

								DART+ W	EST - MCA Stage 1						
Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Do Nothina	Do Minimum	Option 1	Option 2	Ashtown Leve	Crossing Assessment	Option 4 & 4b	Ortion 5	Ontion 6	Ontion 7	Ordina 8	Ordina 9
				Leave the current level crossings in place.	Closure of the existing crossings with no desired to distinctive racine around the desired to distinctive racine around the crossing boulders.	The order answer would cope a circular severing to taking and countries concern. The small of the working carriagone by at least 7 and should fill the working carriagone by at least 7 and should be to slavely free-concerning to the cope of the contribution of the cope of the contribution of the cope of the contribution of the cope of the co	The length of the option is approximately 150m on the northern side and 300m sout of the rail line. The option would drop to are approximate level of 37.5m above MSL under the rail which is a 1x level of 45.6m above MSL at the crossing point. On the southern side a secarate operation and the southern side as secarate operation and the southern side as secarate operation and the southern side of secarate operations and the southern side of secarate operations and the secarate operation and the	The length of the option is approximately 300m each side of the rail line and canal. The is option would rise to an approximate deck level of 52 9m. OD which is a st a level of 45.6m. OD at the crossing point. On the southern side is separate pedestrian and cyclist link and list to the riding school are proposed to maintain access for non-motorised use these would.	or cross section of a 6.5m carriageway with 2m footpaths and 1.75m cycle tracks on both sides.  The road would be at a similar level as the existing junction Phosin's Park crossing the rail at a level of approximately 55.4m above MSL before descerding	This option is considered in combination with Option 4 described with 4 a and also include a pedestrian cycle overbridge structure with a 4m wide cross section (Option 4B) over the carel and railway, it include the demolition of the existing cable stayed	and an exceeding introduction the reduced of a common comm	option can accommodate a cross account or i.e. 5.5m carriageway with 2m footpaths and 1.75m cycle tracks on both sides.  The option would bridge over the railway and canal with approach gradients of 6% either side. The rail level at the crossing is approximately 42 tm above MSL and the	and, safe the care if 30 cm above indict, thin in a bridge level over the railway at 50,00m above MSL. The road level creats to a height of 52,0m above MSL, Som south of the rail line before descending over the rail and careat. The roads would then the iron to the new circulation roads through the Polistations Development to the north of the careat. Separated -m wide shared	Cyption 8  Cyption 8  The option readules the processor of a two publication and converged to television. Advances and south of the loved converged to television. Advances and south of the loved converged to television. The street is the converged to the convergence to the converged to the converged to the convergence to the convergence to the convergen	
	1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs, acquisition costs and temporary works	Significant compension advantage over other options of the options of the option	Significant comparative adventage over other options  Cost of removing crossing is nominal in comparison to protein of road crossing.	Significant compartions discharged and disher consistent of the continued to be impracticable due to the direct imports on the community immediately the windry of the community immediately the windry of the contrasting. The multidary complex to the north recognized as a distribution of the contrasting and continued and engineeric carrier. The multidary complex to the north recognized as a distribution of the contrasting and continued and proposal carrier. The multidary contrasting and cont			Additional comparation data-based page of different control of the		only cated for cars and small commercial vehicles			авзосания wint this opuort.	The cost and disruption of a scheme of this ration.  The cost and disruption of a scheme of this ration would be consultativishe and opportfolie in comparison to other option audition. It is proposed to discuss to other option without further consideration.
Economy	1.2	Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied options	Some comparative dislavantage over other options contains the containing crossing is manned resulting in an manual cost. The level crossing explament forces an annual maintenance cost and replacement cost on a 15yr cycle.	Significant comparative advantage over other options of the level crossing would remove the maintenance requirement of the level crossing.	Some comparative disadvantage over other options  This option is characterized on the basis of fixed unmovable structures and a robust structural structure and a robust structural structure with the multystorey structure to the north of the level crossing.		A fivert bridge will resture maintenance	A fixed bridge will reduce maintenance requirements over a level crossing or other mechanical solution. Bridge option would determine nevarial maintenance costs, 2No. In this case.	A fixed bridge will reduce maintenance requirements over a level crossing or other mechanical solution. Bridge option would determine overall maintenance costs, 2No. In this case.	Some compailable disadvantage over other options.  There is additional costs for maintenance of a pumped drainage system associated with this option.		Some comparative alchantage over other options options  An overbridge would increase the maintenance requirements over a level crossing, though it would not be significantly more so than other options		In dropping the relevely adjacent to the cental a new drawings dystem will be resided within its Bully to the selection of the cental control of the cental control selection of the cental centary cental control of the structured received over the full length of the proposi- cut will require maintenance
	1.3	Traffic Functionality /economic benefit	Benefits to vehicular traffic through reduction in journal free lengths and delays through removal of feed crossings. Coreideration of poteetsally longer routes for traffic.	Reduced capacity as their frequencies increases foresteen in journey times for local residents. Journey Time deterioration - 15th on opening us consisting 35th on opening us replacement round. Traffic diversions in the peaks how - 567 No. 4 Stem minimum.	Reduced capacity as train frequencies increases; increases in juzzery fines for local calciderts.  Journey Time deterioration - 4% on operating seating, 30% on operating sengtement on the calciderts.  Traffic diversions in the peak hour - 867 No. 4 50m mariemum	Egyrillicant comparative adversings over other options  Improvement is juryey times, potential for induced byte, potential to receive congestion of Automo Roundshood as  a round of induced buffic	Significant comparative advantage over other options  Improvement in journey times, potertial for induced type, potertial to increase congestion of Autoum Roundations as a yeast of induced traffic.	Significant comparisons but an angle over close registres.  Improvement in journey times, potential for induced tipus, ponertial to irrevease congestion at Autonom Recordination as a result of induced traffic.	Some improvement in journey time, potential for induced tips.  Some improvement in journey time, potential for induced tips.  Journey Time deletionation - 7% on opening to existing 1.0% on opening to explainment routs  Traffic diversions in the peak hour - 867 No. 2-10m minimum.	options  Some improvement in journey time; potential for induced trips.	Journey Time deterioration - 14% on operating we extend the second secon	Some comparative advantage over other spidons  improvement in journey times, potential for induced tipics; potential to increase congestion on surrounding road network as a result of reduced traffic.	Some comparative Solidating over other spectrum.  Solidation  Improvement in journey times, potential for induced trop, potential to increase congestion on Nasen Road at proposed new junction.	Deplacement of mobility impained and cycle traffic orto- regregat alternative motes; increases in journey times for bodin residents.  Resmoot of whiters access over the lovel crossing results in displaced flows. 807 whiteless All point two and 70% whiters All point two and 70% white All point two and 20% Ref point two. Additional traffic cells you timese all your galactest access contains -110 AM part over and 15% Ref point flows. Benchmark journey times will increase by up to 35%.	Some comparative advantage over other option  Improvement in journey times, potential for induce trips, potential to increase congestion at Alatons Roundabout as a result of induced traffic.
	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 modes are not only the control of the control	Some comparative disadvantage over other options  SDA Cycle Network Plan covers to realized with such por correction to translated stops on the routes. Reduced access to train station and car park.	Significant comparation disadvantage over other opplians  locarcinotest with CDA Cycle National Plan- sential shows a scording rick on Authoria. Road: Disruption to be roades: Significant in in accessibility of train station.	Some comparative advantage over other options  General reduction in journey times. Cycle tand pedestrian routes provided.	Significant comparative advantage over other options  Improved intercharge between modes, subject to satisfactory access to train subject to satisfactory access to train pormey times. The rote is largely and the desire line of transport customers. Cycle track provided	Some comparative advantage over other options  Improved afarcharge between modes, subject to satisfactory access to trial statisfactory access to trial statisfactory access to trial statisfactory access to trial statisf	Some comparative advantage over other options improved intercharge between modes, subject to satisfactory access to trans intercharge technologies may be impacted as a result of the produce of the provided of the provided of the provided provided in the provided of the provided provided in the provided in the provided provided in the provided provided provided provided in the provided provided provided in the provided pro	-			Some comparative disadvantage over other colors and transport of the proposal relatives between modes, subject to seatisfactory access to train station patterns. Cleaneral reduction in parmy times. There may be assessment to seatisfact connectable on the merchine said of the carell and raisway as a result of the constitution. Our constitution or constitution.	Significant comparative inflationatings over other options  This option reduces the scope for interaction between modes of transport in comparison to all other options	Some comparative disadvantage over other options  Garneral reduction in journey times. Distription interdings between modes Rumphitips and evidential required modes to parliamine, set one stated if cycle track is provided on rese bridge, but in with existing trings would suggest not.
: Integration	2.2	Land Use Integration	Impact on land use attributions.  Assessment of support for land use factors boal and use sectors boal and use factors boal and use factors boal and use factors and the sectors of the se	The reference of the lover crossing in its corner containing and the lover crossing in its corner containing and the lover crossing in its corner containing public transport system for a growing collection regarding supporting the DEPT copiestics regarding supporting the DEPT Expension containing COS.	All tood planning policy level, this option was obtained to the policy of the policy o	The Automor – Publishionen LAP 2014 has defined the area of the control of the co	Underfoldige online options on mill larer, All book programs of the control of t	Overbridge on Mill Lane: At boad planning, policy loval, Cypton 3 is anniar to Cybono; Choward as Gerica and Service of Cybono; Choward as Gerica extent is located within the FDD areas only; relevant zone; produced the FDD areas only; relevant zone; produced the Cybono of the Cybon	All tocal level, the majority Cyption 4 is boarded within such assists for region of the control	At local level, the majority Option 4 is located within lands zoned by Fingal DP as 14gh Amently? The route trivials does not shall be and could support the same to the same	Option 5 (is similar to 6 and 7), location in location on the similar to 6 and 7), location in location on tenta zoned 211 trains, coastal and five armenities" associated with the royal cases and travels along the north edge of the pitch). Next for 6 carellal travels through carellal training to 6 carellal travels through carellal training to 6 carellal travels through carellal training to 6 carellal travels through period 25 carellal training to 6 carellal travels plan 2014. This coping poss against the LAP residential zoning however, subject to traffic and design studies. Erray support the coveral filters land these zeros propri planning.			Copins 8 is toolated well-ship while the DCDP was Copins 8 is toolated well-ship within the DCDP was Copins 8 is toolated well-ship within the DCDP was Copins 6 is toolated within them amount for 20 / Jameshy Copin Season. General Heaville will will be provided a well-ship will be provided as well-ship will be provided as well-ship provided well-ship will be provided as well-ship provided well-ship will be provided by the provided well-ship will be provided by the provided	Some comparative advantage over other opti- date of the contract of the contract of the Upproduct the bids Rad's solveny intractive. I direct impacts to planning policy! zoned brisks
	2.3	Geographical Integration	Atternative 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	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options  No significant effect on geographical integration.	Comparable to other options  No significant effect on geographical integration.	Comparable to other options	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.		transport.	Some comparative disadvantage over other options	Significant comparative advantage over other options	r Significant comparative advantage over other options	Significant comparative advantage over other options  This option supports the delivery of the higher level national and regional planning policies regarding the LMRT Expension programms (RPF, REES, CLIA. Transport Strategy).	Significant comparative advantage over other options		Significant comparative advantage over other options	Significant comparative advantage over other options  This option supports the delivery of the higher levi national and regional planning policies regarding the DART Expansion programms (APF, RSES, CDAY transport Strategy).	Significant comparative advantage over other options  This option supports the delivery of the higher level national and regional planning policies regarding the DART Expansion programms (NF, RBES, GDA Transport Strategy)	Some comparative advantage over other option  This option supports the delivery of the higher leve address and regional planning spalless registers  ADART Exercision opcourance (APPE RISES, OLDA  Transport Strategy): No cycling infrastructure provided.
	3.1	Noise and Vibration	Estimated number of serolible properties within 100m of the works. Options close to more serolible bostions will have an increased risk of generating a noise impact. However, qualitative ortheria are also used where necessary to differentiate between the options.	Some comparative obviolage over other options  Grant Comparative C	Significant compassive advantage over other options  Removes vehicular traffic and minimal construction impacts.	For the controlling option the devoted root say still result in more levels at local recipions and require more integration measures along it's extent air twost on descript in front of a rather of intelled metabology schiegers just in a cantered of missed-amenications prolenges in the measures along it's extent air twost per controlled or the recipion of the controlled or the controlled or the controlled or the recipion of the controlled or	Some comparative disadvantage over other options where options used to be considered to the control of the cont	Other Options	Some comparative advantage over other options  Coperational traffic impacts only affects 2 densitings. Production occurry affects 2 densitings. Production occurry will have impacts during construction. 30 seekings within 100 seeking seeking 100 seeking seeking 100 seeking seeking 100 seeking seeking 100 s	орима	Other Opinion	Some comparative disadvantage over- office options:  Moves briffic to rear of age block from conten- additional roles to the rear apartments whis- also decreasing road traffic noise levels to the apartment country fairing the savels to the apartment country fairing the savels to the apartment country fairing the savels to the potentially leas significant than Option 5 due to lesser excavation required. 200 dwellings within 100m.	Significant Companies and anticolorist beat other populars.  Moves halfe to new roude away from current route and therefore introduces shifts: related any access the control of the properties of the properties within 100m.	Significant comparative advantage over other options  Podestrian consists will have impacts during construction.  147 deadings within 100 and the whocher race and pedestrian consists in during the operational phrase.	Some comparative disablevatings over other options or options.  The construction stage impacts of this option at populations are appeared in the option at t



								DART+ W Ashtown Leve	EST - MCA Stage 1 I Crossing Assessment						
Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4 & 4a	Option 4 & 4b	Option 5	Option 6	Option 7	Option 8	Option 9
	3.2	Air Quality and Climate	Estimated number of number of receptors within 50m reviewed as part of apprisate. Options of observed to the private of apprisate. Options with how an in homesaid to during construction or operational phases. However, qualitative orbital are also used where necessary to differentiate or options.	Come comparative disadvantage over other options of the comparative disadvantage over other options.  Petaline velocidar traffic with which will impact a low number of sensitive receptors in proximity.	Significant comparative advantage over debir explores.  Removes well-colar patter and minimal construction phase. No assessment of traffit radial-button has been completed.	Some comparative disableatings over other options.  Online options is similar to the current scenario however due to the executive necessary to the two the control of the executive necessary perfective of the control	Bome comparative disadvantage over other options of the control of	Some comparative disabilitating over other options of the control	Some Comparative advantage over other options  Production crossing will have impacts during construction. 47 destings within 56m of polesties crossing. Production cooling will have been been crossing with one topical to the production of the crossing of the cooling will be to the cooling will be to the cooling of the co	Some comparative advantage over other operations of the comparative advantage over other operations. The desiration of the constitution of the desiration of the constitution of the desiration constitution observed preclation constitution observed preclation constitution observed advantage construction only if properly within 50m of the swinciase state of operations to direct the constitution of preclation of the constitution of the constituti	Some comparative disadvantage over other options of the options of the source of the options of the option of the	Some comparative disadvantage over comparative organisms or oppositions.  Moves traffic to new roude easy from current route and therefore impacts on properties, of dealings within 50m. This option also brings auditional staffs to promotify all automotion staffs to promisely of a standard set staffs to promisely of a standard set staffs to promisely or security in patients of the significant when religious measures are put in place.	Some comparative disadvariage over other opinions or opinions of the control of t	Some comparative adventige over other options  Pedication creating and have repeate acting construction  Construction and the repeated acting construction  place and experts on targets. Pedicated for construction  place and impact is not applicate when indigated  many and impact is not applicate when indigated  requires recording a significant distance to receive further  resident building his ord bean creatived.	The construction stage impacts of the option are potentially significant on a greater number of proportion date to the option are potentially significant on a greater number of proportion date to the 20m solere faither sids. The construction Production for Construction or Production for control of the Construction of the Con
	3.3	Landscape and Visual (including light)	Wy landscape characteristics afficial impact on landscape characteristics from the control of th	No report on sending landscape or visual distributions.	Money reprints  Money I report on eating heritogape or found observations. On this profiles introduce or must report. Loss of four correction.	Culties mentrodge option in Bally to have a significant state of the cultivation of the cultivation of finitizenes. Wage Centre see all engine for extractions of finitizenes village Centre see all engine for the cultivation of Copyright centre of the cultivation of Copyright centre of the cultivation of the cultivat	Cytion will have a very significant impact or produced in the control of the cont	Option will have a very significant impact on call of the process	Alignment will have a very applicant impact on the institution of human and ordinate, have an institution of human and ordinate, have a second to the secondarial beings on a Counter Region Class. It is associated beings on a Counter Region Class. The secondarial beings on a Counter Region Class of the Part Region and least that the counter of the secondarial beings of the secondarial being secondarial beings of the secondarial bei	Amount of the active special register of the Amount of the active special register of the act	Option and brough a percential escilential designation on ordin last of case 4 with a conformation of conformation of case 5 with a conformation of Conformation (Conformation of Conformation	Coption will have a significant imposit on thorough private short per significant imposit on thorough private short per significant imposit on Solida City Development Person Person Solida City Development Person Person Solida City Development Person Pe	Option will have a significant visual impact along the care control and for care of the card of concrete the care of the card of the care of the card of the care	Some comparative advantage over other options of the control of th	Eligificate his of trees and segulation along cond and relative condition. Visual impact for presenting along conditions along colonial relative conditions along colonial relative conditions.
