A review of An Post Geodirectory data indicated that building use along the route option is predominately residential with some commercial interspersed. However there are a number of additional sensitive receptors including three educational facilities (primary, post primary and third level) as well as two places of worship (mosque and church).	A review of An Post Geodirectory data indicated that building use along the route option is predominately residential with some commercial interspersed. Our Lady's Hospice is located on Harold's Cross Road which is particularly sensitive receptor to changes in the noise environment. However it is noted that the hospice is at a distance of circa 80 metres from the road.	A review of An Post Geodirectory data indicated that building use along the route option is predominately residential with some commercial interspersed. Our Lady's Hospice is located on Harold's Cross Road which is particularly sensitive receptor to changes in the noise environment. However it is noted that the hospice is at a distance of circa 80 metres from the road.	A review of An Post Geodirectory data indicated that building use along the route option is predominately residential.	A review of An Post Geodirectory data indicated that building use along the route option is predominately residential.

Stage 2		Kimmage CBC - MCA				
Assessment Criteria	Sub-Criteria	Option 1	Option 2A	Option 2B	Option 2C	Option 2D
	Requirements for demolition	No demolitions proposed for this route.	One commercial property will be demolished at reconstructed at a greater set back distance on Kimmage Road Lower.	One commercial property will be demolished at reconstructed at a greater set back distance on Kimmage Road Lower.	The scheme impacts on a number of residential properties, outlined in the "Land Use and Built Environment" section. General Traffic will be restricted inbound, which may lead to noise impacts.	The scheme impacts on a number of residential properties, outlined in the "Land Use and Built Environment" section. General Traffic will be restricted inbound, which may lead to noise impacts.
	Land take	Land take that will be affected is outlined below.	Land take that will be affected is outlined below.	Land take that will be affected is outlined below.	Overall anticipated that no private land is required.	Overall anticipated that no private land is required.
	Summary	The Scheme has the potential for both positive and negative impacts to the existing noise environment, particularly where general traffic will be restricted.	The Scheme has the potential for both positive and negative impacts to the existing noise environment, particularly where general traffic will be restricted.	The Scheme has the potential for both positive and negative impacts to the existing noise environment, particularly where general traffic will be restricted.	The Scheme has the potential for both positive and negative impacts to the existing noise environment, particularly where general traffic will be restricted.	The Scheme has the potential for both positive and negative impacts to the existing noise environment, particularly where general traffic will be restricted.
Rank						
Air Quality	Qualitative noise assessment	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in pollutant concentrations should traffic congestion increase.	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in pollutant concentrations should traffic congestion increase.	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in pollutant concentrations should traffic congestion increase.	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in pollutant concentrations.	There will be some instances where the proposed scheme will result in traffic being relocated closer to receptors due to road widening. Should traffic be moved closer to receptors (or traffic volumes increase), there may be an increase in pollutant concentrations.
	Geodirectory (Building types)	A review of An Post Geodirectory data indicated that Building use along the route option is predominately residential with some commercial interspersed. However there are a number of additional sensitive receptors including three educational facilities (primary, post primary and third level) as well as two places of worship (mosque and church).	A review of An Post Geodirectory data indicated that building use along the route option is predominately residential with some commercial interspersed. Our Lady's Hospice is located on Harold's Cross Road which is particularly sensitive receptor, albeit at a distance of circa 80 metres from the road.	A review of An Post Geodirectory data indicated that building use along the route option is predominately residential with some commercial interspersed. Our Lady's Hospice is located on Harold's Cross Road which is particularly sensitive receptor, albeit at a distance of circa 80 metres from the road.	A review of An Post Geodirectory data indicated that Building use along the route option is predominately residential.	A review of An Post Geodirectory data indicated that Building use along the route option is predominately residential.
	Requirements for demolition	No demolitions proposed for this route.	One commercial property will be demolished at reconstructed at a greater set back distance on Kimmage Road Lower.	One commercial property will be demolished at reconstructed at a greater set back distance on Kimmage Road Lower.	The scheme impacts on a number of residential properties, outlined in the "Land Use and Built Environment" section. General Traffic will be restricted inbound, which may lead to air quality impacts.	The scheme impacts on a number of residential properties, outlined in the "Land Use and Built Environment" section. General Traffic will be restricted inbound, which may lead to air quality impacts.
	Land take	Land take that will be affected is outlined below.	Land take that will be affected is outlined below.	Land take that will be affected is outlined below.	Overall anticipated that no private land is required.	Overall anticipated that no private land is required.
	Summary	The route option has the potential for both positive and negative impacts to the existing Air Quality particularly where general traffic will be restricted and may lead to congestion and increase in pollutant concentrations.	The route option has the potential for both positive and negative impacts to the existing Air Quality particularly where general traffic will be restricted and may lead to congestion and increase in pollutant concentrations.	The route option has the potential for both positive and negative impacts to the existing Air Quality particularly where general traffic will be restricted and may lead to congestion and increase in pollutant concentrations.	The route option has the potential for both positive and negative impacts to the existing Air Quality particularly where general traffic will be restricted and may lead to congestion and increase in pollutant concentrations.	The route option has the potential for both positive and negative impacts to the existing Air Quality particularly where general traffic will be restricted and may lead to congestion and increase in pollutant concentrations.
