

	·					DART+ WEST - MCA S Ashtown Level Crossing A			
P	arameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Option 4 & 4b (Road bridge West + PedCycOvBridge)	Option 10 (UnBridge West of Mill, PedOvBridge at Station)	Option 11 (Improvements on Local Road Network, PedOvBridge at Station)	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station)	Option 13 (OvrBridge West of Mill, PedOvBridge at Station) Road with cycleway under Railway and Canal West of the Mill and linking to Mill Lane at each end:
					Roadbridge at Navan Parkway with link to River Road, Selected upgrade works to River Road as for an Ashtown, Pedestrian and cycle overbridge at Ashtown. This cyclin is located approximately tim to the vest of the ceisting level crossing at Ashtown at the grade separated junction on the Navan Road serving Phoneira Park Railway Stein. At this location there is scope to construct a new road link over the canal and railway to link to River Road. This could either descend to leis into River Road or the designed to pass over it to cross the Tolka River and facilitate an onward connection to the Durankin lands. In the latter case, a short spur would be provided to link to River Road within would need upgrade as far as Ashtown. In both cases this cption would involve some vehicular traffic diversion and land acquisition. The option can accommodate a cross section of a 5.5 m cartiageway with 2m foregaths and 1.75m cycle tracks on both sides. Short term connection to River road is likely to be in the term of a mini roundatout. River road world require upgrade to Ashtown with a	end: This option would entail re-routing Astrown Road along its old alignment (pre nalway) along a section of Mill Late, diverting through commercial lands to the west of the protected mill and passing under both the railway and the Royal Canal to be into Mill Late north of the railway. The option is proposed to accommodate a cross section of a 5.6 mariageway with 15 m bubling strip to the west and a 3.56 m cycleway to the seat. An al-grade turning head and drop-off would be provided to the south of Astroum Station and a set down area north of the canal. The length of the option is approximately 150m on the northern side and 300m south of the rail line. The option would drop to an approximate level of 36.2m OD Malin Head, under the rail which is a at	over the station platforms rising to the east before turning perpendicular to the track to cross the railway. This cylinder nequires reconstruction and reconfiguration of the train station under the footprint of the proposed footbridge. The rail level at the crossing is approximately 4.2 Im to DO Main Head and the canal water level is approximately 3.3 m. The valking surface on the proposed bodge over the railway rises to a level of approximately 5.0 km. The proposed parapets will be approximately 1.5 km high remote from the	Road link between Navan Parkway Station and the Road network immediately north of Ashtown Village incorporating a bridge over the railway and canel and a pedestrian cycle bridge over the station in Ashtown. This option would certail re-rounting through not static away from Ashtown village. The applicance accommedate for one section of a S.S. carriageway with 2 m toopashs on both adds and 25m time by one task one section of a S.S. carriageway with 2 m toopashs on both adds and 25m time by one task one section of Ashtown Section 1. The length of the option is approximately 300m each side of the rail line and canel. The option would rise to an approximate dock level of 25m 0.00 which is at a level of 35m 0.00 at the crossing point. On the southern side a separate pedestrian and cyclist link and link to the riding school are erocosed to maintain access for non-motorised use these would have cross section of 4 of an erocosed to maintain access for non-motorised use these would have cross section of 4 of the erocosed to maintain access for non-motorised use these would have cross section of 4 or erocosed to maintain access for non-motorised use these would have cross section of 4 or erocosed to maintain access for non-motorised use these would have cross section of 4 or erocosed to maintain access for non-motorised use these would have cross section of 4 or erocosed to maintain access for non-motorised use these would have cross section of 4 or and the section of the secti	This option would entail e-routing Ashtown Road along its old alignment (per ainway) along a section of Mill Lane, diventing through commercial lands to the west of the protected mill and passing under both the railway and the Royal Canal to tie into Mill Lane north of the railway. The option is proposed to accommodate a cross section of a 6.5m carriageway with 1.5m rubbing strip to the West and a 3.65m cycleway to the east. An at-grade turning head and drop-off would be provided to the south of Ashtown Station. An at-grade turning head and drop-off will be provided to the south of Ashtown Station. The length of the option is approximately 150m on the northern side and 300m south of the rail line. The option would rise to an approximate level of 2.5m OD Malin Head over the railway which is a at a level of 4.5m. A half through through those from of construction would be required similar to the adjacent Ratach Road