3 Environment	3.4	Biodiversity (flora and fauna)	Prior till complane i conferentia trades i prior trades i prior trades i provincia spotos, designated sites; Overall effect on nature conservation resource.	Symfact companies scheduling over other options options  No direct impacts.	Significant composition at rearrange over other options  No direct impacts.	Some comparative advantage over other options.  The option is hydrolystally convented to European size desarroles me the Total Estaty and Clade Bay. The size of the Clade Bay The Size of the	70	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative disadvantage over other options  This option is hydrologically connected to European sites downstream in the Toka Estuary and Dublin Bay. There is no risk of Likely Significant Effocts to this or any other	The option is hybotologically connected to European shall advantage and Tuble Stating and Dublin Bay shall be a second to the connected and the connected and the connected and appears size. These is protected to connected contage on proceedings along the size protected to connected contage on the connected contage of the connected connected connected connected connected connected connected connected connected connecte
	3.5	Cultural, Archieological and Architectural Heritage	Overall effect on cultural, archaeological and architecture tentings experience of the control of the control of the control for the control of the control for the control of the control the control of the control by architecture of by architecture of the control of the contr	Significant comparable advertage over other options options No direct impacts.	Bignificant comparative advantage over other options  No direct impacts.	Some comparative disadvantage over other options  Indirect impacts on Longford Bridge (IPPS No. 603).  Puterial for indirect impacts to the Mayor Count (IRPS No. 603).  Adds) and setting of protection discusses in the area.	Specification comparative discolaration over control impacts on gate ledge, entrance are demonster associated with Anthon House (1996-1996) and the Control of the Control	Direct impacts on gate lodge, entrance and demans associated with Authorn Posses.  Direct impacts on gate lodge, entrance and demans associated with Authorn Posses.  On the Compact of th	Direct impacts on Rover Tolka and former demonstrations and advanced to the Control of the Contr	Direct impacts on River Tolks and Surrous description on River Tolks and Surrous democrate sendosper associated with Asthrook (RPS to Ad 1) & Asthron Lodge. Protential for indirect impacts on the Royal Canal (RPS No Add). Potential to democrate on accidence of the Review of the Review on accidence of the Review underwelped areas.	Potential for indirect impacts on the Royal Carol (RPS No. 044s). Potential to encounter archaeological depods that may survive within undeveloped areas.		Indirect impacts on Longford Bridge (RPS No. 2005), Potential for indirect impacts to the Royal 2005, Potential for indirect impacts to the Royal structures in the area. Potential to encounter archaeological deposits that may survive within undeveloped areas.	Supplied to the artists in the section provided in the supplied to supplied to the supplied to	registratic compact on the desired control of the explores.  Potential direct impacts on Royal Canal (RPS No. 644a) and the Royal Canal 10th Lock (RPS No. 644b).
	3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	Some comparative advantage over other ostions  This Option will have neutral impacts on the water resources as there will be no changes to the receiving environment. Has some comparative advantage over other options.	Other Oddens	Some comparative disadvantage over other options	other ootions	options	options	Crossing of Tolka is within floodplain creating over the posterial increase in flood risk to neighbouring loading and the posterial increase in flood risk to neighbouring lands and the posterial pathway for poliutaris to Tolka River resulting on regardive impacts to Water Quality.  Options 4b has some comparative disadvartage over other options.	Completely assertantiage over their options.  Underpass excivations pose potential risk to Grountwater quality.  Has some comparative disadvantage over other options.		Some comparative advantage over other continue continue.  This option has the potential to impact on water quality of the Royal Canal during the construction phase of the overbridge. Has some comparative advantage over other options.	Some comparative advantage over other options  Construction works for this option are adjacent to the Repar Cannal and has the posterial for minor impact on surface water quality during construction. This option however, removes wincular traffic bein publishers and mental construction phase.	The in-stream works required consisting a flood hazar and is significantly disadvantageous compared to the significantly disadvantageous compared to the control of the con
	3.7	Agriculture and Non- Agricultural	severance effects, etc.	Significant comparative advantage over other	Significant comparative advantage over other notions.  No direct impacts.	Some comparative disadvantage over other options  Option 1 would have direct and indirect impacts on the equine holding. Other areas could also be impacted subject to detailed design.	acquisition of one residential property and commercial property. The agricultural impact will have a profound impact on an equine holding (Asitown Riding Stables).	Significant comparative disadvantage one The non-agricultural impact will involve the acquisition of one residential property and a commercial property. The agricultural impacts will flavia profocular impact on an explin- inciding (Auttown Riding Stables).			Direct impact on green area between Ashtown railway station and Martin Savage Park and development lands north of the canal.		Significant comparative disadvantage over  Option 7 will have direct impacts on amenity lands with a significant effect on the use of two sports pitches (St. Oliver Purkett GAA clab).	Significant comparative advantage over other options  Option 8 will have a direct impact on a green area between Aultrown railway station and Martin Savage Park.	Some comparative advantage over other options Option 9 will involve direct non-agricultural impacts or the existing Authors train station which is proposed to be demodiated and than reconstructed. The remainder works will occur within the confines of existing railway confider therefore no significant impacts.
	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/improved. Existing information relating to potential to encounter confaminated laund. High-level assessment based on the likely stoutureal worshis required and the potential for ground contamination due to historic landfills, phs and quarries.		Significant comparable advantage over other cortions  No direct impacts	Some comparative advantage over other options  Overtridge options require fill import to the sale for construction over existing naxway (filters requires).  For the construction over existing naxway (filters requires).  For the construction in the plant quarties are present.  Comparative advantage is considered in contraction in propieties and propieties of the construction in the contraction of the construction in the construction in the construction of the con	Underbridge option means that some materials may arise, which could possibly		Some comparative advantage over other options Chance of additional earthworks requirements on approach to river to the north (More require) but has not been observed (wellower sarvey) investigation required just als possibly unlessy based on available recopying. Option 4A colorings has ligher comparative earthworks result.				Some comparative disadvariage over other controls:  Some made ground on-site (sequence suckness survey investigation). Charlodge option require increased fill import to the site filling require). This option appears to have the highest eartherorist needs.	Significant comparative advantage over other options  Chance of additional earthworks requirements on approach to niver to the north (Minor negative) walknown survey / investigation required.	Although overhridge and approach roads construction receives sets fill import to the abit, the alterings from contamination of the alterings from the abit of the alterings from contamination (considered medium to high risk, sale) or buffer in excellegation, by the or quarties are of strain to excellegation, by the or quarties are of ground contamination and more extensive bright or works interfacing the canus.
	3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic natilation.	Some comparative advantage over other oscions  No changes from an EMI perspective transverse to the railway therefore advantage over other options	Some comparative advantage over other octions  No changes from an EMI perspective transverse to the salessy therefore advantage over other options.	Some comparative disadvantage over other options It is assumed that the routing of the cabing, the location of existing substations, bits set along the low will be changed in impactice by the selection of any of the options over the errise project, All Do-Something options are comparable from an EMI perspective at this stage in the assessment.		Some comparative disadvantage over other cations: It is assumed that the routing of the cabling, the location of existing substations, hubs education that the changed or impacted by the selection of any of the options over the existence of any of the options over the existence project on the comparable form on EMIs perspective at this stage in the assessment.	Some comparative disadvantage over other coctions It is assumed that the routing of the cabling, the location of existing substations, tube site, along the film will be charged or impacted by the selection of any of the options over the ertire project. All Do-Something options are comparable form an EMI perspective at this stage in the assessment.	Some comparative disadvantage over other ocities It is assumed that the routing of the cabling, the location of existing substations, hobe etc. along the line will be changed or impacted by the selection of any of the options over entire project and any of the options are comparable for an EMI generacide at this stage in the assessment.	Some comparative disadvantage over other actions.  It is assumed that the routing of the cabling, the location of existing substations, habe etc. along the line will be changed or impacted by the selection of any of the options over the entire project on the cabling options are comparable from an EMI grampende at this stage in the assessment.	Some comparative disadvantage over other cotions: It is assumed that the routing of the cabling, the location of existing substations, hote etc. along the line with be charged or impacted by the selection of any to the options over the entire project. All both the properties are comparating to the comparation of the stage in the assessment.	Some comparative disadvantage over other octions: It is assumed that the routing of the cabling, the location of existing substations, buts etc. along the line will be charged 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.	Some comparative disadvantage over other options.  It is assumed that the routing of the cabling, the location of existing substations, tube site, sleng the line will be changed or impacted by the selection of any of the option—over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.	Some comparative disadvantage over other cotions  It is assumed that the routing of the cabling, the location of existing substations, rubs etc. along the lin will be changed or impacted by the selection of any of the options over the errise project. All Dx-Something options are comparable from an EMP 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.	Significant comparating disadvantage over- other ordions.  Original Distance roundabout to roundabout 500m retained.  The long closure times associated with the level crossing will, however, restrict access.	Significant comparative disadvantage over other options	Significant comparative advantage over other options This options introduces steepened graderits north of the railway and carnot accommodate appropriate possistrian are cycla access due to the constrained width of the available contrider.	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other cotions  Diverted distance route is 650m (1.4 x diversion route).	Some comparative advantage over other cotions  Diverted distance route is 650m (1.4 x diversion route).	Significant comparative advantage over other options  Road traffic disented distance route is 4.3km (10 x disension route) steep gradients on north side of option will be a diseasemptage to wheretake root users. Local pedicycle access maintained along ramped access over proposed bridge - ~400m diversion	* Significant comparative advantage over other options
4 Accessibility & Social inclusion	4.2	Stations Accessibility		Station Accessibility is addressed for all level crossing options in proximity to a station. This option will require that staffs seeking to access the station from the north will devel along the existing road rethronk due to delays at the level crossing.  Shortnest diversion roade 4.5km, if x diversion roade.  Original Distance conducted of Section Roaded Drive crosscenals 500m retails.	Station Accessibility is addressed for all level crossing options in prominity to a station. The option requires that all staffs accessing the station from the north must divert along the existing road relative. Shortlest diversion route 4.5km (7x diversion route).	Staton Accessibility is addressed for all tool crossing option in proteinly to a station. The option stroods steepened guidents notify of the railway and carried accommodate appropriate podestrain and control accommodate appropriate podestrain and control accommodate options of the control accommodate of the control accommodate or the control	Significant comparative state-integer over the options.  Station Accessibility is addressed for all level crossing options in proximity to a station.  This option does not significantly affect access to the station.		Sginicant comparative absorbage over other opening and the station Accessibility is addressed for all level crossing splants in praintily to a station.  The option does not significantly affect access to the station		Significant comparative sharings over other expellens.  Station Accessibility is addressed for all level crossing options in proximity to a station. This option does not significantly affect access to the station.		Eigenfloant comparative advantage over other operations or operations.  Station Accessibility is addressed for all level crossing options in proximity to a station. This option does not significantly affect access to the station.	Eignificant comparative advantage over other options  Sustan Accessibility is addressed for all level crossing options in proximity to a statum.  This option does not significantly affect access to the status.	Sguficiant comparability allowings over other openins.  Station Accessibility is addressed for all level crossing option in promity to a station.  This option does not significantly affect access to the station.



								DART+ W	EST - MCA Stage 1						
								Ashtown Leve	l Crossing Assessment						
Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4 & 4a	Option 4 & 4b	Option 5	Option 6	Option 7	Option 8	Option 9
	4.3	Social Inclusion	Service levels impacts including severance of community groups; Severance from community facilities consequent on an option.	access.  Community facilities affected by reduced access include Shopping facilities, Giraffe Childcare, Pelletstown Educate Together National School-North of the risiliany and Halfway House, Asittown Post Oddios & Dominics College, Meaghers.	through curtailment of local access over the railway without replacement with effective afternative access.  Community facilities affected by reduced access include Shopping facilities, Giraffe Childraine. Pulletstown Educate Toesther	This option causes community severence for those on foot or biogist.  Community facilities affected by refused access include the property of	This option does not cause community severence. This option does not curtail access to community amerisks Diverted distance route is 572m (1.1x diversion route).	other declors  This option does not cause community sentence.  This option does not significantly affect acces to community amenties  Diverted distance route is 750m (1.4 x diversion route).	Diverted distance rocke 29th (1 fbt diversion rocke) but dealing whichair rocke severed.  Community flosities affected by reduced access include Stropper Scalities, Graffe Childows, Pellestoner Gischaust Teigether Nichten School Pellestoner Gischaust Teigether Nichten School Peuc Oddice St Denrincs College, Meighers Pharmacy, Daugiters of Charity - south of the railway.	other options	other cations This option does not cause community sewerence. This option does not cuttall access to community amenilias Diverted distance roate is 450m (1.0 x diversion roate).	Other detions  This option does not cause community severence.  This option does not curtail access to community amerities  Diverted distance roate is 650m (1.4 x diversion roate).	This option does not cause community severence. This option does not catal access to community amenities. Diverted distance route is 650m (1.4 x diversion notal).	Desired distance for vehicular traffic 4.36m (10 x diversion reade), proposed peolastian f cycle bridge maintains boat normal proposed peolastian for the contract readers.  Commany in a state but by reduced access house contract and access for the contract of the contract access for the contra	This option does not affect access to community
	5.1	Rail Safety	of Level crossings is considered a significant safety enhancement	This option will require construction activity	from the perspective of railway safety.	Significant comparative advantage over other options.  This option removes the railway level crossing, a characteristic which is consistent positive from the perspective of railway safety.  There is no significant construction activity along the railway associated with the level crossing.	Significant comparative advantage over other options  Option removes the rail - road interface	Significant comparative advantage over other options  Option removes the rail - road interface	Significant comparative advantage over other options  Option removes the rail - road interface	Significant comparative advantage over other options  Option removes the rail - road interface	Bigoificant comparative disadvantage over other options.  Option removes the rail – road interface. Limited clearance undertridge poses potentia hazard to structure and in turn rail users if a bridge strike occurs.	positive from the perspective of railway all safety.  There is no significant construction activity	Significant comparative advantage over other options  d This option removes the nailway level crossing, a characteristic which is considered positive from the perspective of nailway safety.  There is no significant construction activity along the nailway associated with the level crossing	Significant comparative advantage over other options This option removes the railway level crossing, a characteristic which is considered positive from the perspective of railway safety. There is no significant construction activity along the railway associated with the level crossing.	Significant comparative disadvantage over- options.  This option removes the railway level crossing, a characteristic which is considered positive from to perspective of railway safety.  This option has significant and prolongues impact the live railway during construction.