Rank						
Land Use and Built Environment	Land take	Land-take along this route would primarily include the loss of on-street parking, narrowing of pathways, the reallocation of road space and loss of curtilage through road widening. Land acquisition will occur along both southbound and northbound bus lanes.	Land take along this route would include minimal impacts to existing infrastructure, private and public lands. Loss of curtilage would be restricted to a section along Kimmage Road Lower. However, considerable changes proposed for the provision of priority bus routes lanes would likely result in increased traffic congestion in the vicinity of Harold's Cross.	Land take along this route would include minimal impacts to existing infrastructure, private and public lands. Loss of curtilage would be restricted to a section along Kimmage Road Lower. However, considerable changes proposed for the provision of priority bus routes lanes would likely result in increased traffic congestion in the vicinity of Harold's Cross.	Land take along this route would include minimal impacts to existing infrastructure, private and public lands. Loss of curtilage would be restricted to a section along Kimmage Road Lower.	Land take along this route would include minimal impacts to existing infrastructure, private and public lands. Loss of curtilage would be restricted to a section along Kimmage Road Lower. Existing time plated on-street parking would be removed, although there is space to provide new 24 parking on-street spaces in some locations.
	Summary	Some land take on Clogher Road would be required from portions of front gardens as well as green space from the grounds of Marist National School and St Bernadette's Church. On-street parking and street trees would also need to be removed in some locations on all of these roads. Loss of on-street car parking would occur along Kimmage Road Lower, South Circular Road, Sundrive Road and Donore Road. The cross section of pathways would be reduced along a number of road including Donore Avenue, Clogher Road and Sundrive Road. Re-allocation of road space is proposed along South Circular Road. Land acquisition of curtilage will occur along a section of Lower Kimmage Road in addition to impacts to commercial premises - a petrol station forecourt and portacabin. Significant site clearance and construction works will be required to construct the new cycle route to join to the existing roads within Our Lady's Hospice to Mount Argus Road by building over the culverted River Poddle alongside Mount Jerome Cemetery. Alterations to speed bumps and road markings would be expected along some sections of diverted cycle lanes.	The widening of Kimmage Road Lower would result in the loss of on-street parking. Land acquisition along Kimmage Road Lower would impact the forecourt of a petrol station and a portacabin. A section of the route along the western edge of Harold's Cross Park would be converted to a virtual bus lane with general traffic diverted along Harold's Cross Road (with the exception of local traffic). A further 50m section, travelling southbound would be converted to a 'virtual bus gate' by building over the culverted River Poddle alongside Mount Jerome Cemetery. Alterations to speed bumps and road markings would be expected along some sections of diverted cycle lanes.	The widening of Kimmage Road Lower would result in the loss of on-street parking. Land acquisition along Kimmage Road Lower would impact the forecourt of a petrol station and a portacabin. A section of the route along the western edge of Harold's Cross Park would be converted to a virtual bus lane with general traffic diverted along Harold's Cross Road (with the exception of local traffic). A further 50m section, travelling southbound would be converted to a 'virtual bus gate'. A section of Kimmage Road Lower to Sundrive Road junction would become a one-way system flowing southbound for the provision of bus lanes - northbound traffic would be diverted to nearby alternative routes. This scheme deviates from Scheme 2A for the section between Our Lady's Hospice and Mount Argus Road. On the 100m section of Harold's Cross Road closest to the entrance to Our Lady's Hospice a two-way cycle track on the western side of the road would be constructed. This would involve removing the on-street parking from the front of 12 houses along the road, parking could be provided to the rear of the houses with land take from their back gardens and from Our Lady's Hospice. Alterations to speed bumps and road markings would be expected along some sections of diverted cycle lanes.	Existing time plated on-street parking would be removed, although there is space to provide new on-street parking spaces in some locations. Introduction of traffic management structures such as one general traffic lane in each direction and no bus lanes, retractable bollards or "bus gates" to restrict access. Modification of signalised junctions and installation of retractable bollards to prioritise buses at peak times. The installation of "bus gates" to restrict access to general traffic would be a potential alternative option. Modification of a number of junctions including Harold's Cross Road/ Lower Kimmage Road (at start of Park) and junction with Lower Kimmage Road/ Sundrive Road/ Larkfield Road. Significant site clearance and construction works will be required to construct the new cycle route to join to the existing roads within Our Lady's Hospice to Mount Argus Road by building over the culverted River Poddle alongside Mount Jerome Cemetery.	Introduction of traffic management structures such as one general traffic lane in each direction and no bus lanes, retractable bollards or "bus gates" to restrict access. Modification of signalised junctions and installation of retractable bollards to prioritise buses at peak times. The installation of "bus gates" to restrict access to general traffic would be a potential alternative option. Modification of a number of junctions including Harold's Cross Road/ Lower Kimmage Road (at start of Park) and junction with Lower Kimmage Road/ Sundrive Road/ Larkfield Road. This scheme deviates from Scheme 2C for the section between Our Lady's Hospice and Priory Road. On the 100m section of Harold's Cross Road closest to the entrance to Our Lady's Hospice a two-way cycle track on the western side of the road would be constructed. This would involve removing the on-street parking from the front of 12 houses along the road, parking could be provided to the rear of the houses with land take from their back gardens and from Our Lady's Hospice.
	Overall, significant impacts to land-use would be expected along this route option.	Overall, significant impacts to land-use would be expected along this route option, however to a lesser extent than Scheme 1.	Overall, significant impacts to land-use would be expected along this route option, however to a lesser extent than Scheme 1.	Overall, significant impacts to land-use would be expected along this route option, however to a lesser extent than Scheme 1.	Overall, significant impacts to land-use would be expected along this route option, however to a lesser extent than Scheme 1.	Overall, significant impacts to land-use would be expected along this route option, however to a lesser extent than Scheme 1.
Rank						