					The road would be a similar level as the existing of the road and requiring the removal of the associated boundary treatment - walfs, receive, brush. The road would be at a similar level as the existing junction Phoenix Park crossing the rail at a level of approximately 55.6 m OD Malin Head before descending to the into the level of the River Road at a level of 34.7 m. The road on the northern side would be at a gradient of approximately 9% over 300m if permitted to follow a meandering route. It includes the demolition of the existing cable stayed routining at the level crossing and the existing station founding to provide specific proprospect periods provided. The road routining the provides are provided to the provided provided to the road to the crossing is approximately 42.1 m OD Malin Head, and the canal at 39.3 m with the bridge level over the railway at 50.00m. The ramps or a other size of their said for the life will not exceed the railway at 50.00m. The ramps or a other size of the risk size of the relief way at 50.00m. The ramps or a third size does not be received to the relief way at 50.00m. The ramps or a third size do the road at 39.3 m with the bridge level over the railway at 50.00m. The ramps or a third size does not be received to the relief way at 50.00m. The ramps or a third size does not be received to the relief way at 50.00m. The ramps or a third size does not be received to the relief way at 50.00m. The ramps or a third size of the relief way at 50.00m. The ramps or a third size of the received the relief way at 50.00m. The ramps or a third size of the relief way at 50.00m.	In a projection of consists of precision of cycle trilings at the real research. The unage wan case to disabled and mobility impaired users. The option will provide for a set down, maintenance and emergency vehicular access to the station. It is proposed that prefestrians, cyclists and disabled users would be accommodated by the construction of a new predestrian - cycle bridge on the footbridge of the existing train station. This will require reconstruction of the train station. This is fessible to cross at this location, as it is upstheam of the double lock on the canal and the canal is at the same approximate level as the adjacent railway. This option would require some property	Separate pedestrian stairs are proposed to be provided with this option also to provide for direct pedestrian access and rails for pushing byticles could be installed if required. Constraints on a bridge crossing here include the train station, the Royal Canal, the listed railway structures, and the canal bridge. This option provides for motorised traffic to be divented along the local road network. Upgrades will be necessary in River Road with the construction of a 2.0m pedestrian way along the southern edge of the road west of Ashtown and localised improvements to the east. Where this is adjacent to Astron House if is proposed to not the pedestrian way doing the northern boundary of the road we	It is feasible to cross at this location, as it is upstream of the double look on the canal and the canal is at the same approximate level as the adjacent railway. This option would require some property acquisition and modifications to existing accesses. It would pass through the grounds of the listed Ashton House. The option will provide for a set down, maintenance and emergency vehicular access to the station. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new pedestrian / cycle bridge on the loothridge of the existing train station. This will require reconstruction the train station.	Bridge. A new mini roundabout is proposed at the junction of Mill Lane and Ashtown Road south of the railway to accommodate traffic interactions. It is proposed that pedestrians, cyclists and disabled users would be accommodated by the construction of a new pedestrian / cycle bridge on the footbridge of the existing train station. This will require reconstruction of the train station. This option crosses through the grounds of Ashton House and will require an additional bridge to be constructed over the access road to the house. It is articipated the proposed roadway would be waited along the extert peasing through the seatest. The proposal is to the rich existing roundabout immediately
		1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs, acquisition costs and temporary	5% gradient. Separate pedestrian stairs could be provided with this option as well to ease pedestrian access and rails for pushing cycle on if required. Some comparative disadvantage over other options Some realignment and improvement works required on River Road. A two or three span bridge configuration is anticipated their enequiring construction activity between the canal and the railway. Requires land acquisition in former demense lands north of the	Some comparative disadvantage over other options Construction cost impacts are high due to direct impacts on canal and existing railway and	Some comparative advantage over other options The costs for this option includes the fixed pedestrian and cycle bridge over the canal and railway with associated ramps, station alterations, turning facilities and set down facilities and associated and acquisition costs. There is no road bridge associated with this piction.	Some comparative disadvantage over other options	north of Ashtown village. A portion of the boundary wall to Ashton house would need to be demolished to accommodate the link road. This option would require some property acquisition. Some comparative disadvantage over other options This option requires a crossing of the canal and railway on skew and an extended road alignment through the listed Ashton House property to facilitate a tie in to the north of the canal and railway.