0.64	5.2	Vehicular Traffic Safety	with rail and other modes of transport	other options  This option retains the level crossing - a significant	This option will result in traffic diversions of up	Some comparative advantage over other options  This option closes the level crossing - removes a significant hazard to transport users;  This option will not significantly divert traffic.	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail	significant advantage as vehicular traffic is not crossing the live rail	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail	other options  Providing a segregated crossing would have significent advantage as vehicular traffic is no crossing the live rail	underbridge poses potential hazard to high vehicles and and their occupants.	other options  a t Providing a segregated crossing would have a significent advantage as vehicular traffic is not crossing the live rail	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail	This option closes the level crossing - removes a significant hazard to transport users; This option will result in traffic diversions of up to 4.3km and increased congestion on the local road network. This option incorporates good sugregation for pediestrians cyclitics and cars from railway string.	Significant comparative advantage over options  This option closes the level crossing - removes significant hazard to transport users; This option will not significantly divert traffic. This option incorporates good sepregation for pedestrians, cyclists and cars from railway traff.
Safety				Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over of options
	5.3	Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users, removal of interfaces	crossing associated with this option will owner valuerable road users onto the existing road network.  Diverted road users will be required to negotiate up to 8hio additional junctions including shaffs light junctions and roundabouts, typically turning left travelling southbound, right if travelling northbound.	road users onto the existing road network.  Diverted road users will be required to negotiate up to 6No additional junctions including traffic light junctions and roundabouts.	The removal access over the level crossing associated with this option will device unlensher not users onto the easility acceptance of the control of the co	Diverted distance route is 572m (1.1x diversion route).	Diverted distance route is 565m (1.1x; diversion route) steep gradients on north side of option will be a fiscal-artisge to vulnerable need users.	Diverted distance route 798m († for diversion route).  With the incorporation of a pedestrian / cycle bridge in the option, say repect on probabilists, cycles and waterstate rout stems = 400m My nutshoot. Details and 400m My nutshoot.	Diverted distance route is 798m (1.6x diversion route).  With the incorporation of a pedestrian / cycle bridge in this option, any impact on prodestrace, ordices and ultimarble road users is significantly reduced. Detour ~400m		Diverted distance roote is 1.1km (2x diversit roots).	on Diverted distance route is 974m (1.5x diversion route).	This option removes the level crossing. It replaces podestrian and cycle access with a potentian cycle podestrian and cycle access with a potentian cycle existing road network modification and cycle access the cycle of the cyc	link along approximately the same line as the ori
				Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over options
	6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	ermediatory surrounding road network, but increased closures of the level crossing would reduce access to the proposed Royal Canal Greenway.  Access to the train station for pedestrians and cyclists will be significantly inhibate by the level receives northern station for pedestrians and cyclists will be significantly inhibate by the level receives northern statishing to receive and or of the proposed statishing the proposed of the proposed of the proposed of the proposed of the proposed of the proposed the proposed of the proposed of the proposed of the proposed the p	No cycle tracks currently present on the immediately surrounding road network, but removal of level crossing will sever access to the Royal Canal Greenway from the opposite side of the railway. Access to the train station for pedestrians and cyclists will be significantly imbited by removal of the level crossing.	and proposed cycle routes  The quality of access to the train station for pedestrians and cyclists is poor in respect of this option.	existing and proposed cycle facilities  The quality of access to the train station for	This option supports good linkage between existing and proposed cycle facilities  * The quality of access to the train station for padestrians and cyclists is good in respect of this option.	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.	existing and proposed cycle facilities  The quality of access to the train station for	existing and proposed cycle facilities  The quality of access to the train station for	existing and proposed cycle facilities  The quality of access to the train station for	existing and proposed cycle facilities	This option supports good linkage between existing and proposed cycle facilities.  The quality of access to the train station for pedestrians and cycless is good in respect of this option.	This option supports good linkage between existroposed cycle facilities.  The quality of access to the train station for pedestrians and cyclists is good in respect of the option.
Physical Activity				Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over othe options	Some comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over 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	Diversion for cyclists when level crossing closed 4.3km  The principal high amenity greenspaces in the vicinity of the existing train station include the Royal	crossing is removed.  Diversion for cyclists when level crossing closed-3/8m  The principal high amenity greenspaces in the vicinity of the existing train station include the Royal carel, the gaels forbetall grounds south of the railway, Plecok Park, south of the railway and the amenity zoned lands north west of the	The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is	Diversion for cyclists when level crossing closed 0.3km.  The principal high amenity greenspace in the vicinity of the existing train station is the	t option is along the plan alignment of the existing Coolmins 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 Reya	Cross Railway journey = ril as the proposed option is along the pian alignment of the existing Coolimine along the pian alignment of the existing Coolimine Disension for cyclidits when level crossing closed 0.3mm. The principal high amenity generations in the vicinity of the existing trans station in the Reyuld crest. This section is marked by the proposed bridge scheme.	option is along the plan alignment of the existing Coolmine Road.  Diversion for cyclists when level crossing closed 0.3km	option is along the plan alignment of the existing Coolmine Road.  Diversion for cyclists when level crossing closed 0.45km  The principal high amenity greenspace in the livinity of the existing train station is the Roys	option is along the plan alignment of the existing Coolimine Road.  Diversion for cyclists when level crossing closed 0.65km. The principal high amenity greenspace in the lividinity of the existing train station is the Roy	option is along the plan alignment of the existing Coolmine Road.  Diversion for cyclists when level crossing closed is 0.65km.	Cross Railway journey = nil as the proposed option is attroy the plan alignment of the existing Anthonen Road Determine for yolds when level crossing locate is 0.5km. The principal high annually generopose in the vicinity of the existing think states in the Royal quart I has access is maintained by the proposed bridge scheme.	Diversion for cyclists when level crossing closes The principal high amenity greenspace in the vic
	Criteria			Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4 & 4a	Option 4 & 4b	Option 5	Option 6	Option 7	Option 8	Option 9
	Econom			Some comparative disadvantage over other options  Significant comparative disadvantage over		Some comparative disadvantage over other options  Some comparative disadvantage over other options	Significant comparative advantage over other options  Significant comparative advantage over	Some comparative disadvantage over other options  Some comparative advantage over other	Significant comparative disadvantage over other options  Some comparative advantage over other options	Significant comparative disadvantage over other options  Some comparative advantage over other	Significant comparative disadvantage over other options  Some comparative disadvantage over	Significant comparative advantage over     other options     Significant comparative disadvantage	Some comparative disadvantage over other options  Significant comparative disadvantage over	Some comparative disadvantage over other options  Significant comparative disadvantage over other	Significant comparative disadvantage over options
	Environme	ent		other options Significant comparative advantage over other options	other options  Significant comparative advantage over other options	Some comparative disadvantage over other options  Some comparative disadvantage over other options	other options  Significant comparative disadvantage over other options	options Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	options  Some comparative disadvantage over other options	other options  Some comparative disadvantage over other options	over other options  Some comparative disadvantage over other options	other options Significant comparative disadvantage over other options	Options  Some comparative advantage over other options	Some comparative advantage over other of Significant comparative disadvantage over options
Accessibil	_	cial inclusion		Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over othe options	options	Some comparative advantage over other options	Significant comparative advantage over options
	Safety Thysical Act	ekoleu		Significant comparative disadvantage over other options  Significant comparative disadvantage over	Some comparative disadvantage over other options  Significant comparative disadvantage over	Some comparative disadvantage over other options  Significant comparative disadvantage over other	other options  Significant comparative advantage over	or Significant comparative advantage over	organicalit comparative advantage over other options  Significant comparative advantage over other	organicant comparative advantage over other options	Significant comparative disadvantage over other options  Significant comparative advantage over	Some comparative advantage over othe options  Some comparative advantage over othe	options	Some comparative disadvantage over other options	Some comparative disadvantage over or options  Significant comparative advantage over
	gress To S			other options	other options	options No	other options Yes	other options	options No	other options	Significant comparative advantage over other options	options Yes	options No	Significant comparative advantage over other options  No	Significant comparative advantage over of options  No
Proj				No	NO	No.	Tes	165	No	145	NO.	163	NO	No	NO



									DART+ WE	ST - MCA Stage 1						
				Sub-Criteria (Quantitativa)					Coolmine Leve	Crossing Assessment		T				
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Do Nothing	Do Minimum	Option 1  This order option is proposed along the existing Coolenne Noted.	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9	Option 10
					hadan din salah kadi kadanga kujuka.	Dates of the realing conseque with an absorbed processed. If if we will be described in these sound the country function	which is the second of the control o	The control will be a second of the control of the	have Geologia Cristaling II. Skellan Staat haaldingsof Nas	New Literatory with Opining Court Bridge Commission St. Berlinder Value is Laberguler Read.	New Madeships Committee St. Martin; State In Laborator Martin and Committee of Classic State Proposed State.	Geologie best Classes Nas	Come for the consequence of Principles (**) (**) the Strape and of the American	wanting of the Marriery Norther Segment.  We give a secure of the Security of the Security of Security	Special publish for feeding of Common and Common and combinations of Common and Common a	Children's A seguita. The children's price of any five context from the first of the and the children's childr
		1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs and temporary works	Significant companion advantage lever delar options.  The proposed signaling system will need augmentation in accommodate the level crossing set in place.	Significant comparative advantage over other options  Cost of removing crasking is nominal incomparison to provision of road crosking.	Some complexitive disadvantage over other options.  The capital cost of this option is regardeely affected by the mead to-construct the works while makeating staffs on the Continue Stads and by the need to provide needed campa for cycliens and volverable road users.	The capital cost of this option is regarded yelfacted by: -the need to construct the works while maintaining traffic or -the need to construct the works while maintaining traffic or -the below ground makes of construction; - the below ground makes of construction; - the construction of adolgs works the subseq; - the incorporation of adolgs work the canal.	Some comparative advantage over other options  The capital cost of this option is negatively affected by the need to least and advantage on options are option for option of Costone.  Risk in addition to the officer rest bridge.	The copies can of this option is required afforced by:  - The copies can of this option is required afforced by:  - The believe ground makes of communition;  - the correspondent of a tridge under the realizing;  - the incorporation of an optioning budge over the case;  - the areas for a pediated recipie budge over the case;  is addition for the offline read bridge;	The capital cost of this option is regardedly effected by  - the below ground related or communities  - the control of this option is regardedly effected by  - the below ground related or communities  - the control of a belog worth the called or  - the control of a belog worth the called or  - the read the a packation cyla belog on Commiss Fload  addition to the office cost belogs.	Some comparative disableratage over either options  The capital cost of this option is regularly affected by: The rest to construct the work self-instanting parties on the rest of the re	Some companies advantage over other options  The growtinns have include low key works to close the level creating and the construction of a new pediestian / cycle bridge	The capied care of this option is affected by the following:  The capied care of this option is affected by the following:  - the below ground nature of constructions along an entered the option of the states of the option of the states and the option of the states and the option of the states and the option option of the states and,  - carejing out construction waste for an entered disastion on the live - carejing out construction waste for an entered disastion on the live - carejing out construction waste for an entered disastion on the live	Some comparative advantage over other options  Additional cost is incurred by the copies due to the need to appraise the total feed reference before copies due to the need to appraise the total feed reference becomes desirable before contempuer on change of the feed creating.	The capital cost of this option is negatively affected by - the need to construct the voice while melationing retific on the Costines Resea.  The Construction of
1	Economy	1.2	Long Term Maintenance costs	Orgoing annual maintenance costs associated with varied options	Some comparative disadvantage over other options The existing crossing in manned resulting in an ongoing amount cost. The level cooking equipment incurs an annual maintenance cost and replacement cost on a tifur cycle	Significant comparative advantage over other options  The closure of the level crossing would remove the maintenance requirement for the level crossing.	Some comparative and artisage over other options  An overbridge would reduce maintenance requirements over a level crossing Stripp option would determine overall examination costs.	No. opening overtridge will significantly increase the organic and maintenancies requirements. In addition this option will incorporate a pumped drainage represe which requires organing maintenance.	Some comparative advantage over other options  An overtridge would reduce maintenance requirements over a level crossing, Skrige option would determine overall maintenance code.	An opening overtridge would significantly increases the maintenance requirements.	Significant Companies and States of Inquiries and Companies of English States of Inquiries and Inqui	Some comparative advantage over other options  An overtridge likely to be Steel bridge to reduce duck thickness to allow for approach gradients.	Significant comparative advantage over other options  Mintenance costs low - 15s as NOT per year	Significant conserver is already entry or ear other centers.  Organic costs if impostes and molekenarca of structures along earth reasoning thinchires along 2mm of others, bodges, and a pumped dishapping system.	Significant comparative advantage over other options  Mintercance costs low - 15k or VAT per year	Significant companion of disabnatings over other options  In addition to organize discrete impedion and malessance - Dropiose  MME equives operational and maleterance - Est Costs 2005 per year
		1.3	Traffic Functionality /sconomic benefit	Bensifis to vehicular brillic through reduction in journey time lengths and delays through nemoval of level crossings. Consideration of potentially longer routes for traffic.	Sign Ficant comparative disable strategy ever other options.  Gallians  Reduced capacity as train frequencies increases; increases increases increases in purely times for local residence.	defin reduction in telfic volumes (g), auction from the different Consisting.  1% increase in telfic at Junction south of level coasing.  1% increase in telfic at Junction south of level coasing.  1% increase in telfic at Junction south of level coasing.  2% increases in telfic at Junction from the Observations from  2% increases in telfic at Junction from the Observations of Washadar.  41% increases in telfic at Junction from the Observation for the Observation of Section from the Observation of Section for Section for the Observation of Section for Se	Significant compansive attentions over other options  represented in journey often mindle to the De Molecuer.  Sential to refuse of the granding recover congestion on surrounding read intends as a sent of induced traffic	Supplicant Company in the straight over other applica- tion owners to journey from middle to the Lin Melvisors.  Section of the Journey from middle to the Lin Melvisors.  Section of the Journey from middle to the Lin Melvisors.  Section of the Journey from middle to the Lin Melvisors.  Section of the Journey from the Journey of the Jo	Significant companions advantage over other options or proposessed in journey from radials to the Do Addressor. Season of the Control of th	Significant companies who straigs over other systems are proportionally formed middle to the Co. Molecular companies for the control in common companies on warrowship and remote as a result of induces traffic and warrowship and remote as a result of induces traffic.	Significant Companions adventings dues other option to companions and companions and companions of the Coulombrane to conducting a particles in Commission Conducting Commission Commissions on Security Commissions on Security Conducting Commissions and Commissions on Security Conducting Commissions and Commissions on Security Conducting Commissions and Commissions	Egypticant comparative advantage level other systems were an experiment to journal form and the total to Molecure, potential or should the potential to remain comparation on surrounding total relation as a result of induced buffic.	Segment compared of all and against a series of the definition of a self-content of the self-content of th	Some comparative disadvantage over other options:  Replacement of each consists with making upon lefts will see all the inclusion shorts using the laws consists. The included of the constant to the laws and the same of the constant of the constant to the laws and an application of the constant of the constant to option and count significant designing to the law or lakes, during constantion within a likely to extend for a protect of 3 years.	Some comparative disabilities over other agricus.  64% reduction is static values at Q survival North of Land Creating  With Teachers with a submitted for the foresting  Junction appeted to address delays  Cleantion 7am for read traffs from Junction North to Junction South	Equificant composition and notings more other agricus programment injustment primer statute to the Statistical protected for miscouri Statistical to accommon composition on executing consistency as a result of indused buffle.
		2.1	Transport integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transports exprises both during construction and in operation. New interchange nodes and facilities, Reduced walking and wait times associated with interchanges. Model shift figures during construction and operations. Changes to journey times to transport nodes.	Bone conjurrative disadvantage over other options  GDACycle Network Plan carenot be males of will such poor connectivity increased elegis on but include  Reduced access to this station and car park.  Significant caregorative advantage over other  options.	Operations comparation disable areas over other option accompliant with CGA Cycle Newton Farm which shows a privacy pass or Couldman Road Consiglators has county agging resistation in accommission of the county resistance of the county of the county of the county resistance or comparation of the county of the county Some comparation disable water govern other against	Some comparative advantage over other options improved intendings between modes, subject to solitationary access to two relation platform. General solitationary access the solitation platform of solitation provided by the optional set to be dridge over solitating connectivity on the opprovalents to the bridge over solitation provided by the solitation of the solitation of the solitation of the solitation of the solitation of solitation of the Solitation of the solitation of Solitation of	Some comparative advantage over other options improved interchange between modes, subject to setalisticity access to trans station platforms. General setalisticity access to trans station platforms. General social platforms of the approaches the thinding con- cerding connectivity on the approaches the thinding con- tractivity approach respirate, Access to the station car park with the difficult. Primary cycles rases, according to ICDA "Cycle Meteors," the control of the control of the Some comparative disabilitating over other aptices.	Significant careparative selevance over other options. Nameded access to train-tailion car park. General argument on connectivity and purely stress. No connectivity and purely stress. No connectivity of the purely stress. No connectivities of the separate depresent energy. Continion Road is privately connected to ACA Cycle National Plant - in Mining of trails. To make consisting parts a bands to cycling a connectivity parts a bands to cycling.	To white an expensive who was a new other option.  Revolute course to take trade or payer. Consent  Revolute course to take trade or payer. Consent  revolute course course and payer as must of the  construction of the revolute approximation of a must  construction of the revolute approximation of construction.  Construction of the revolute approximation or construction or construction of the revolute approximation or construction.  Construction of the revolute or construction of the revolute or construction or construction.  Construction of the revolute or construction or construction.  Construction of the revolute or construction or construction.	Significant compansive advantage over other option  Remaided access to train station car park, General engowerent in connectivity and journey times. No exercises to existing connectivity as a train of the communities of the required approach respect. Contribution of the required approach respect. Contribution of the required approach respect. Contribution of the required approach respect to the communities of the re- order approach as the respect to the respect to the respect to the re- proach and provided on undertradge.  Significant communities and significant respect to the re- proach and communities of the re- proach and communities of the re- proach and respect to the re- proach and re-  proach	Some comparative disadvantage over other options opposed intending interiors make a slight to satisfactory counts to bis similar ofference. General week only in lawy steel. These may be assumed to satisfact generating on the approaching the property of the special property of the special property of the sequent popular colours. Access for their insidiance pask will be official and it is lawly that the capacity of the sellings or pask will be official and it is lawly that the capacity of the sellings or pask all be official and it is lawly that the capacity of the sellings or pask all be official and it is lawly that the capacity of the property of the capacity of the capacity of the property of the capacity of the capacity of the capacity of the capacity of the displacement of the capacity of the capacity of the displacement of displacement of the displacement of displacement of disp	Some comparative disadvantage over other options.  General improvement is connectably and journey force for production  d opclaim: Chicagonoments to insurcompt caused by residual access to the train station or year from the north.  Some comparative disadvantage over other options.	Some comparative disablantage over other options  General relucion in justing time. Chairproved interchange between reduce - Samplahops and/or elevation required for access to justiness. An alcohol or other bridge reduce whether spice facilities would be provided on their bridge access or whether spice facilities would be provided on their bridge.  Some Comparative advantage over other options.	Some comparative disadvantage over other options  General impowement is connectively and pursury times for posteroism & syclatic Disappowement to transcharge caused by medical accounts to the film solder our parts from the room.  Both comparative disadvantage over other options.	Some comparative advantage over other agricus togrand interchange between modes, subject to satisfactory access to the state of the satisfactory forces the satisfactory place. These togrand of the satisfactory as the satisfactory forces from subject or the cost all subjects are said of the controlled of the required agreed. Access to the satisfactor grant will be without Copy that are produce on one variety of which is Copy that agreed on the controlled of access to the satisfactory of the satisfactory of Boxes comparative disabilintage over other agricus.
2	Integration	2.2	Land Use Integration	Impact on land use strategies and local plane. Assessment of support for fant use factors local land use and planning inclusion of project in relevant local planning documents.	DART Expension Programme is supported by FCDP through CEpcrise MEDIO in the FCDP. Releasing the law Presence has been also been asked to the programme of the supported by the programme of the p	Ottect impacts the FCDP Objective 142: "Preserve the sealing passetion and wilcolary right collection sealing passetion and wilcolary right collection content. These in a calculation part particular this option. It was as a two-density adultum, wall excluded residence, the seal is a two-density adultum, wall excluded residence of collection of the lawel cossisting will change presupportation collection of the lawel cossisting will change presupportation preserves and restrict costs in seasonable modes of travel and files the collection of the content and files the collection of the collection and files the collection of the collection and the collection and the collection of the collection and the collection and the collection of the collection and the collection of the collection and the collection of the collection and the collection and the collection and the collection and the collection	Direct Impacts the JCCOP Objective 14: "Pyreserve for which graduation and willcolor right of very affer Controller Level Constant," A regist regist in the rest of the statistication produced by the product of the con- troller of the controller of the controller of the indication register withing nations at this location (ICOP)	Danick impacts to a CCCO Objective 142 "Preserve to the executing polarisation and willcolor right of any at the Cockmiss Level Constant, A margin register in terms of the Cockmiss Level Cockmiss Level Cockmiss (A margin register in terms of the Cockmiss Cockmiss (A margin Level Cockmiss Cockmiss (A margin Level Cockmiss Cockmiss (A margin Level Cockmiss Cockmiss (A margin Cockmiss Cockmiss (A margin Cockmiss Cockmiss Cockmiss (A margin Cockmiss Coc	Dead Impacts the PCCP Objection 140. "Processor to existing the PCCP Objection 140. "Processor to existing Constant," A register register in these size of the last pulsy visional formation produced in the last admission to make it makes the reductionsystem withing entered. If this facilities (PCP) are the reduction of the last position of the last position (PCP) and the reduction of the last position of the last position (PCP) and the reduction of the last position of the last position (PCP) and the reduction of the last position of the last	Dend Impach In PCEP Objection SID. Transact lite existing Country. A region region in term of the loss pulsary section Country. A region region in term of the loss pulsary section for the loss of	Stord Impairs, the PCEP Objection 140. These the making Chance, A neight might in time of the least and pulse produced Chance, A neight might in time of the least and pulse particular describes production of the administration pulse of the middle of the least to Valuations/puls satisfy release of the handow FCEP of the Valuations/pulse satisfy release of the handow FCEP	Does Impacts to ECCO Objective 142. "Present to be entiring Constitute," A major register in interest of the local policy consect. Generally A major register in interest of the local policy consect. Generally potentials and cycle informations produced threeholds. Object in Franch Terroph the sealing Contine Interest Terrophical Security of project in Franch Terroph the sealing Contine Interest Terrophical Security and the seal "Specific Objective 440 or paring provisions seasoning markets an "Specific Objective 440 or paring provisions are markets the processing to the security of the seal of the sequent security to the local security of the security with a security to the security of the security of local security of the security of local security of the security of local security of l	Direct Impacts the ECCID Objection 142: "Photocre the existing many register in the local pulse; context. Alternative solutions and cipic inflatanches produced therefore it meets the posteriors and cipic inflatanches produced therefore it meets the time of the in a factor of the context of the cipic point and projects have a zone discontinuous terms of the cipic point and projects have zone discontinuous terms of the victority of the option.	This option would provide a replacement fligh of they was now used report Option 16 fb and provide an interestive exclusive products and provide the control of the control option and the control option of support the foliabilities of world of provide and control option of any option of the control option of the control option of provide any option of the control option of the control option of the control option of the control option of the control option of control option.	Other Impacts to a PCIDP Objective 162: Preserve the editing production and velocitate right of ways of the Coolitation Lead.  Alternative production and only on the Coolitation Lead.  Alternative production and cycle inflammation produced thereing a most the Vocalization leaving reserves and to be colored PCIP.  The valid made insight converse as their to though insupport and integration produces on the lead of the produced thereing a colored PCIP.  The valid made insight improvement are their though insupport and integration produced in the lead.	Direct Impacts the FCGP Objective M2. "Presents the existing of the property of the property of the property of the property of the scale principal content. Alternative patients and cycle of destinative product benefits a resent to the scale of the scale of the patients of the patients of the scale of the scale of ESPS.  **Continuous Continuous Conti
		23	Geographical Integration	Alternative level crossing options are mostly neutral in respect of Geographical Integration due to localised nature of the	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
		2.5	deographical inagration	Integration due to localised nature of the level crossings. As a consequence all	No impact on Geographical Integration	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.	tio significant effect on geographical integration.  Some comparative advantage over other options	No significant effect on geographical integration.  Some comparative advantage over other options
		2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.  Estimated number of sensitive properties	This option would not support the delivery of the higher territorial and regional planning policies regarding the DART Expansion programme (MPF-1/MSH), PSESS & SCAT Transport Strategy)	This option supports the delivery of the higher level stational as exposal planning policies regarding the DIATE Exposion programme (NPP, NEES, COST Transport Society), However registers to Smarter Street policy.	This option-supports the delivery of the higher level national and regional planning policies regarding the DAST Expansion programme PEPP, NSE, CDR Transport SINGROSS.	This option supports the delivery of the higher level national and regional planning solones regarding the DAME Expension programme (NPP, MSES, CDR, Toxingo ESSollegy).	This option supports the definery of the higher level national and regional planning pulsars reporting the DART trajuncion programme (MPP, 1933, GDA Transport Strategy)	This option supports the delivery of the higher level extronal and regional planning patient regional of DEXT Experience programme (1979, 1935, GDA Transport Missegr).	This option cupports the delivery of the higher level nations and regional planning policies regarding the DMT Experies programme (NPP, KISS, GEA Toxicport Strategy).	in principle, this option would support the detucy of the highest-level of incident and regional planning publishe regarding the CMST trapication programme (New, 1985, CMST transport Transport Proteins design design and incident regarding to the principles of pages to the folial states caused and according planning and tendes integrations factors.	This option would support the delivery of the higher level national and regional planning politics regioning the EMET Explanding programme (PSP INDEX, COR TOMORAT STATEBY) It would impact on vehicular connectivity which is considered under transport integration.	This option would support the delivery of the higher level national and regional planning policies regarding the EAST traps-scorping assembly RESE, Salely segative vehicular effects in currounding area.	This option would support the delivery of the higher level national and explored planning patient regarding the DMT Experience programme (MPP, MISE, GDR Transport Stokege)	This option would support the delivery of the higher level national and regional planning politices regarding the DMT temporary programme (NP7, 9833, GDA TORROPH STARREY)
		3.1	Noise and Vibration	within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualative criteria are also used where necessary to differentiate between the options.	Some comparative advantage over other options  Retains vehicular traffic at the current crossing point.  Neutral impact on the noise environment.	Significant comparative streamings over other options Removes vehicular traffic which will reduce the overall noise levels in the vicinity. Furthermore, the construction phase is noiseast.	Some comparative advantage over other options.  Online option will have no additional impacts to the current situation. 316 dwellings within 100m.	Some comparative advantage over other options  Online undertriggs will involve significant construction languages. Operating these terms securious in roles involve from traffic due to the proposed medication in roles involve from traffic due to the proposed medication in roles involve from traffic due to the proposed medication in role and level likely to be balanced by changes in traffic levels. 216 devellings within 100m.	Moves traffic to new bostion and will impact different properties to the current crossing, 454 dwellings within 190m.	Moves traffic to new location and will impact different properties to the current consisting 456 dwellings within 100m.	Moves suffic to new location and will impact different properties to the current crossing, 454 classlings within 190m.	Some comparative disadvantage over other options  Noves traffic to new location and will impact different properties to the current crossing. 156 develops within 100m.	Significant comparative ade antage over other options.  Removes webcular staffic from the crossing and will therefore reduce noise impacts on the local environment. 113 dwellings within 100s.	Some comparative disadvantage over other options  The construction stage impacts of this option are potentially significant on greater number of properties due to the tim easier either side. Operation noise impacts are not expected to change compared to the Do Nathing screads.	Significant comparative advantage over other options.  Removes whicular staffic from the crossing and will therefore reduce incide impacts on the local environment. 171 dwellings within 100m.	Significant comparative disable integerover other option.  Significant construction stage impacts over 2km. Significant amount havings of materials through access points. Operational phase would promittable sea suddiction in noise leads from 180ff, due to the throad lead being reduced. 29th deelings within 190m.
		3.2	Air Quality and Climate	Estimated number of number of receptors within 50m evisewed as part of apprisad. Options closer to more sensitive locations will have to more sensitive locations will have an increased risk of changes in air qualify during construction or operational phisses. However, qualifate criteria are also used where receisary to differentiate between the options.	Some comparative advantage over other options  Retains velocials traffic at the current crossing point.  Neutral impact on the air quality environment.	Significant comparative advantage over other options between whicular tails and the construction phase is minimal. No tails distribution data available to assess impa- to new cooptions therefore assessment only considers unrest exceptors therefore assessment only considers current exceptors cade to the level consequence of construction phases dust impacts in oil significant when mitigation measures we put in place.	Some comparative disadvantage over other options to line option, 166 devellings within 50m potentials repacted during operational phase. Potential for construction thase dust impact is not significant when miligation releasures are put in place.	Some comparative disadvantage over other options.  On line option, 544 dwellings within 50m potential respected during personal plans. Potential for construction grasse dust impact is not significant when miligation measures are put in place.	Significant companions disadvantage over other options whose staffic to new location and will impact office properties to the current cossing. This desiring within 50 Protection for control impact in not significant when midigation measures are put in place.	Some comparative disadvantage over other options.  Noves traffic to new location and will impact diffuse properties to the current coating. 200 dealings within 20m understoge rather than over bridge in construction phase Passes for construction phase dust impact in no	Some comparative disadvantage over other options blows traffic to new location and will impact differ cooperate to the current creating. 26th destings will don. Potential for construction phase dust impact in supplicate when impligation measures are put in place.	Some comparative advantage over other options.  If the comparative advantage over other options of the comparative	Significant comparative advantage over other options.  Remove vehicular tails and the construction phase is minimal. In talk distribution data available to assess impact on new receptors. Therefore assessment only considers current receptors show to be accessed to contract on the contract of the contract contract on the contract of	Some comparative disadvantage over other options.  The construction stops inspect of the option are potentially more.  The construction stops inspect of the option are potentially more designed on the date on see desired without the option. The possibility incloses none substantial emboded energy within materials. Operations or quality impacts are one expected to choose occupant that the Do Shateline and the option of	Big officiant comparative and rating a over other options.  Removes whicular traffic and the construction phase is minimal. Not staffic distribution data availables to assess impact on new recopiers assessment only considers assessment recipion (collect to the state of the consideration assessment of processment on the collection to the phase dust impact is not eightful at a halo mitigation measures are put in place.	Some comparative disadvantage even other options  On line option. 15th devellings within 50th potentially impacted during operational phase. Potential for construction phase dust impact in not significant views miligition reseaurs are part of place.