				works	railway. The costs for this option includes the fixed potentian and cycle bridge over the canal and railway with associated ramps, station alterations, turning facilities and set down facilities, and associated land acquisition costs. Some comparative advantage over other options	The costs for this option includes the fixed pedestrian and cycle bridge over the canal and railway with associated ramps, station alterations, turning facilities and set down facilities, and associated land acquisition costs. Some comparative disadvantage over other options	Upgrades are proposed along the local road network including new footpaths, signalling at		The costs for this option includes the fixed pedestrian and cycle bridge over the canal and railway with associated ramps, station alterations, turning facilities and set down facilities, and associated land acquisition. Some comparative disadvantage over other options
1 6	Economy	1.2	Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied options	Maintenance costs include a Composite Steel Railway and Canal Overbridge, extensive retaining walls and 0.6km of new roadway. It also includes a steel pedestrian/cyclist overbridge at the station. Some comparative advantage over other options	Maintenance costs include a Composite Concrete bridge under Railway and Canal, a single span access bridge over the proposed road and retaining walls along sections of the roadway. It also includes a steel pedestrian/cyclist overbridge at the station. Some comparative advantage over other options	A pedestrian/cyclist overbridge would require minimal maintenance in short term with regular inspections and remedial works in the long term. The long term maintenance low compared to other options. Some comparative disadvantage over other options	bridge for access to Alekton House, outcoming retaining wells and 1km of new readway	Maintenance costs include a Composite Steel Railway and Canal Overbridge, a single span bridge for access to Ashton House, and extensive retaining walls . It also includes a steel pedestrian/cyclist overbridge at the station . Some comparative advantage over other options
		1.3	Traffic Functionality /economic benefit	Benefits to vehicular traffic through reduction in journey time lengths and delays through removal of level crossings. Consideration of potentially longer routes for traffic.	Reduces Traffic in Ashtown village. This option requires vehicles to divert from Ashtown to cross the railway. Reduction in Traffic on R147 and at Ashtown Roundabout. Potential for induced trips along River Road. Cycle, pedestrian, mobilty impaired and disabled access proposed at station. Traffic flow of approx 450 in AM peak and 370 in PM peak diverted for approx. Additional Traffic flow Do Something vs Do Minimum, of approx 269 in AM peak and 174 in PM peak. 1.5km minimum diversion. Through traffic diversions small, relates to approx 45% of traffic. Estimated Additional Vehicle km per day = 810	Reduces Traffic in Ashtown village. General reduction in journey times due to removal of level crossing and minimal diversion associated with the option. The route is largely on the desire line of transport customers. Potential for induced trips along River Road. Potential to increase congestion at Ashtown Roundabout and on the R147. General reduction in journey times for pedestrians and cyclists. Baseline traffic flow of approx 450 in AM peak and 370 in PM peak. Additional Traffic flow Do Something vs Do Minimum, of approx 269 in AM peak and 174 in PM peak, 0.1km diversion. Estimated Additional Vehicle km per day = 270	Reduces Traffic in Ashtown village. General increase in journey time due to diversion along local road network and the introduction of controlled single lane shuttle running on sections of River Road. Journey time savings for pedestrians and cyclists. Potential for negative impact along diversion routes with up to 2.0mins additional delay at existing junctions. Baseline traffic flow of approx 450 in AM peak and 370 in PM peak. Additional Traffic flow Do Something vs Do Minimum, of approx 269 in AM peak and 174 in PM peak, Two diversion routes available for local traffic, 47km and 5.7km. Through traffic diversions small, relates to approx 45% of traffic. Road improvements will ameliorate impact.Estimated Additional Vehicle km per day = 2754	Traffic flow or approx 450 in AM peak and 370 in PM peak diverted for approx. Additional Traffic flow Do Something vs Do Minimum, of approx 269 in AM peak and 174 in PM peak.	Reduces Traffic in Ashtown village. General reduction in journey times due to removal of level crossing and minimal diversion associated with the option. The route is largely on the desire line of transport customers. Potential for induced trips along River Road; Potential to increase congestion at Ashtown Roundabout and on the R147. General reduction in journey times for pedestrians and cyclists. Baseline traffic flow of approx 450 in AM peak and 370 in PM peak. Additional Traffic flow Do Something vs Do Minimum, of approx 269 in AM peak and 174 in PM peak, 0.1km diversion. Estimated Additional Vehicle km per day = 270
		2.1	Transport Integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	An opions provide access to the proposed greening and gine royar cartal. Improved interchange between modes due to veh access to PhR. Route encourages customers away from Ashtown. Civile neclectrian mobility impaired and disabled access, proposed at station.	Some comparative advantage over other options All options provide access to the proposed greenway along the Royal Canal. This option does not enhance access to the Navan Road Park and Ride facility. General reduction in journey times advantage with the option crossing and minimal diversion. The route is largely on the desire line of transport customers. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack provided along New roadway.	All options provide access to the proposed greenway along the Royal Canal. This option dose not enhance access to the Naran Road Park and Ride facility. This option diverts traffic onto the local road network increasing congestion. Where this arises on River road it is not practicable to provided dedicated facilities for cyclists. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack not practicable on River Road.	Significant comparative advantage over other options All options provide access to the proposed greenway along the Royal Canal. Improved interchange between modes due to veh access to PirR, encouraging customers away from Ashtown. Provides direct link into Ashtown whereas Option 4+4b does not. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack provided along New roadway linking to Ashtown.	Some comparative advantage over other options All options provide access to the proposed greenway along the Royal Canal. This option does not enhance access to the Navan Road Park and Ride facility. General reduction in journey times due to removal of level crossing and minimal diversion associated with the option. The route is largely on the desire line of transport customers. Cycle, pedestrian, mobility impaired and disabled access proposed at station. Cycletrack provided along New roadway, not practicable on River Road.
2 lr	ntegration	2.2	Land Use Integration	Impact on land use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local planning documents.	Phoenix Park Railway Station" However, the introduction of a new road infrastructure in High Amenity zoned land would go against Objective NH51 (FCDP) "Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place". However, in terms of future land use factors.	At local planning policy level, the extents of the underbridge are primarily located within Fingal CDP area. Lands are zoned for 'High Technology' (to the south of the Canal) and travels north of the canal into the start of a large area of land zoned 'High Amenity'. This ootion is within the future Navan Road Parkway LAP (map-based objective: LAP 13.B) and	widening works will be required into lands zoned Z9 (Amenity, Open Space, Green Network) under the Dublin CDP and lands zoned High Amenity' under Fingal CDP. The improvement works proposed as part of Option 11 support the realisation of Objective MTO31 of the Dublin CDP to To initiate and/or implement the following road improvement schemes and bridges' which lists River Road as one of the reads to be improved. The pedestrian and cyclist overbridge is located entirely within the Dublin CDP area. The body as it percental within loads road for 20 Al Amenity. Open Space, Green Metanykl and	overbridge in a High Amenity area would not work towards 'Objective NH51' (FCDP') "Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place". Option 12 crosses through the middle of lands zoned for 'High Amenity' and would have a greater impact on its land use zoning objective when compared to Options 2 and 3. Extents of the option to the south of the Royal Canal are within undeveloped lands zoned for development under future Navan Royal Parkway LAP (map-based objective: LAP 13.B). Option 12 may reduce the area of land to be developed as part of the LAP but will likely to support overall land use and transpot of planning integration. Subject to further design and traffic data. The pedestrian and cyclist overhidge is located entirely within the Dublin CDP area. The	Option 13 consists of two structures, an all-user overbridge west of Mill Lane and a pedestrian overbridge at Ashtown Station. At local planning policy level, the overbridge is located within Fingal CDP area. Lands are zoned for High Technology (to the south of the Canal) and travel north of the canal into the start of a large area of land zoned 'High Amenity. The introduction of a new overbridge in a High Amenity area would not work towards Objective NHST' (FCDP) 'Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place'. Option 13 crosses through the middle of lands zoned for High Amenity and would have a greater impact on its land use zoning objective when compared to Options 2 and 3. This option is within the future Navan Road Parkway LAP (map-based objective: LAP 13.B) and is likely to support overall land use and transport planning integration. Subject to further design and traffic data. The pedestrian and cyclict overbridge is located entirely within the Dublin CDP area. The bridge is located within lands zoned for 29 (Amenity, Open Space, Green Network) and 211 (canal, coastal and river amenities) associated with the Royal Canal. The overbridge will provide an improved walking and cycling access into the Village Centre.
		2.3	Geographical Integration	Alternative level crossing options are mostly neutral in respect of Geographical Integration due to localised nature of the level crossings.	Comparable to other options No significant effect on geographical integration.	Comparable to other options No significant effect on geographical integration.	Comparable to other options No significant effect on geographical integration.	Comparable to other options No significant effect on geographical integration.	Comparable to other options No significant effect on geographical integration.
		2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.	Comparable to other options This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).	regarding the DART + programme (NPF, RSES, GDA Transport Strategy).	Comparable to other options This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).	Comparable to other options This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).	Comparable to other options This option supports the delivery of the higher level national and regional planning policies regarding the DART + programme (NPF, RSES, GDA Transport Strategy).
		3.1	Noise and Vibration	Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualitative criteria are also used where necessary to differentiate between the options.		Some comparative disadvantage over other options Moves traffic to rear of apt block from current road layout. This option will introduce additional noise to the rear apartments while also decreasing road traffic noise levels to the apartments currently facing the front of the apartment block. Construction phase of this option will be more significant due to the excavation required. 206 properties within 100m.	Some comparative advantage over other options The pedestrian bridge and station upgrades will have some impacts during construction. 673 dwellings within 100m of both vehicular route and pedestrian crossing, however, this option is expected to result in small scale change in noise levels elsewhere due to traffic redistribution during the operational phase.	additional noise to the rear apartments while also decreasing road traffic noise levels to the	Moves traffic to rear of apt block from current road layout. This option will introduce additional noise to the rear apartments while also docreasing road traffic noise levels to the apartments currently facing the front of the apartment block. Construction phase of this option will be more significant due to the excavation required. 206 properties within 100m.