		3.3	Landscape and Visual (including light)	believen the options.  Key landscape characteristics affected; impact on inetticeipe character impacts on Key Vision in inetticeipe character impacts on Key Vision of Invastricinal distincts if produce on properties, amerikas, protected views, key views.	Sugficient consortion a disording lover other explores.  No delign reports.	tologomen massera are spirit plan.  The filter of water date and state of the spirit of the register.  The filter of the spirit	Significant comparative disadvantage overrother options  Drillne overbridge option is likely to have significant impact	The option is being to have appelled impact on should use the proof of	Significant comparative disadvantage over other options Overtridge option will have very significant landscape and	registration on ringington research as paint place.  Individually and institutions. The following and institutions on the control of the cont	Significant comparative disadvantage over other options	In the contract of the parties of the contract	Some comparative dearlying or season as plur pair.  Some comparative dearlying rear other option.  Some comparative dearlying rear other option.  Some to a stress and registric. Need to part to execut properties of other other of the control pairs. Other oth	Signature to self-tree and regarding day to the control of the con	jet in poo.  Some companies d'autérieurs peut eller régione  Some companies d'autérieurs peut eller régione  Some laise d'autérieurs en regardate, lobre laigne peut eller régione  peut elle d'autérieurs peut en la companie de la laise d'autérieurs d'autérieurs en la contra global de la laise de la laise d'autérieurs de la laise d'autérieurs de la laise d'autérieurs de la laise d'autérieur la laise d'autérieurs de la laise de laise de la laise de laise de la lais	The spills in the same of the second
		3.4	Biodiversity (flora and fauna)	Polardid complimosiconflict with biodeverally objectives, indirect impacts on protected species, designated alters; Overall effect on malure conservation resource.	Suprificed companies advantage over other options of the options o	Significant composition and entage near which options to the composition of the compositi	Some comparative solvenings never other applica- tion opinion is hybridized processed to Language that is characterised in the California of Language (Labida in Phare in a California of Language (Labida in California of Labida in California	The option is hydrodically consense to Company the decembers in the Hydrodical Consense to Consense in the American Consense in Conse	Even to report the discharged war their options.  This option is hydrologically convenient to European obes (as if a long option is foreign to the control of the control option is on any other European is been to the control option in the control option in the control option is option in the control option	The option is hydrologically connected to Surpense sites described in the option in hydrologically connected to Surpense sites described in the Table Schway and Code Ray, The Surpense is the Surpense site Street Surpense site Surpens	This sprior is hydricipically connected to 5 crappers ship describes in the 15 chairs and 5 chairs are considered in 5 crappers and describes in the 15 chair Schair Select to the 25 chairs and 15 chairs are considered for the 15 chairs are chairs are considered for the 15 chairs are chairs and chairs are ch	Some comparative disolate religion con other options.  This option is by trappoint postment to Curparan share connections in the Table Schway and Cubits Bay. These is not not lawly plipsfort Schwa to the care system European share. Some connections in the case of the Cuparan share connection in the case of the Cuparan share connections to the case of the Cuparan share connections and the case of the Cuparan share connections and the case of the c	The opposite the development of the opposite the conversa- tion of the conversation of the opposite the conversa- tion of the conversation of the opposite the conversa- tion of the conversation of the opposite the	The option is by simplicity connected to Cumpare their dissections in the dissection of the dissection	See comparation discharange was rether spikers.  This updata is hydrologically commonly in European other association for the fall of large and following the common of the fall of large and following the common of the fall of large and fall of la	The uption is hydrologically connected to European silve discretization. The uption is hydrologically connected to European silve discretization in the silver and to the property of the silver and to the silver and the sil
3	Environment	3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archieological and architecture heritage resource. Likely effects on RPS, National Monuments, SURSL, Conservation seesa, kilo. Namber of designated siteral/structures (by level of designated siteral/structures (by scheme (brustales)	Significant comparative advantage over other options  so likely impacts.	Significant companions advertage over other options  No likely impacts.	Significant comparation disabilitation over other application.  Potential direct impact on Kingatrick Bridge (IPPA 0097) that spars over the Royal Canad (IPPA to 0094) that Royal Canad (IPPA to 0094).	Significant company of the desirating over other options  Direct impact on RPS 687 Kingstrick bridge, Direct impact to the Ringel Coreal RPS No. 664(s)	Some comparative advantage over other options  indirect impact to the Royal Canal (RPS No. 664a).	Some comparative disadvantage over other options to the comparative disadvantage over other options Direct and indirect impact to the Direct Canal (RVS No. 664a) indirect impact on RVS 607 Killipatrics briggs.	Some comparative dissolventage over other options  Direct impacts the Royal Canal (RPS No. 864s).	Some comparative advantage over other options  Potential indirect impact to the Royal Canal (IPPS No. 664s).	Some comparative advantage ever other options  Potential indirect impacts the Royal Carel (FPS No. 604s).	Significant comparative disadvantage over other options  Potential direct imposs to the Kilosoficia Socilys (995 0607) and the Royal Carel (979 No. 0694s)	Some companitive advantage over other options  Paterfail indirect impact to the Royal Cover (IPPS Inc. 694s).	Significant companion disableating-board and options  Direct impacts to the Kirjapics Bidge (IDS 637) and the Royal  Canal (ISSS No. 1984).





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					Some comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	options	Some comparative advantage over other options	Some comparative disadvantage over other options	options options	Some comparative advantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other options
		3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	Cyclinn will trawn reguliphies impact on existing filtroid regions quality during operational place. Pass some comparative solventages over other options.	Samones vehicular halfs borns poliularits and initiated interfacilities. The De Minimum option is already as a consequence accessed in the De Minimum option is already as a consequence accessed in a segregation companion accessed in the companion option is needed.	System Basis traver minimal impact on flood regions. Protection contractions. Likely invitend impact on granufacturing calling contractions, Likely invitend impact only granufacturing calling least score comparable automatage over other options.	The best warm works a registed controller from the service stage of a significantly dead readings compared to the other soldiers. The contraction works within the Royal Critical warms with the Royal Critical Royal Royal Critical Royal	of   are  Cyption likely to have maintaining act on food regime.  The contraction, Likely incident integer on groundwater quality.  The contraction, Likely incident integer on groundwater quality.  The some comparative adventage over other options.	Option likely have minimalizing port on flood regime. Protect for minimalizing port on surface switter qualify during construction, Undergood on surface switters group profession for the construction on posterior first to Constructions quality.  We see the comparative distant writings have other options.	The in-stream works required constitute a food humand and is significately deather/aspects compared to the other and the significant of the significant in the significant required impact of clicker's is stelly a blean a significant required impact of clicker's and required risks the significant recommendation into pose planetal risks (Opinio in disabotropping cancer all nature sub-clinics and man a significant comparable disabotropping.)	Option Bally have minimal impact on food regime. Protestal for min- erycard on surface water quality stemp construction, Likely intrinsic and the surface of the surface of the surface of the surface water other options.	Option Bully have retires alregaction bood regime. Planetal for room of the control of the contr	The in-three works regalied conditions food hazed and is applicable containing an opposed to the other option. The contribution containing an opposed to the other option. The contribution containing an opposed to contain the other option and	Cubics likely have narround regard on their register. Protected for notice of which the protection of which the protection of the protection of which the protection of the pr	The in-streem works required constitute a fixed heard and is aggrifficative deadward appeals compared to the other against. The control of the street and the control of the street against a significant required to the other against and could lead an applicative against control fixed and could lead an applicative against and could lead and could be against a could read an applicative and could be against a could read an applicative against an according to the could be required an according to the could be required and applicative according to the could be required and applicative according to the could be required and applicative and application and application according to the could be required and applicative and application application and application an
		3.7	Agriculture and Non- Agricultural	Overall impact on land take & property. Number of properties to be impacted/lacquired. Likely temporary or permanent severance effects, etc.	Significant comparative advantage over other options  so the likely impacts.	Significant comparative advantage over other options. No likely impacts.	Significant comparative advantage over other options This option will reconfigure local access onto Coolnine / Carpentientown Road Clear impacts will include impacts to existing boundary and green areas.	Significant comparative advantage over other option This option will reconfigure local access onto Coolenine Carpententium Road, Direct impacts will include impact to existing boundary and green sease.	Some comparative disadvantage over other options.  This option will reconfigure local access for Riverwood Council of St. Microtaris Cenery/Satistancoust Way. The non-agricultural impact will involve the acquisition of one secidental property under Option 3	Some comparative disadvantage over other options  This option will reconfigure local access for Riversood Coular and Sr. Microtina Corean Statisticount Way. The nor agricultural larger will involve the oppidation of one residential property on Sheepmone Lane under Option 4	Some comparative disadvantage over other options.  This option will reconfigure local access for Riversood Cour and fix fluctuative Green Stationcount White Innovagicultural legace will involve the acquisition of one residential property on Sheepmare Lane under Option 6.	Significant comparative disable straige over other options:  This option will involve the acquisition of four residential properties or the north side of the roll line. There will be a significant impact on the Coolinies Station car park.	Some comparative advantage over other options  This option will impact or Coolmins Station car park resulting in a reduction in car spaces.	Some comparative advantage over other options  This option will have direct impacts on Coolinine Station and the canal bridge.	Some comparative advantage over other options. This option will impact on Costmine Statistic car pairs measing in a section in its or appear. The proposed local read appears will easily entire the other of private leads to easily of the care of comparise will easily entire tendine of private leads to easily on the care of care pairing and boundary proposal at Woodbook Cust and properies and Castellance Read Boundary impacts and base of mature twee. Hollow Provincesco Read and Clark entirely and Castellance Reads Charles and Castellance and Castellance Reads.	Some comparative advantage over other options.  The opportunities of the options access ones consistent.  Caparitmentance Food. Cheed impacts access ones consistent or co
		3.8	Geology and Soils (including Waste)	Sotia and Geology and Neily regard for geological resources based on publication resources based on preferring relative construction datable. Sol topical resources to be developed relative based on cut or fill requirements and potential for soil ground which may also made replaced. Existing information seisman to potential to encounter contaminated land. High-level assessment based on the following selections when the regulated and the potential for ground contamination of the contamination and the contamination of the contamination of land the contamination of the contamination of land the contamination of the contamination of land the land the land the land the land the land the land the land the land the land the land the land the land la	Significant compositive side stage over global approve global appr	Significant comparative all existing a dwarf offer cyclines.  No. likely in paces.	Same comparative solvenings over other options  Chemidge option require fill input to the site for construction-over easing natively lifetime registry, studied to the construction over easing natively lifetime registry, singlest to father livestigation. Note for easing some present, Comparation and extension is designed on easing some and easing solvening is constructed in a proposal or easing process and easing solvening and an easing solvening and easing solvening and easing solvening solv	Dismost componential of blands rectings over other options:  Children's option on plane material expert to a corre- material recept from some planes option. These a bits of materials recept from some planes option. These a bits or making with mount expense specific materials to expert making with mount expense specific materials to some contemporary of the planes option of the size of materials. The planes of the size of materials of the size of the size of materials of the size of the size of materials. The size of materials of the size of materials of the size of materials. The size of materials of the size of materials of the size of materials. The size of materials of materials of materials of materials	Some comparative disadvantage over other options on the comparative disadvantage over other options of Coverbridge options require till import to the side for commission or open ground (Morr requires). Postetted for ground and provide the comparative of the con- tracting of the comparative of the con- tracting of the countries are present.	Compared by lower EE Import any investment as the first to adjustment on the material and the first to adjustment on the material and the first to adjustment on the material and the first to adjustment on the first to the first to the first to the first to the first to the first to the first to the first the first to the first the first the the first the first the the first the the first the the first the the first the the the first the the the the the the the the	Some comparative advantage over other options: Underholding option means the same makefalls may arise, with road probably in statistic for more elementure of the value road probably in statistic for more elementure of the restriction of the probably of the probable of the restriction of the probable of the probable of the statistic probable of the probable of the sold of the of the sold of the probable of the sold of the probable of the sold of the so	Some comparative disablentings over other options.  Some swidtig stade ground cover on sits juspices without except investigator. This countries propries requires scalared an over- most ground. This countries profess may see the case ground in an ab- set more than extend prices and just the sould be one ground. So all  ask more than extend sees any off the sould be one ground. So all  contamination in considered loss, subject to further mansageton. No pile or question are present.	Eignificant careporative allocatings over other carbons.  Opticipation to make the carbon and the carbon and c	Allength and answer settler disable mining in our other instead in the control of the control o	Significant companied an absenting over distant against  Opicia judinisti no certariaje option requirem lead 80 import to 16 a sin.  Anda princista for controllorion cere aliador trackera piloto requirem.  Anda princista for controllorion cere aliador trackera piloto regularion.  Anda princista for controllorion cere aliador trackera piloto regularion.  Anda recurrente del controllorio in proprieta del anciento del controllorio in proprieta del anciento controllorio in controllorio.  Contractivation in controllorio in controllorio in proprieta del anciento controllorio.  Contractivation.	Some inequative disadvantage has other option.  Underfolge option requires rusherid export as some materials in an associated report as some materials and associated report as possible of the property of the control
		3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	Some comparative advantage over other options  No changes from an EM perspective transverse to the railway therefore advantage over other options.	Some comparative advantage over other options  No changes from an EM perspective transverse to the talkey therefore advantage over other options.	Some comparative disadvantage over other options. It is assumed that the routing of the cabling, the location of seisting submittons, habe etc. along the line will be changed with respect to the cable of the cable	Some comparative disadvantage over other options it is assumed that the muting of the cabling, the location- wisiting submittions, holds etc. along the line will be changed with a submittions, the control of the cable of the will be properly and the comparable from an EM purspective at this stage in the assessment	Some comparative disadvantage over other options of it is assumed that the routing of the cabling the location of existing substitutions, had set, along the line will be changed as the cable of the ca	Some comparative disadvantage over other options It is assumed that the routing of the cabing, the location of eating substations, habe etc. along the less will be change; eating people. All Di-Salanships options are comparatis from an EMperapective at this stage in the assessment	Some comparative disadvantage over other options  It is assumed that the routing of the cabling, the location of existing substations, habe set, along the line will be changed existing substations, and the line and the location of existing project. A Dio Generality option are comparable from an CMI perspective at this stage in the assessment.	Some comparative disadvantage over other options  It is assumed that the noding of the cableg, the location of electing evaluations, habe est, slong her line will be changed or impacted by the satisfaction and payment of the cable from many payment of the foreithing options are payment on the properties at the stage in the assessment.	Some comparative disadvantage over other options It is assumed that the racking of the cableg, the location of existing extensions, habe ext. along the low all the changed or impacted by the selection of any office of extension of any other selection of any office of extension of the selection of the selection of the selection of the stage in the assessment.	Some comparative disadvantage over other options  It is assumed that the racing of the cabing, the location of existing exchancions, hade etc. along the line will be changed or impected by the existing of any other option over see enter project. At On-Sommany globus are comparable has been accorded to the stage in the accordinate.	Some comparative disadvantage over other options It is assumed that the routing of the cabling, the location of existing substations, table etc. storp in the wall be changed or impacted by the selection of large of the displace of the selection	Some comparative disadvantage over other options  It is assumed that the naving of the cabling, the location of exists valuations, habe est, along the late will be changed or impacted by selection of any offen options over the male project. All other options are comparable from the project was this stage to it assessment.
		4.1	Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	Significant comparative distalowings over other opplicas.  Original Distance roundabout to Rodefield Drive consumate 450m retained.  The long closure times associated with the level crossing will, however, restrict access.	This option severy access locally across the talkay	Segminant companies at eartings over other option  Diginal Distance roundsbout to roundsbout 450m retained.	Signal Carpurative advantage ever other aption  Digital Distance roundsboat to roundsboat 500m intellect	Significant companious advantage over other option This option is of benefit to low income groups, enhancing access to public transport.  If you has addition of a new possettion / cycle bridge Diverted distance route 1.5cm (i.b. divention route)	Significant comparative advantage over other option. This option is of benefit to low income groups, enhancing access to public transport. By the addition of a new podestrian / cycle bridge. Diverted distance route 1 Sens (3.2x diversion route).	Significant companions advantage over other options. This option is of benefit to low income groups, enhancing access to public transport. By the addition of a new pedentian I cycle bridge. Diverted distance occurs 1.5km (3.5x diversion roces)	Significant comparative advantage over other options. This option will require contaction activity over the station and cooperative steepened gradients on the approaches to the relevan- cessor of the station of the	Some comparative advantage over other options.  This option is of baselfs to less income groups, enhancing access to public transport.  Conjection consequent on suffic develops will restrict access for deathing surery.	Egypticat companies at artage over other options  This option is of benefit to tow income groups, enhancing access to public testapor.	Big officient comparative individuals over other options.  No significant diversion for traffic. Options enhances access, particularly for unlensible groups through the incorporation of ination dates and gradients, exhancement of predestratio, cycle and mobility imparted access.	Significal comparative advantage over other option.  Original Distance roundshout to roundshout 500m retained.