		3.2	Air Quality and Climate	Estimated number of receptors within 50m reviewed as part of appraisal. Options closer to more sensitive locations will have an increased risk of changes in air quality during construction or operational phases. However, qualitative criteria are also used where necessary to differentiate between the options.		Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. Moves traffic to rear of apt block from current road layout. 117 during within 50m where traffic has been moved from front to back. The embodied carbon associated with the bridges and retaining walls is more significant for this option than for other options. Potential for construction phase dust impact is not significant when mitigation measures are put in place. Significant comparative advantage over other options	Some comparative advantage over other options Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. 158 dwellings within 50m of both vehicular route and pedestrian crossing. This option performs best in respect of embodied carbon as it requires fewer struutures and much of the readworks is online. This option is expected to reduce air emission impacts within Ashtown. Some comparative advantage over other options	Some comparative disadvantage over other options Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. 94 dwellings within 50m of both vehicular route and pedestrian crossing. The embodied carbon associated with the bridges and retaining walls is more significant for this option than for other options. Potential for construction phase dust impact is not significant when miligation measures are put in place. Significant comparative disadvantage over other options	Pedestrian cycle bridge and station reconstruction will have minor impacts during construction for all options. Moves traffic to rear of apt block from current road layout. 114 dwellings within 50m where traffic has been moved from front to back. The embodied carbon associated with the bridges and retaining walls is more significant for this option than for other options. Potential for construction phase dust impact is not significant when mitigation measures are put in place. Significant comparative disadvantage over other options
		3.3	Landscape and Visual (including light)	Key landscape characteristics affected; Impact on landscape character; Impacts on landscape features, protected landscapes. Key visual characteristics affected; Impacts on properties, amenities, protected views, key views.	tiess and woodands or lands between Fashtown Lodge (air bit is asstocated bidge) and Coolinine Rugby Club. Alignment will impact existing landscape character of River Road and lands north to the Tokia River. The majority of the lands are laid out in mature parking with these, walks, and boundary woodand—a field which will be impacted by the alignment. The lands and the comfor of the Royal Caral are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan. Tree and Woodand preservation objectives in Fingal Development Plan apply to the lands.	Lands of Ashton House and the corridor of the Royal Canal west of Longford Bridge are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan. Option underpassess canal, which reduces landscape and visual impact on canal corridor. Moderate visual impact for setting of 10th Lock on Royal Canal and for mill buildings south of canal. Moderate impact due to removal of roadside tree-lined hedgerows leading to railway.	incongruous manner. Pedestrian/ycle bridge will have a significant impact on trees-fredgerows along the royal canal. Royal canal corridor is identified as a conservation area in the Dublin City Development Plan. Lands south of the canal are zoned open space (29) for the protection, provision and improvement of recreational amenty, open space and green networks. Significant tandscape and visual impact associated with construction works on River Road.	Lands of Ashton House and the corridor of the Royal Canal west of Longford Bridge are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan.	The pedestrian cycle bridge is common to all options and overswings the canal in a visually incongruous manner. Pedestrian/cycle bridge will have a significant impact on trees/hedgerows along the royal canal. Option will have a very significant impact on boundary trees/woodlands, entrance gates and lodge at Ashton (Ashtown) House, a protected structure (No. 690). Lands of Ashton House and the corridor of the Royal Canal west of Longford Bridge are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan. Moderate impact on setting of Mill buildings on south side of canal and on roadside tree-lined hedgerows leading to railway.
		3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	Some comparative disadvantage over other options This option is hydrologically connected to European sites downstream in the Tolka Estuary and Dublin Bay. There is no risk of Likely Significant Effects to this or any other European site. There is potential for impacts to Royal Canal pMHA arising from noise, articular lighting and impacts to water quality during construction. During construction of the pedestrian/cycle overbridge, water quality in the canal could be impacted during the development of the canal could impact field in the development of the canal could impact field and native white-cleawed crayfich which will have to be taken from the water in advance of the works. Demolition works could also disturb and displace fauna. Loss of woodland, grassland, treeline and hedgerow habitat is anticipated.	percentage, war quanty in the canal could be impacted unity of the existing bridge. Works within the canal could be impact fish and native white-clawed crayfish which will have to be taken from the water in advance of the works. Demoition works could also disturb and displace fauma. Badger and their setts could be disturbed during	addition to the demolition of the existing bridge. Works within the caral could impact fish and native white-clawed crayfish which will have to be taken from the water in advance of the works. Demolition works could also disturb and displace fauna. Works along the north side of River Road have the potential impact negatively on water quality in the Tolka River and European sites downstream. Extensive loss of linear woodland and treeline/hedgerow	artificial lighting and impacts to water quality during construction. During construction of the pedestrian/ycle overbridge, water quality in the canal could be impacted during the dewatering required for the realignment of the canal in addition to the demolition of the existing bridge. Works within the canal could impact fish and native white-clawed craylish which will have to be taken from the water in advance of the works. Demolition works could also disturt and displace fauna. Badger and their sets could be disturbed during construction leading to set abandonment. Demolition of Old Mill Lane buildings may impact bas but further studies would be required to determine potential impacts on bats. Loss of	Some comparative advantage over other options This option is hydrologically connected to European Sites downstream in the Tolka Estuary and Dublin Bay. There is no risk of Likely Significant Effects to this or any other European site. There is potential for impacts to Royal Canal pNHA arising from noise, artificial lighting and impacts to water quality during construction. During construction of the pedestraincycle overtrigge, water quality in the canal could be impacted during the dewatering required for the realignment of the canal is addition to the demolition of the existing trigge. Works within the canal could impact fish and native white-clawed crayfish which will have to be taken from the vater in advance of the works. Demolition works could also disturb and displace fauna. Demolition of Old Mill Lane buildings may impact bats but further studies would be required to determine potential impacts on bats. Loss of woodland and grassland habitat is anticipated.
3 En	nvironment	3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (land take)	Some comparative advantage over other options Direct impact on former demesne landscape associated with Ashbrook, a protected structure (RPS No. 941). Potential for direct impact on the Royal Canal (RPS No. 944a). Potential to encounter on archaeological deposits that may survive in undeveloped areas.	Some comparative disadvantage over other options Indirect impacts on mill and outbuildings (RPS 691). Potential indirect impacts on Longford Bridge (RPS No. 693 FCC. 907 DCC). Royal Carall (RPS No. 944a) and the Royal Carall 10th Lock (RPS No. 944b). Direct impact on demesne of Ashton House (RPS 0690). Potential to encounter archaeological deposits that may survive in undeveloped areas and path of former road way.	Potential for indirect impacts to Longford Bridge (RPS No. 693 FCC, 907 DCC), the Royal Canal (RPS No. 944a). Potential to encounter archaeological deposits that may survive within undeveloped areas.	Significant comparative disadvantage over other options Direct impacts on entrance and demesne associated with Ashton House and indirect impact on setting of Ashton House (RPS No. 0690), Indirect impacts on mill and outbuildings (RPS No. 4691) and Pelietstown House (structure of architectural menti). Potential indirect impacts on Royal Canal (RPS No. 9440). Potential to encounter archaeological deposits that may survive in undeveloped areas and path of former road way.	Direct impacts on entrance and demesne associated with Ashton House (RPS 0690), Indirect impacts on mill and outbuildings (RPS 981) and Pelletstown House (structure of architectural merit). Potential indirect impacts on Royal Canal (RPS No. 944a) and the Royal Canal 10th Lock (RPS No. 944b). Potential to encounter archaeological deposits that may survive in undeveloped areas and path of former road way.
		3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	Significant comparative disadvantage over other options Works north of river road are within or immediately adjacent to floodplain of the River Tolka creating potential increase in flood risk to neighbouring lands. Construction works for this option are adjacent to the River Tolka/Royal Canal and has the potential for minior impact on surface wester quality during construction of the overbridge. Potential impacts on River Tolka are greater over other options. This option however, removes vehicular traffic borne pollutants by removing traffic at the Royal Canal. Options 4+4b and 11 have significant comparative disadvantage over other options.	Significant comparative advantage over other options Underpass excavations pose potential risk to groundwater quality and residual flood risk. This option also has some minor potential impacts on surface water from the construction of the pedestrian / cyclist overbridge. Has some comparative disadvantage over other options.	Significant comparative disadvantage over other options Works north of river road are within or immediately adjacent to floodplain of the River Tolka creating potential increase in flood risk to neighbouring lands. Construction works for this option are adjacent to the River TolkarRoyal Canal and has the potential for minor impact on surface water quality during construction of the overtridge. Potential impacts on River Tolkar are greater over other options. This option however, removes vehicular traffic borne pollutants by removing traffic at the Royal Canal. Options 4+4b and 11 have significant comparative disadvantage over other options.	Significant comparative advantage over other options This option has the potential to impact on water quality of the Royal Canal during the construction phase of the road and the pedestrian / cyclist overbridge. Has some comparative advantage over other options. - Some comparative advantage over other options	Significant comparative advantage over other options This option has the potential to impact on water quality of the Royal Canal during the construction phase of the road and the pedestrian / cyclist overbridge. Has some comparative advantage over other options. Significant comparative disadvantage over other options
			Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	The agricultural impact will have a slight impact on Ashtown Stables. The non- apricultural impact will have a significant impact on one residential property. The	The agricultural impact will have a slight impact on Ashtown Stables. The non-agricultural impact will include a profound impact on one commercial (Burke Bros Ltd.) property and significant impacts on one commercial property (Cowans) and development property. The remaining residential, commercial and amenity property impacts will be slight. Some comparative disadvantage over other options	The agricultural and non-agricultural property impacts will have slight property impacts associated with upgrade of local road network including River road from Dunsink Lane to Rathoath Road. The removal of vehicular access over the railway at Ashtoun will have a slight to moderate indirect impact on businesses on either side of the railway. Some comparative advantage over other options		The agricultural impact will have a slight impact on Ashtown Stables. The non-agricultural impact will include a profound impact on one commercial (Burke Bros Ltd.) property and significant impacts on one commercial property (Gowans) and one development property, will also include a moderate impact on Ashtown House lands. The remaining residential, commercial and amenty property impacts will be slight. Some comparative disadvantage over other options
		3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Soil or topsoil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Overbridge alignment causes fill import requirements (Minor negative). Comparatively higher amount of open grassed gardens to be stripped of topsoil however sidestopes could be resoiled.	Underbridge option means that some materials may arise, which could possibly be suitable for reuse elsewhere on the project (Minor positive). Some made ground on-site (requires walkover survey / investigation) however this is where ground has already been sealed over a loss of logical is comparatively lower. Associated impact of interfering with the caral and existing railway, which may require specific materials be imported. Involves other geotechnical risks to design and construction which would require further studies and felsign information. Minor impact for pedestrian overthridge as this has difficulties in interaction with existing platform affructures. Survey / investigation required to manage geotechnical risks.	Road network improvements on-line mainly within existing footprint with minimal/low fill import requirements (minimal impact). This avoids stripping topsoil in the majority and would provide more effective use of materials to maintain and improve existing road corridors rather than requiring bulk earthworks haulage (comparative advantage over other options). Minor impact for pedestrian overbridge as this has difficulties in interaction with existing platform structures. Survey / investigation required to manage geotechnical risks.	sideslopes could be resoiled. Some made ground present on-site (requires investigation).	Road overbridge alignment has fill import requirements (minor negative impact). Some made ground on-site to south side (requires walkover survey / investigation) however this is partly where ground has already been sealed over so loss of topsoil is lower. Area comparatively increased on the north side leading to loss of topsoil. Minimal impact for pedestrian/station overbridge but this has difficulties in interaction with existing platform structures. Survey / investigation required to manage geotechnical risks.