4 Acco	essibility & Social inclusion	42	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	Suprished companies of standard region to see other contents of the contents o	Against companies disableating over other options busine Accessibility is addressed for all level creating options to probably to a trision. This option requires that all traffic accessing the attains from the credit must device give the similar grant devices. Scotlast diversion ranks 3 feet (ii) the disension roads).	Significant comparative scharzoge over other options  Cosion Accessibility is addressed for all level crossing uptions is proximity to a tritical  This option-does not significantly affect access to the station	Significant companies and antage over other against Station Accessibility in addressed for all level crossing referred to precisely to a restan. This option does not eignificantly affect access to the state.	Significant companions advantage over other options  Easion Accessibility is addressed for all level crossing option in promisity in a maken  This option does not significantly affect access to the vision	Significant compressive advantage over other option  Station Accessibility is addressed for all level crossing aptions in proximity as a station.  This option does not significantly affect access to the station	Significant comparative attention over other options.  Station Accessibility in addressed for all level crossing systems in proximity to a station.  This option does not significantly affect access to the station.	Significant comparative advantage over other options  Station Accessibility is addressed for all level crossing options in scening to establish to establish to establish the establish of the option does not significantly affect access to the station	Significant comparative advantage over other options  Continn Accessibility in addressed for all level crossing options in proximity to a sention  This option does not eightContily effect access to the station	Significant compositive shistoge over other options.  Socian Accessibility is addressed for allowed cooking options in proximity as a state of the s	Significant comparative who entage over other systems  Contion Accessibility in addressed for all level crossing cystons in proximity to a sension.  This option does not eightficantly affect access to the station.	Significant components advantage over other options  Station Accessibility is addressed for all level crossing-options in promiting to a station  This option does not significantly affect access to the station
		43	Social Inclusion	Service levels impacts including severance of community groups; Severance from community facilities consequent on an option.	This option causes senemence of the community through sustained of local access ower the railway without supplement with districts alterated sources include Community buildies affacted by reduced access include Community buildies affacted by reduced access include Community buildies affacted by reduced access include access to the community college, sent facilities in the access the community college, sent facilities in the access the community college, sent access to the community college.	This option causes severence of the community through to statistical of local covers over the relievy without sepacement with feeling alternative sources in class community facilities affected by reduced access include Community facilities and reduced access included and access to the community of the community of the community of community of	Significant comparative advantage over other agitions that agit on the comparative actions are community severance. This option does not affect access to community amendes.	Significant comparative adventage over other option  This option does not cause community severence.  This option does not affect access to community amendies	Significant comparative solventage over other options this option does not cause community severence. This option does not creat access to community amendes Diverted distance mask 1.5 on (1.3 x diversion mask)	Significant companies and entage over other update This update does not cause community sevenerous. This update does not cause access to community amende Described detacon route 1 Sens (3 the description route)	Significant comparative advantage over other options This option does not cause community sewerence. This option does not cause community sewerence. This option does not custal access to community an evolute Diverted distance movie 1.6km (3.3b divention notes)	Bignificant comparative advantage over other options  This option does not cause community services. This option does not cause community services that option does not carel access to community services Covered detancies made \$25 to (1.26 describes manife.)	Same comparative disable antique over other options.  This option does not cause community sweeness, production and cycle content materials of applications and advantage	Significant companions advantage over other options  This option does not cause continuity severance.  This option does not cutal access to community amendine.	Some companion advantage over other options  The enhancement of the local road network to abbreaux staffic delays risk to derived staffic liverations contain diventions to When for case.  Productions and cyclests have good access	Significant companion adventage over other options  The option does not cause community enemics. The option does not cause controlly enemics.
		5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement.	Significant comparative disadvantage over other profess.  This option halves the raiskay level occurs implace, a characteristic which is considered ingetive from the projective of calledy calling.  This oppion will require composition activity associated with temporary that the level reviews associated with the level reviews.	Significant compansive advantage over other options the option removes the collessy level counting, a characteristic which is considered poster from the perspective of collessy other.  These is no agenticant construction activity along the collessy associated with the level counting.	Significant comparative advantage over other options throughous removes the calkey level crossing, a characteristic and about considered positive from the perspective of calkey safety.  After it also agrificant construction activity sliking the railway accounted withher been crossing.	Some comparative advantage over other options.  This option removes the others treet counting, a characterist, which is considered positive from the perspective of othersy rates.  The budge under the collessy will require found doubter sements of conductions activities are to the value.	Significant comparative advantage over other options or County the crossing will remove the interface between cultanumber Suffic.	Some comparative advantage over other options  Stick option-removes the ratinaly level outsing, a characteristic which is considered positive from the perspiration of calway ratins, and the control of control	Some companitive advantage over other options this option removes the calway level costing, a characteristic this IX Considered postover from the perspective of calway order, the first winder the calway will report be level under other temperature discontraction individes the level relies;	Significant comparative advantage over other options  This appear removes the calvay level crossing, achianteristic which is another by posture from the prospective of calvay solare,  there is no application from the prospective of calvay solare,  there is no application construction actively sing the calvay accounts with the level consists.	Significant companions also areas over other options.  This option embed the railway level occome, a characteristic which is anothered particle from the perspective of calway offer,  There is an applicated occordation activity along the calway associated with the level occasing.	Expedicate comparative disableatrage ever other options.  This option removes the reliasy level outcome a sharacteristic which is associated positive from the perspective of railway safety.  This option loss optional and pulsargues inspect on the line solitary during exteriorization.	Significant companies advantage over other options  this option removes the rainuy lived cossing, a shareholds which is associated prozve from the perspective of calvery science.  There is a significant accountain activity sleng the calvey science with the level occasing.	Significant comparative advantage over other options  This option removes the callway-level occurs, a characteristic which is incidentely partie for the preparative of orlinary safety.  The budget under the lakely will require limited district elements of contribution above give the level of the lakely will require
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	Operated This caption in trains the level cocking - a cypeficiant hazard so the singlest sciency. This caption will result in scall collections and upon 2 Exmandish countries for the scale read endough and results.	This option clause the fewel crossing - removes a significant halos to complet sure; This option will result in soffic divendors of up to 2 Skin and sockase congression on the boof mad entends.	Significant comparative advantage over other options  Thiospitan disest the level overing - removes a significant hazard to toinspart users;  Thiospitan will not openicantly divert soffic.	Significant comparative art and an over other option this option closes the level coloring - removes a significant hazard to tolerant users; this option will not cignificantly divert staffs; this option willowshort pipel significant for pedestrant, quiting and cars forecoming youther.	Significant compansive advantage over other options this option closes the level costsing - removes a conficient hazard to transport come, this option with originificantly inventionliss. this option inclinguishment good organization for predictions, spokes ancient from others bottle.	Significant companions advantage over other option. This option-doses the level crossing - nemoves a significant hazardou banquint views; This option-will not operficantly divert staffs. This option-will oncolorate paid segregation for pedestrians, sydiotaland cast from callway staffs.	Significant comparative advantage over other options mirrograms closer the level occord - removes a significant leases to transport users; this captain will not agenticately level softly. this captain incorporative gload supergrams for pedestrans, spotists and care from callway softly.	Significant Comparative advantage over other options:  This aption obsers the level origing - reviewer a significant hazard to transport serve;  This injuries will aim operationally divert staffs.  This injuries will aim operationally divert staffs.  This injuries is supported good agreegation for predictions, cyclinizated actives in valvey of the control aim of the contr	This agricult down the freed coloning - removes a significant hazard to transport useful. The seven coloning - removes a significant hazard to assequent useful. The second coloning of the second coloning of the signifies will make the second of up to 2 them and increased the signifies will make the second of the second coloning the signifies incorporates glood copyrights for perdenotions, cyclotic and can focus studyout Coloning.	Significant compansive advantage over other options.  This option closes the level crossing -removes a significant hasnel to transparately always, uses; this upplue will not organizating divertisatily.  This upplue will not organize paid segregation for pedestrains, sychistic and care tions callege adults.	Some comparative advantage over other options.  This option closes the level county - removes a significant hazard to assept used;  this option exhaust in staffic deviations of up to 2 the build decende this signific will remain in shadown deviation of the last advantage of up to 2 the build decende this significant for the last deviation.  This option incorporates good organization for pedientions, options and sort time organization good organization for pedientions, options and sort time ordays plant.	Significant compansive advantage over other options. This option closes the level dissisted - removes a significant hazardon transport users; this option will also disperiisately divert staffs. This option will start out operations by pedictriams, cyclicis and some others staffs.
		5.3	Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users. removal of literfaces	Copiese.  The curalled availability of access over the level crossing associated with the upplow will other virtualities and content out the three contents of the level for access over the level for access on the magnitude part of access.  Covered or access will be required to require the production and cover will be required to require the contents and right if three covering test relations and right if three covering test relations and right in the covering test relations and right in the covering test relations and the covering test relations and the covering test relationship test representation on the discrete relationship test relationship test relationship testing the covering testing t	The senous access over the level crossing associated with this option will done unlevelable root sens onto the existing that their action will done unlevelable root sens onto the existing distribution.  Observed root server will be required to registrate any or 60% actions a principle roots and solicious junction roots of produces and solicious junction roots of produces and solicious junction and solicious junction and specific travelling portfolious.  This sports do does not provide for segregation on the diversion roots for varieties have direct.	Opportunit Comparative advantage awar date applica- tion paties does the free overage, it provides a ever find along approximately the case has 45% original, the control origin are entered to contain grades to the examination of the control original contains grades to the examination of the control original contains and examina- tion of the control original control original contains a part of the control original control original control or the control original control original control original systems and only from containing value.	Some comparation advantage over other cyplone. This option closes the fewel costing it provides a new trick along approximation by the sens to less that segment, which compares and the sens to less that segment which compares and express of containing patients to a neuronment of the few valurable less developed the secondary of the few valurable less developed and compares and express of containing parents are obtained understand as less, and annual less devictioned and re- spection, and can be found as any page page 100.00 and a less than a less page pages to the page page 100.00 and a less found and page pages of the page page 100.00 and the less than a less page pages of the page page 100.00 and the less than a less page pages of the page page 100.00 and the less than a less page pages of the page pages of the less than a less page pages of the page pages pages that the less pages	Significant Compositions solventiage over other applications (start the freed coccing, it provides a row bold admit pages consisting the cases have been as the original, in pagestorm only the pages have been as the original, in pagestorm only their pagestors, and the original pagestors, conclusion that is execution of the reference of control original control o	Some Companion advantage over other options.  This update date has been counting it proudes a line that the line and provides a line that the line is required.  As electronic pile that is remarked with a regional and a line of the line is line in the line is line in lin	Some comparative advantage over other options. The option down the twen counting it provides a new task many appear counting the case than at the option; special counting the case than at the option; special counting the option counting counting counting special counting the option of the option of the option special counting the option of the option of the option special counting of the option of the option counting counting of the option option of special counting option of the option counting option of the option of the option option of the option counting option of the option counting option of the option counting option of the option option option option of the option option option option of the option	Some comparative advertage ever other applicats.  This plans do done the level income it is prouded ever that along  which is prouded a security and income it is prouded a security along  which do many can except this continue gradeers to a recurrence of this  train which along the continue gradeers than a manner and the  train proudeers and any other and the continue gradeers than a manner and  the processor processor gradeers and any other and and the  train processor processor gradeers and any other and the  train processor and processor and any other and the  train processor and processor and any other and the  train processor and processor and any other and the  train processor and the processor and the  train processor and train processor a	Same surprises of technologies over other agricus. This option removes the level orosoning it regiouse publishers and cycle and the control of the sealing road industrial. Sometime date is the sealing road industrial or the control of the results or the control of the results industrial. The option date on provide for asymptotic on the disvision could be disvised in the control of the co	The special control was all a single over the special control of the special control was a special control of the	This option restrates the feet crossing at sever are decisition and option occurs the production of the control of the control occurs and entered control o	Same comparative absorbings over other against This open data the level crising it. The product a set in this along approximately the search as the adjust, which data you are encouped to see that the place of the adjustment of the consideration and consideration and the adjustment of the adjustment of the second product of an approximation and addition for review and ourse, extraordises and adjustment of the adjustment of the second product of an approximation and addition for review and ourse, extraordises and adjustment of the adjustment of the adjustment and adjustment of the adjustment of the approximation product and adjustment of the adjustment of the adjustment of the adjustment o
		6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	No format cycle tracts currently present on the romanism cycle tracts currently present on the romanism jummunding road relevoir, but increased closured of the self-crossing world wide access to the proposed floyer Carriel Desentage. Access to the self-crossing particularly access to the trust class of are potentially and as significantly inhibited by the level crossing, particularly with the jatenda level of service on the rollway.	Seguificant component we disable stage over other options to the product of the formation of the composition	Significant Comparative advantage over other options This option supports good intege between existing and supposed cycle facilities. The quality of access to the train station for pedestriene and syclest is good in respect of this option.	Significant comparative advantage over other against This option supports good intage between existing and sropceed cycle facilities.  The quality of access to the train station for pedestrians an cyclists is good in respect of this option.	Significant comparative advantage over other options  This option supports good bridge between existing and proposed cycle facilities  of the quality of access to the train station for pedestriens and cycletis is good in respect of this option.	Significant comparative advantage over other option.  This option supports good findage between existing and seponsed cycle facilities.  The quality of access to the basis station for pedestrians an cycleta is good in respect of this option.	Significant comparative advantage over other options.  This option supports good findage between selecting and proposed cycle facilities.  The quality of access to the train station for pedestrians and cycletis is good in respect of this option.	Significant comparative advantage over other options.  This option supports good initiage between existing and proposed typic facilities.  The quality of access to the train station for pedestriens and cycless is good in respect of this option.	Significant comparative advantage over other options.  This option supports good inlage to proposed cycle facilities.	Significant compansive sale artisage over other options.  This option supports good Sirkage between existing and proposed cycle facilities.  The quality of access to the train resistion for pedentians and cycleta is appoint segect of this option.	Significant comparative advantage over other options.  You got in tools convently present on the intradicially automating that the control of	Significant comparative advantage over other options  This option supports good inhage between existing and proposed or facilities.  The quality of access to the train station for pedestriers and cyclists good in separa of this option.