		3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	Comparable to other options It is assumed that the routing of the cabling, the location of existing substations, hubs etc. along the line will be changed or impacted by the selection of any of the options over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.	along the line will be changed or impacted by the selection of any of the options over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.	along the line will be changed or impacted by the selection of any of the options over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.	along the line will be changed or impacted by the selection of any of the options over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.	Comparable to other options It is assumed that the routing of the cabling, the location of existing substations, hubs etc. along the line will be changed or impacted by the selection of any of the options over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.
		4.1	Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	Some comparative disadvantage over other options Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 2.5km (1.4 x diversion route) steep gradients on north side of option will be a disadvantage to vulnerable road users. The stables represent a significant amenity for vulnerable persons. This option is likely to result in some impact on the stables during construction.	Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 572m (1.1x diversion route). The stables represent a significant amenity for vulnerable persons. This option is likely to result in some impact on the stables during construction.	Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 4.7km (10 x diversion route). The stables represent a significant amenity for vulnerable persons. This option is likely to result in some impact on the stables during construction. Comparable to other options	Some comparative disadvantage over other options Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 2.5km (1.4 x diversion route) steep gradients on north side of option will be a disadvantage to vulnerable road users. The stables represent a significant amenity for vulnerable persons. This option is likely to result in some impact on the stables during construction. Comparable to other options	Some comparative advantage over other options Facilities for non-motorised vulnerable road users are provided for all options at the train station. All options are equivalent in this regard. Road traffic diverted distance route is 572m (1.1x diversion route). The stables represent a significant amenity for vulnerable persons. This option is likely to result in a small degree of impact on the stables during construction. Comparable to other options
4	cessibility & Social inclusion	4.2	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.		Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station Some comparative advantage over other options	Station Accessibility is addressed for all level crossing options in proximity to a station	Station Accessibility is addressed for all level crossing options in proximity to a station	Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station Some comparative advantage over other options
		4.3	Social Inclusion	Service levels impacts including severance of community groups; Severance from community facilities consequent on an option.	Diverted distance route 798m (1.6x diversion route) but existing vehicular route severed.	This option does not cause community severance. This option does not curtail access to community amenities Diverted distance route is 572m (1.1x diversion route). This option impacts the southern extremity of Ashtown Stables only Comparable to other options	Diverted distance for vehicular traffic 4.3km (10 x diversion route), proposed pedestrian / cycle bridge maintains local non-vehicular access.	Diverted distance route 798m (1.6x diversion route) but existing vehicular route severed. Community facilities affected by reduced access include Shopping facilities, Giraffe Childcare, Pelletstown Educate Together National School - North of the railway and Halfway House, Ashtown Post Oddice St Dominics College, Meaghers Pharmacy, Ashtown Stables, Daughters of Charity - south of the railway. Comparable to other options	This option does not cause community severance. This option does not curtail access to community amenities Diverted distance route is 572m (1.1x diversion route). This option impacts the southern extremity of Ashtown Stables Comparable to other options
		5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	Option removes the rail - road interface Comparable to other options	Option removes the rail - road interface Comparable to other options	Option removes the rail - road interface Comparable to other options	Option removes the rail - road interface Comparable to other options	Option removes the rail - road interface Comparable to other options
5	Safety	5.2	Vehicular Traffic Safety	Quality of Access for these road users, lengths of diversions, removal of interface with rail and other modes of transport	This option closes the level crossing - removes a significant hazard to drivers; Road traffic diverted distance route is 2.5km (1.4 x diversion route) Some comparative advantage over other options	This option closes the level crossing - removes a significant hazard to drivers; Road traffic diverted distance route is 0.6km (1.1 x diversion route) Some comparative advantage over other options	This option closes the level crossing - removes a significant hazard to drivers; This option will result in traffic diversions of up to 4.7km and some increased congestion on the local road network. Some comparative disadvantage over other options	This option closes the level crossing - removes a significant hazard to drivers; Road traffic diverted distance route is 2.5km (1.4 x diversion route) Some comparative advantage over other options	This option closes the level crossing - removes a significant hazard to drivers; Road traffic diverted distance route is 0.6km (1.1 x diversion route) - Some comparative advantage over other options