6 P	Physical Activity	6.2	Permeability and local access opportunity	Journey Time and lengths of divensions for active modes and numbers affected. Analysis of the correctivity between level crossing and green areas/key attractions related to active mode.	Codes railway journey + all as cosaining mensions in place, codes railway journey + all as cosaining mensions in place, standoossible when closeining is closed. Collection for cycled when level crossing closed 3.2km The principal high semming generopace in the vicinity of the seekings sinks standor in the flagle crash, the collection closures of the level crossing would reduce access to the chapter Collection.	Cose Failway journey = 3 Jiers as level crossing is removed. Seemion for cyclets when level crossing closed 3 Jiers The principal high amonity generating closed 4 Jiers enabling thins state on the Regul care. Increased closes of the committee of the Regul care. Increased closes of them the report care. Increase closes of them the opposite side of the nalway.	Significant comparative advantage over other options cross Fallway journey = ril as the proposed option is along the plan adjorned of the existing Costrines Road. Distriction for cycline when level creatives to the district the principal high amening generapses in the siching of the relationship of the proposed bridge exhemits in validational by the proposed bridge exhemis.	Regulations companies and writings over other against cross Rallway journey or all as the proposed option is also the plan alignment of the activity Costmine Road. Ownston for cycline when heard crossing broad Other The principal high amonity generapace in the vicinity of the control of the cost of the cost of the cost of the existence by the proposed bridge scheme.	Significant Competition advantage over other options  Class Staleway journey + 1,5km.  The principal high amonthy greentened in the elicited of the principal high amonthy greentened. The occurrence is maintained by the proposed bridge scheme.	Significant complexitive advantage over other options  Cross Railway journey = 12km.  The proceedings are not your green pass in this storing of the proceedings are not young to the receiver of the control of the maintained by the proposed bridge scheme.	Significant companies advantage over other options  Cross Railway journey = 1,5km.  The principal high seneing generators in the whichly of the maintening by the proposed bridge scheme.	Significant comparative advantage over other options.  Once Railway journey = ril as the proposed option is along the plan alignment of the existing Coolenies Road.  Develor for cycles when level creating closed 6.15km. The principal high amening generapase in the vicinity of the existing options of the cycles of the existing coolenies. This access is maintened by the proposed bridge extension.	Significant compositive advantage over other options. Cross Subwy journey + rid as the proposed option is along the plan digment of the existing Cubilities Float.  Dominist for cyclists when level crossing closed 0.00m. The principal high amonity generacean in the skindly of the existing that station include the Regul cand the amonity round loads, oil concern and abstracts audit of the level crossing. This access is materially the plant of the amonities of the contraction of the principal triggle circum.	Significant Complexitive solventage over other options.  Close Railway journey + nil as the proposed option is along the plansignment of the existing Continue Board.  Statements for cycles when lessed conselling Continue Board.  The principal high sense(by greenspace in the vicinity of the existing train single exchance.	Significant comparative advantage over other options  Cost Robery journey = 0.5km over the proposed bridge.  Deservin for cycline when level cossing closed Cilien  The principal high areally greated in the skindly of the skinding  real station in the Policy constitutes in the skindly of the skinding  real station in the Policy constitutes cases in marketined by the  proposed bridge softwine.	Significant comparative advertage coef other options.  Cross Robbary journey = 68 at the proposed option is along the piasipposed of the eating Cosmine Robbs.  Cosmission for cyclists shall be obtained obtained of their cosmission for cyclists shall be obtained on cosmission of cyclists shall be obtained on cosmission for cyclists shall be obtained on the cosmission of
		Criteria			Do Nothing	Do Minimum	Option 1	Option 2	Option 2	Option 4	Option 5	Option 6	Option 7	Option 8	Option 9	Option 18
1 2		Economy			Some comparative disadvantage over other options Some comparative disadvantage over other options	Some comparative advantage over other options  Significant comparative disadvantage over other options	Some comparative advantage over other options.  Some comparative advantage over other options.	Significant comparative disadvantage over other options  Some comparative advantage over other options	Significant comparative advantage over other options Some comparative advantage over other options	Significant comparative disadvantage over other options  Some comparative advantage over other options	Significant comparative disadvantage over other options  Some comparative advantage over other options	Some comparative advantage over other options  Significant comparative disadvantage over other options	Some comparative advantage over other options  Some comparative disadvantage over other options	Significant comparative disadvantage over other options Some comparative disadvantage over other options	Some comparative advantage over other options  Some comparative disadvantage over other options	Significant comparative disadvantage over other options Some comparative advantage over other options
3 4		Environme ity and soc Safety	int cial inclusion		Some comparative advantage over other options Significant comparative disadvantage over other options Significant comparative disadvantage over other options	Significant comparative advantage over other options Significant comparative disadvantage over other options Significant comparative disadvantage over other options	Some comparative disadvantage over other options Significant comparative advantage over other options Significant comparative advantage over other options	Significant comparative disadvantage over other options  Significant comparative advantage over other option  Some comparative advantage over other options	Significant comparative disadvantage over other options  significant comparative advantage over other options Significant comparative advantage over other options	Significant comparative cleadwantage over other options  Significant comparative advantage over other options  Some comparative advantage over other options	Significant comparative deads arrage over other options.  Significant comparative advantage over other options.  Some comparative advantage over other options.	Some comparative disadvantage over other options  Significant comparative advantage over other options  Significant comparative advantage over other options	Some comparative advantage over other options  Some comparative advantage over other options  Some comparative disadvantage over other options	Significant comparative disadvantage over other options  Significant comparative advantage over other options  Some comparative disadvantage over other options	Some comparative advantage over other options Significant comparative advantage over other options Significant comparative advantage over other options	Significant compansive disablentage over other options Significant compansive selvantage over other options Significant compansive selvantage over other options
4		rysical Acti			Some congarative disabrantage over other options  No	No	Significant comparative advantage over other options Yes	Significant companies advertage over other option  No	s. Significant composition solventage over other options  Yes	Significant comparative sub-antage over other option  No	Significant compansive advantage over other options	Significant companion advantage over other options.  You	Significant comparative acts arrange over other agricus.  No	Significant compositive advantage over other options  No	Significant companies adventings over other options.  You	Significant companions advantage over other options.  No





						DART+ WEST - MCA				
		1			Po	rterstown Level Crossing	Assessment			
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4
					Leave the current level crossings in place.	Closure of the existing crossings with no alternative provided. All traffic would be diverted to alternative routes around the crossing location.	Pedestrian / Cycle Links parallel to canal and rail to ramped access to Diswellstown Viaduct	Pedestrian / Cycle Bridge with Nested Ramps in Sports Grounds and Grounds of Disused School	Pedestrian / Cycle Bridge with Ramps extending along Porterstown Road: realignment of Porterstown Road South to Accommodate this.	Pedestrian / Cycle Bridge with Nested Ramps (Same as Option 2 except the northern ramps and abutment are to the east of the Portessiown Road)
					Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
		1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs and temporary works	The level crossing is surrently manned. The ongoing cost associated with this control mechanism on the railway is significant.	Cost of removing crossing is low in comparison to provision of road crossing.	This scheme is similar to other bridge options but it includes an additional 800m of 5.0m wide cycleway and the land acquisition costs associated with it.	The costs presented here are the capital costs for the proposed bridge structure and those of furnign facilities to be provided on closure of the proposed road. An estimated of landard costs is also included.	The costs presented here are the capital costs for the proposed bridge structure and those of lumign facilities to be provided on closure of the proposed road. An estimated of land acquisition costs is also included.	The costs presented here are the capital costs for the proposed bridge structure and those of lumings facilities to be provided on closure of the proposed road. An estimated of land acquisition costs is also included.
	_				Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options
1	Economy	1.2	Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied options	The do-nothing scenario would maintain the existing maintenance costs of the level crossing.	The closure of the level crossing would remove the maintenance requirement of the level crossing.	The maintenance costs are associated with regular inspection and maintenance of the cycleway and the ramp structures	The maintenance costs are associated with regular inspection and maintenance of the bridge structure.	The maintenance costs are associated with regular inspection and maintenance of the bridge structure.  No additional maintenance cost is allocated to the realigned section of Porterstown Road as this is currently in the change of Fingal county Council and it is likely to remain so.	The maintenance costs are associated with regular inspection and maintenance of the bridge structure.
					Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to 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.	Existing connectivity maintained, albeit with increased disruption from increased train frequencies. Economic disbenefit to rail.	Displacement of traffic onto alternative routes; increase in journey times for local residents, New Link road already serves for commuter traffic.	Displacement of traffic onto alternative routes; increase in journey times for local residents, New Link road already serves for commuter traffic.	Displacement of traffic onto alternative routes; increase in journey times for local residents, New Link road already serves for commuter traffic.	Displacement of traffic onto alternative routes; increase in journey times for local residents, New Link road already serves for commuter traffic.	Displacement of traffic onto alternative routes; increase in journey times for local residents, New Link road already serves for commuter traffic.
					Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
		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 waiking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.		Reduction in local permeability. The provision of the Porterstown Visdout has reduced the utility of Porterstown Road for anything more than local traffic.	Some indirect access provided for pedestrians and cyclists, but less preferable than other options. No access provided for other transport modes.	Reasonable access provided for pedestrians and cyclists. No access provided for other transport modes.	Reasonable access provided for pedestrians and cyclists. No access provided for other transport modes.	Reasonable access provided for prefestives and cyclists. No access provided for other transport modes.
					Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
2	Integration	2.2	Land Use Integration	Impact on land use strategies and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local planning documents.	This option supports local planning policy map based Colpective 137: Preserve the existing potestrian and venticular rigid of any at the level cossist, of Potentisons." There is also a Specific Objection on Potentisons Road Roads that would be impacted. However, it is consistend that there would be impacted. However, it is consistend that there would be modifications required to the current look width and more bridge core the cast should this objection be realisted as it could not be safely implemented in 4's current flam.	vehicular right of way at the level crossing at Porterstown' and the Specific Objective of "Indicative Cycler/Pedestrian Route".  The closure of the level crossing with no alternative would sever vehicular and pedestrian/cycle access to lands to the south zoned for 'Residential Area", for which the Draft	This Option does not support. Figual IDP map loaned Spouline Colpicion 217: Preserve the existing potentians and solvoidus and potentials and solvoidus and	This Option does not support Fingal DP map-based Specific Objective 107: "Preserve the easiling pedestrain and vehicular Copicion 107: "Preserve the easiling pedestrain as being provided as part of this option at the easiling level crossing location.  This option supports the future development of lambs zoned for "Residential Area" as part of the future Kellystown LAP by manifesting predestrain and option according to the control of the Copic III option 100 per location.  Cert LAP supports the DAMT Equations programme. The LAP Copic III option 100 per location	However, an alternative right of way for pedestrians and also the development of cyling infrastructure is provided therefore would support the "indicative-Cyclel Pedestrian access" at the existing level crossing location (gradients & length not taken into consideration).  This copion supports the future development of lands zoned for "Residential Area" as part of the future Kelivation IAP by	As local loved, Option 4 genes against Fingal DP map-based Specific Opposite 1317. Prosonne the aciding potentian and vehicular right of way at the level crossing all Protestown <sup>2</sup> by closing the existing loved crossing. However, an allemather right of way of prodestimans is being provided as part of this option, at the existing level crossing location. This option supports the busine development of lands zoned for "Residential Avera" as part of the fauther Kellyptonu LV-b" ymanishiming prodestima and cycle access at this location. The Darth LV-b" purports the DAVET Expension programmer. The LV-b" buddes the potential control of the control of
						Metro West node' on the southern side of the tracks on Porterstown Road.	node' on the southern side of the tracks on Porterstown Road.	Porterstown Road.	West node' on the southern side of the tracks on Porterstown Road.	
				Alternative level crossing options are mostly neutral in respect	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
		2.3	Geographical Integration	of Geographical Integration due to localised nature of the level crossings. As a consequence all options are rated comparable to one another.	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration
					Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
		2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.	This option would not support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF - (NSO4), RSES & GDA Transport Strategy).	This option would support the delivery of the DART Expansion programme in the higher level national and regional planning policies however it would impact on Smarter Travel policy.	This option would support the delivery of the DART Expansion programme in the higher level national and regional planning policy documents.	This option would support the delivery of the DART Expansion programme in the higher level national and regional planning policy documents.	This option would support the delivery of the DART Expansion programme in the higher level national and regional planning policy documents.	This option would support the delivery of the DART Expansion programme in the higher level national and regional planning policy documents.
				Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
		3.1	Noise and Vibration	increased risk of generating a noise impact. However, qualative criteria are also used where necessary to differentiate between the options.	Retains vehicular traffic which will impact the low number of sensitive receptors in proximity.	Removes vehicular traffic and minimal construction phase.	9 dwelling within 100m. Note that only construction stage impacts expected as this is a pedestrian crossing.	27 dwelling within 100m. Note that only construction stage impacts expected as this is a pedestrian crossing.	13 dwelling within 100m. Note that only construction stage impact expected as this is a pedestrian crossing.	s 8 dwelling within 100m. Note that only construction stage impacts expected as this is a pedestrian crossing.
				Estimated number of number of receptors within 50m	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
	3.	3.2	Air Quality and Climate	reviewed as part of appriasal. Options closer to more sensitive locations will have an increased risk of changes in air quality during construction or operational phases. However, qualative criteria are also used where necessary to differentiate between the options.	Retains vehicular traffic which will impact the low number of sensitive receptors in proximity.	Removes low level of vehicular traffic onto Diswellstown Vladuct 300m away and the construction phase is minimal. Potential for construction phase dust impact is not significant when mitigation measures are put in place.	3 dwelling within 50m. Note that only construction stage impacts expected as this is a pedestrian crossing. No bridge so lower construction impacts. Peternal for construction dust impact is not significant when mitigation measures are put in place.	4 dwelling within 50m. Note that only construction stage impacts expected as this is a pedietrian crossing. Potential for construction phase dust impact is not significant when mitigation measures are put in place. No traffic distribution data available to assess impact on new receptors therefore assessment only considers current receptors close to the level crossing.	6 dealing within 50m. Note that only construction stage impact expected as this is a pedestrian crossing. Potentially more embodied carbon due to additional construction material required Potential for construction phase due impact is not significant, when mitigation measures are put in place. No traffic distribution data available to assess impact on new receptors therefor assessment only considers current receptors close to the level crossing.	5 dwelling within 50m. Note that only construction stage impacts expected as this is a potentian crossing Potential for construction phase dust impact is not significant whem intigation measures are just in place. No traffic distribution data available to assess impact on new receptors therefore assessment only considers current receptors close to the level crossing.
				Key landscape characteristics affected: Impact on landscape	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	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.	No impact on existing landscape or visual characteristics	Loss of local connectivity. Minimal impact on existing landscape or visual characteristics - no likely significant landscape or visual impacts.	Significant impact on trees to north of canal - which provide screening for residential property.	Significant impact on trees to north of canal - which provide screening for residential property.  Would impact on setting of Kennan bridge, with proposed bridge elevated directly over.	Significant impact on roadside trees and hedgenore. Significant visual impact for old cottages at level crossing and for Wastail impact on setting of Neonan bridge, with proposed bridge elevated directly over.	Significant impact on trees to north of canal - which provide screening for readcential property.  West all property proper for old cottages at level crossing.  West all impact on setting of Keenan bridge, with proposed bridge elevated directly over.
1 1		Ц		1		1	1	1	1	1





1 1									
				Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options
	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.	No likely significant impacts.	No likely significant impacts.	Hydrologically connected to South Dublin Bay and River Tolka Estiasy SPA. No risk of LSE. Potential impacts to Royal Caral plwth. Potential impacts to localize high bat adjacent to caral. Potential impacts to bats foraging and roosting in existing bridge, buildings and trees nearly. Clement that this thought of the control of the control of the control of the control of the will follow existing predestrian bridge at Porterstown Vaduct there is less impact to canal corridor than option 2 and 3.	Hydrologically connected to South Dublin Bay and River Tolka Estuary SPA. No risk of LSE. Petential impacts to Royal Canal pNM4. Potential impacts to bate foraging and rocating in earling tarlegs, buffeign and real ne	Hydriodically connected to South Dublin Bary and River Tolka Estuary SPA. No risk of LSE. Potential impacts to Royal Canal pRMA. Potential impacts to bats foraging and roceting in existing bridge, buildings and trees n	Nyplotogically connected to South Dublin flag and River Trills Educary SRA. Nor laid of SEP, Potential Impacts to Rhyer Canal DMA. Retenting Impacts to bits foreign and recessing investings bridge, buildings and trees nearby. Loss of trees and vegetation at new bridge crossing and segment to canni and raisway.
				Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
3 Environment	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) dire	No direct impacts.	No direct impacts.	Potential indirect impacts on Keeper's Cottage (RPS No. 089) and Former Cloratilla School (RPS No. 700) and the Royal Canal (RPS No 444a). Potential to encounter archaeological deposits that may survive in undeveloped areas.	Potential indirect impacts on Keeper's Cottage (RPS No. 669), Former Clonsilla School (RPS No. 700). This Option crosses the canal at the same location and has the potential to indirectly impact the Kennan Bridge (RPS No. 669) and the Royal Canal (RPS No. 944a)	Potential indirect impacts on Keeper's Cottage (RPS No. 699). Former Clonsilla School (RPS No. 700). This Option crosses the canal at the same location and has the potential to indirectly impact the Kennan Bridge (RPS No. 689) and the Royal Canal (RPS No. 644a)	Potential indirect impacts on Keeper's Cottage (RPS No. 699), Former Consolia School (RPS No. 700). This Option crosses the canal at the same location and has the potential to indirectly impact the Kennan Bridge (RPS No. 698) and the Reyal Canal (RPS No. 694a).
				Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
	3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	Potential negative impact on surface water quality during operational phase. Has some comparative disadvantage over other options.	Removes vehicular traffic borne pollutants and minimal construction phase. The Do Minimum Option has some comparative advantages over other options.	Option likely to have no significant effect on flood regime. Potential for minor impact on surface water quality during construction though removal of vehicular traffic likely to have a possible impact on water quality of Poyol Canal overall. Likely minimal impact on groundwater quality.	Option likely to have no significant effect on flood regime. Potential for minor impact on surface water quality during construction though removal of vehicular traffic likely to have a postive impact on water quality of Royal Canal overalt. Likely minimal impact on groundwater quality.	Option likely to have no significant effect on flood regime. Potentia for minor impact on surface water quality during construction though removal of vehicular baffic likely to have a positive impact on water quality of Royal Canal overall. Likely minimal impact on groundwater quality.	Option likely to have no significant effect on flood regime. Potential for minor impact on surface water quality during construction though removal of vehicular traffic likely to have a positive impact on water quality of Royal Canal overall. Likely minimal impact on groundwater quality.
				Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
	3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	No direct impacts.	No direct impacts to property however severence to local land uses in the area.	Option 1 will have a direct impact on non-agricultural lands in use as a car park for St. Mochta's GAA club.	Option 2 will have a direct impact on non-agricultural lands in use as a car park for St. Mochita's GAA club.	Option 3 will impact on lands used by St. Mochta's GAA club, St. Mochta's FC and St. Mochta's National School	Option 4 will have a direct impact on non-agricultural lands in use as a car park for St. Mochta's GAA club.