		5.3	Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users. removal of interfaces	Diverted road distance route is 1.5km (3 x diversion route). With the incorporation of a pedestrian / Cycle bridge in this option, any impact on pedestrians, cyclists and vulnerable road users is significantly reduced. Detour –400m. In addition to providing a pedestrian / cycle route at the station this option provided additional north south access for pedestrians and cyclists along the proposed roadway. Comparable to other options	Diverted road distance route is 572m (1.1x diversion route). With the incorporation of a pedestrian / cycle bridge in this option, any impact on pedestrians, cyclists and vulnerable road users is significantly reduced. Detour –400m. In addition to providing a pedestrian / cycle route at the station this option provided additional north south access for pedestrians and cyclists along the proposed roadway. Comparable to other options	Diverted road distance route is 4.7km (10 x diversion route). This option removes the level crossing. It replaces pedestrian and cycle access with a pedestrian cycle bridge. Other vulnerable road uses are diverted onto the existing road network. Diverted road users will be required to negotiate up to 6No additional junctions including traffic light junctions and roundisbouts, typically turning left travelling southbound, right if travelling rooms of travelling northbound. This options does not provide for segregation on the diversion routes for vulnerable road users. Comparable to other options	Diverted road distance route is 2.5km (3x diversion route) steep gradients on north side of option will be a disadvantage to vulnerable road users. With the incorporation of a pedestrian / cycle bridge in this option, any impact on pedestrians, cyclists and vulnerable road users is significantly reduced. Detour –400m. In addition to providing a pedestrian / cycle route at the station this option provided additional north south access for pedestrians and cyclists along the proposed roadway. Comparable to other options	Diverted road distance route is 572m (1.1x diversion route). With the incorporation of a pedestrian / cycle bridge in this option, any impact on pedestrians, cyclests and vulnerable road users is significantly reduced. Detour -400m. In addition to providing a pedestrian / cycle route at the station this option provided additional north south access for pedestrians and cyclists along the proposed roadway. Comparable to other options
	Physical Activity	6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	This option supports good linkage between existing and proposed cycle facilities The quality of access to the train station for pedestrians and cyclists is good in respect of this option. Comparable to other options	This option supports good linkage between existing and proposed cycle facilities The quality of access to the train station for pedestrians and cyclists is good in respect of this option. Comparable to other options		This option supports good linkage between existing and proposed cycle facilities The quality of access to the train station for pedestrians and cyclists is good in respect of this option. - Comparable to other options	This option supports good linkage between existing and proposed cycle facilities The quality of access to the train station for pedestrians and cyclists is good in respect of this option. - Comparable to other options
		6.2	Permeability and local access opportunity	Journey Time and lengths of diversions for active modes and numbers affected. Analysis of the connectivity between level crossing and green areas/key attractions related to active mode	existing Ashtown Road. Diversion for cyclists when level crossing closed 0.3km	Cross Railway journey = nil as the proposed option is along the plan alignment of the existing Ashtown Road. Diversion for cyclists when level crossing closed 0.3km The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	existing Ashtown Road. Diversion for cyclists when level crossing closed is 0.3km.	existing Ashtown Road. Diversion for cyclists when level crossing closed 0.4km The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	Cross Railway journey = nil as the proposed option is along the plan alignment of the existing Ashtown Road. Diversion for cyclists when level crossing closed 0.3km The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.
1 2	Criteria 1 Economy 2 Integration		1		Option 4 & 4b (Road bridge West + PedCycOvBridge) Some comparative advantage over other options Significant comparative disadvantage over other options	Option 10 (UnBridge West of Mill, PedOvBridge at Station) Some comparative disadvantage over other options Significant comparative advantage over other options	Option 11 (Improvements on Local Road Network, PedOvBridge at Station) Some comparative advantage over other options Significant comparative disadvantage over other options	Option 12 (Road OvBridge West from Navan Parkway Stn, PedCycOvBridge at Ashtown Station) Some comparative disadvantage over other options Significant comparative disadvantage over other options	Option 13 (OvrBridge West of Mill, PedOvBridge at Station) Some comparative disadvantage over other options Significant comparative advantage over other options
3 4 5	3 Environment 4 Accessibility and social in 5 Safety 6 Physical Activity		ial inclusion		Some comparative disadvantage over other options Some comparative disadvantage over other options Some comparative advantage over other options Comparable to other options	Some comparative advantage over other options Some comparative advantage over other options Some comparative advantage over other options Comparable to other options	Significant comparative advantage over other options Some comparative disadvantage over other options Some comparative disadvantage over other options Comparable to other options	Some comparative disadvantage over other options Some comparative disadvantage over other options Some comparative advantage over other options Comparable to other options	Significant comparative disadvantage over other options Some comparative advantage over other options Some comparative advantage over other options Comparable to other options
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