			Soils and Geology and likely impact on geological resources	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
	3.8	Geology and Solis (including Waste)	based on preliminary/likely construction details. Soil or toppool resources to be developednemoved based on cut or fill requirements and potential for soft ground which may also need replaced. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structured works required and the potential for ground contamination due to historic landfills, pits and quarries.	No significant direct impacts.	No significant direct impacts.	Comparative disadvantage is considered as construction is proposed, no likely significant impacts.	Comparative disadvantage is considered as construction is proposed, no likely significant impacts.	Comparative disadvantage is considered as construction is proposed, no likely significant impacts.	Comparative disadvantage is considered as construction is preposed, no likely significant impacts.
				Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
	3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	No changes from an EMI perspective transverse to the railway therefore advantage over other options.	No changes from an EMI perspective transverse to the railway therefore advantage over 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.	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.	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 projects over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.	It is assumed that the trusting of the cobing, the location of existing substations, hubs etc. along the line will be changed or impacted by the selection of any of the options one on the entire project. All Do-Something options are comparable from an EIID presengation at this stage in the accessment.
				Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
	4.1	Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	With the level crossing becoming effectively closed on implementation of the proposed working timetable and with no provision for supplementaty infrastructure for vulnerable groups, the majority of users will be diverted onto the adjacent viaduct.	With removal of the level crossing and with no provision for supplementary infrastructure for vulnerable groups, the majority of users will be diverted onto the adjacent viaduct.	The alternative access proposed as part of this option for vulnerable groups includes a diversion of approximately 1.0km. This if not evident for other bridge options	High Quality access for vulnerable groups proposed with the inclusion of bridge infrastructure in this option.	High Quality access for vulnerable groups proposed with thhe inclusion of bridge infrastructure in this option.	High Quality access for vulnerable groups proposed with thise inclusion of bridge infrastructure in this option.
			Quantification of increased service levels to the vulnerable	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
Accessibility & Social inclusion	4.2	Stations Accessibility	groups.	It is considered that alterations at Posterstown will not significantly affect access to stations in the locality Significant comparative disadvantage over other	It is considered that alterations at Porterstown will not significantly affect access to stations in the locality Significant comparative disadvantage over other	It is considered that alterations at Porterstown will not significantly affect access to stations in the locality	It is considered that alterations at Porterstown will not significantly affect access to stations in the locality	affect access to stations in the locality	It is considered that alterations at Porterstown will not significantly affect access to stations in the locality
inclusion				options	options		Significant comparative advantage over other options	Significant comparative advantage over other options	Significant 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.	Coos Ralaway Journey = nl as crossing remains in place; Inaccessible when crossing is closed.  Diseased for care, pedestrians and cyclists when level crossing closed 1.1 Men.  The principal affected amenalities in the winking of the level consisting related. She facilities on the original country of the ralaway, Soci Chollm and Luthrelations Community College and Centre South of the milways. She Mochil's National Shool and the Healthwell Distin, north of the ralaway. Shool and the Healthwell Distin, north of the ralaway. Shool and the Consisting neight defort an course to act of them.	Coos Ralawiy journey = ni as cossing remains in place; inaccessible when crossing in closed.  Permanent identifies for cars, podestirans and cyclists.  To principal affected, amenables in the visibly of the level.  To principal affected, amenables in the visibly of the level.  To principal affected, amenables in the visibly of the level resolventy in the control of the control	access remains for pedestrians and cyclists on closure of the level crossing.  Diversion for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired1km	Coos Ralway journey - nil as crossing remains in place. Full consess remains for posteritor and cyclosis coloure of the level crossing. Developed the consession of the coloure of the level consession. Developed the coloure of the for potentiation, cyclosis and mobility impaired0.35km for potentiation cyclosis and cyclosis and cyclosis and provides and cyclosis and cyclosis and cyclosis and content and of the native, 5km cyclosis is substantial School and Content south of the native, 5km cyclosis is substantial School and cyclosis in cyclosis developed and cyclosis in cyclosis and cyclosis and cyclosis in cyclosis and cyclosis and c	Closs Ralway journey = nt as crossing remains in place. Full access remains for pedestinass and cyclists on obscure for the crossing. Description of the control of the control of the productions, cyclists and mobility impaired = 0.0 Sem. The princial affective amenities in the volking of the level crossing include St Mochita's football grounds south of the malway. Sool Cholm and Lutterfoot conformatify. Cliging and Centre south of the railway, St Mochita's National Sonoid and the Healthwell Clinic for the conformatify of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the control of the the control of the the control of the the control of the the the the the the the the	Coos Ralway journey or all as crossing manales in place. Full access examins for podestimas and cyclists on closure of the level crossing. Diversion for case when level crossing closed 1.1km. Diversion for podestimas, cyclists and mobility impaired0.25km. The principal affected amonities in the vicinity of the level crossing value SS Mochita's football grounds south of the natives, Soot Chosin and Lutteristance Community College and Certer south of the ralway. St Mochita's football grounds south of the native principal culture statem Community College and Certer south of the ralway. St Mochita's football grounds south of the native principal culture statem. Community College and Certer south of the ralway. St Mochita's football grounds south or the ralway in the control of the ralway in the ralway in the ralway in the ralway in the research of the ralway in the ralw
				Significant comparative disadvantage over other					
	5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	options  Maintaining the crossing would have a significant disadvantage to rail safety for people still crossing the rail.	Significant comparative advantage over other options  Closing the crossing will remove the interface between rail and other traffic.	Significant comparative advantage over other options  All overbridges have a significant advantage as they are a great crossing alternative	Significant comparative advantage over other options  All overbridges have a significant advantage as they are a great crossing alternative	Significant comparative advantage over other options  All overbridges have a significant advantage as they are a great crossing alternative	Significant comparative advantage over other options  All overbridges have a significant advantage as they are a great crossing alternative
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	Comparable to other options  With the level crossing becoming effectively closed on implementation of the proposed working timestable and with no additional read acces proposed, traffic will be diverted onto the adjacent viaduct resulting a slight increase in traffic.	Comparable to other options  Closure of the level crossing with no additional road access proposed, traffic will be diverted onto the adjacent viaduct resulting a slight increase in traffic.	Comparable to other options  Closure of the level crossing with no additional road access proposed, traffic will be diverted onto the adjacent viaduct resulting a slight increase in traffic.	Comparable to other options  Closure of the level crossing with no additional road access proposed, traffic will be diverted onto the adjacent viaduct resulting a slight increase in traffic.	Comparable to other options  Closure of the level crossing with no additional road access proposed, traffic will be diverted onto the adjacent viaduct resulting a slight increase in traffic.	Comparable to other options  Closure of the level crossing with no additional mad access proposed, traffic will be diverted onto the silpscent viaduct resulting a slight increase in traffic.
				Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	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	With the level crossing becoming effectively closed on implementation of the proposed working timetable and with no provision for supplementary infrastructure for vulnerable road unart, the majority of users will be diverted onto the adjacent weduct.	With removal of the level crossing and with no provision for supplementary infrastructure for vulnerable road users, the mujority of users will be diverted onto the adjacent viadout.	The alternative access proposed as part of this option for valuerable road users includes a diversion of approximately 1.0km. This if not evident for other bridge options	High Quality access for vulnerable road users proposed with the inclusion of bridge infrastructure in this option.	High Quality access for winerable road users proposed with the inclusion of bridge infrastructure in this option.	High Quality access for vulnerable road users proposed with thhe inclusion of bridge infrastructure in this option.
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					Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options
		6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	No cycle tracks currently present on the immediately surrounding road network, but increased closures of the level crossing would reduce access to the Royal Canal Greenway. See also Transport Integration above.	No cycle tracks on the immediately surrounding road network, but the closure of the level crossing would reduce access to the Royal Canal Greenway. See also Transport Integration above.	Local severance on Porterstown Road mitigated to a degree by access to Porterstown Vladuct	Severance overcome by provision of direct replacement.	Severance overcome by provision of direct replacement.	Severance overcome by provision of direct replacement.
					Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options
6	Physical Activity			Journey Time and lengths of diversions for active modes and					Cross Railway journey = nil as crossing remains in place; Full access remains for pedestrians and cyclists on closure of the level crossing.	remains for pedestnans and cyclists on closure of the level crossing.
		6.2	Permeability and local access opportunity	numbers affected. Analysis of the connectivity between level crossing and green areas/key attractions related to active	Diversion for cars, pedestrians and cyclists when level crossing closed 1.1km	Premanent diversion for cars, pedestrians and cyclists 1.1km	Diversion for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired - ~1km	Diversion for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired - ~0.35km	Diversion for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired = ~0.35km	Diversion for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired - ~0.35km
				mode	The principal affected amenities in the vicinity of the level crossing include the Royal canal, and the amenity zoned lands south west of the level crossing. Removal of the level crossing require detour for access to each of them.	The principal affected amenilies in the vicinity of the level crossing include the Royal canal, and the amenity zoned lands south west of the level crossing. Removal of the level crossing require detour for access to each of them.		The principal affected amentiles in the vicinity of the level crossing include the Royal canal, and the amenity zoned lands south west of the level crossing. Removal of the level crossing require detour for access to each of them.	The principal affected amenities in the vicinity of the level crossing include the Royal canal, and the amenity zoned lands south west of the level crossing. Removal of the level crossing require detour for access to each of them.	The principal affected amenities in the vicinity of the level crossing include the Royal canal, and the amenity zoned lands south west of the level crossing. Removal of the level crossing require debour for access to each of them.
					Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4
1			Criteria		Do Nothing  Significant comparative disadvantage over other options	Do Minimum  Significant comparative advantage over other options	Option 1  Significant comparative disadvantage over other options	Option 2  Some comparative advantage over other options	Option 3  Some comparative disadvantage over other options	Option 4  Some comparative advantage over other options
1 2					Significant comparative disadvantage over other			·	·	
1 2 3			Economy		Significant comparative disadvantage over other options	Significant comparative advantage over other options Significant comparative disadvantage over other	Significant comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
1 2 3 4		Ad	Economy		Significant comparative disadvantage over other options  Significant comparative advantage over other options	Significant comparative advantage over other options Significant comparative disadvantage over other options	Significant comparative disadvantage over other options  Some comparative disadvantage over other options	Some comparative advantage over other options  Some comparative advantage over other options	Some comparative disadvantage over other options  Some comparative advantage over other options	Some comparative advantage over other options  Some comparative advantage over other options
1 2 3 4 5 5		Ac	Economy Integration Environment		Significant comparative disadvantage over other options  Significant comparative advantage over other options  Some comparative advantage over other options  Significant comparative disadvantage over other	Significant comparative advantage over other options Significant comparative disalvantage over other options Significant comparative advantage over other options Significant comparative advantage over other options	Significant comparative disadvantage over other options Some comparative disadvantage over other options Some comparative disadvantage over other options	Some comparative advantage over other options  Some comparative advantage over other options  Significant comparative disadvantage over other options	Some comparative disadvantage over other options  Some comparative advantage over other options  Significant comparative disadvantage over other options	Some comparative advantage over other options  Some comparative advantage over other options  Significant comparative disadvantage over other options
1 2 3 4 5 6 6		Ac	Economy Integration Environment ccessibility and social inclusion		Significant comparative disadvantage over other options  Significant comparative advantage over other options  Some comparative advantage over other options  Significant comparative disadvantage over other options  Significant comparative disadvantage over other options	Significant comparative advantage over other options Significant comparative disalvantage over other options Significant comparative advantage over other options Significant comparative advantage over other options	Significant comparative disadvantage over other options Some comparative disadvantage over other options Some comparative disadvantage over other options Significant comparative disadvantage over other options	Some comparative advantage over other options  Some comparative advantage over other options  Significant comparative disadvantage over other options  Significant comparative disadvantage over other options	Some comparative disadvantage over other options  Some comparative advantage over other options  Significant comparative disadvantage over other options  Significant comparative advantage over other options	Some comparative advantage over other options  Some comparative advantage over other options  Significant comparative disadvantage over other options  Significant comparative disadvantage over other options
1 2 3 4 5 6		Ac	Economy Integration Environment ccessibility and social inclusion Safety		Significant comparative disadventage over other options  Significant comparative adventage over other options  Some comparative advantage over other options  Significant comparative disadventage over other options  Significant comparative disadventage over other options  Significant comparative disadventage over other options	Significant comparative advantage over other options Significant comparative disadvantage over other options Options Significant comparative advantage over other options Significant comparative advantage over other options Significant comparative disadvantage over other options Some comparative disadvantage over other options Significant comparative disadvantage over other options	Significant comparative disadvantage over other options Some comparative disadvantage over other options Some comparative disadvantage over other options Significant comparative disadvantage over other options Some comparative disadvantage over other options	Some comparative advantage over other options Some comparative advantage over other options Significant comparative advantage over other options Significant comparative advantage over other options Significant comparative advantage over other options	Some comparative disadvantage over other options  Some comparative advantage over other options  Significant comparative advantage over other options  Significant comparative advantage over other options  Significant comparative advantage over other options	Some comparative advantage over other options  Some comparative advantage over other options  Significant comparative advantage over other options  Significant comparative advantage over other options  Significant comparative advantage over other options





							DART+ WES	T - MCA Stage 1					
							Clonsilla Level Cı	rossing Assessment					
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7
					Leave the current level crossings in place.	Closure of the existing crossings with no alternative provided. Alter traffic would be diverted to alternative routes around the crossing location.	Pedestrian Cycle Bridge only at Level Crossing / Station (delivered contingent on road bridge crossing at Barbenstown)	Overbridge with approach roadworks 200m to the east of crossing	Owntridge 370m to the west of crossing	Overtridge 210m to the west of crossing	Overbridge 200m to the east of crossing – Offline at Lastingtows	Overbridge 200m to the east of crossing – Online at Larchgrows	Overbridge 200m to the east of crossing – Online of Larchgrove with Retained Walls
		1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs and temporary works	Significant comparative advantage over other options  The proposed signaling system will need augmentation to accommodate the level crossing left in place	Significant comparative advantage over other options  Cost of removing crossing is nominal in comparison to provision of read crossing.	Significant comparative adventage over other options  The provisions have include low key works to close the level crossing and the construction of a new pedestrian / cycle bridge	Significant comparative disadvantage over Other Options This option includes the costs of urban roadworks across green fieldstor cross the railway and creat via missed encharkment and aingle span bridge. Includes 28b, sunctions and the acquisition of 8bb treases.	This option includes costs above Option 2 for additional at grade nonknotes and a longer tridge structure and land acquisition associated with same. This option does not require the acquisition of any houses.	This option includes costs allows Option 2 for additional at great mankenins and a foreign bridge sharkers and tend excitation associated with same. It also includes a premise for the cost of ordina construction, which applies to the words North of the American Conference of the Co	Significant comparative disorbantage over other options.  This option includes the costs of urban readworks across green fleatato cross the railway and careful via railway and trainfell embanisment and single span bridge.	Significant comparative disableanings over Other Options This option includes the costs of urban roadworks across green fladdoc cross the salway and careful via raised emberithment and single spain bridge. Includes 22th, Uniform and the acquisition of the flocuses.	Significant comparative disadvantage over other options. This option includes the costs of other moderants accross grean fields because Indexp and coast sit is inside embediement and singles promised includes 20th, Junctions and the acquisition of 6No houses. Retaining William in Northern Approach to Railways to reduce land takes.
1	Economy	1.2	Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied options	Significant comparative disadvantage over other options The do-nothing scenario would maintain the existing maintanance costs of the level crossing	Significant comparative advantage over other options  The closure of the level crossing would remove the maintenance requirement of the level crossing	Some comparative advantage over other options  Maintenance costs low - 15k ex VAT per year for bridge structure	Some comparative disadvantage over other options  The inspection and maintenance costs are associated with the roadworks and the bridge	Some comparative disadvantage over other options  The inspection and maintanance costs are associated with the readworks and the bridge	Some comparative disadvantage over other options  An overbidge would increase the maintenance requirements over a level crossing, though it would not be significantly more so than other options.	Some comparative disadvantage over other options  An overhridge would increase the maintanance requirements over a level crossing, though it would not be significantly more so than other options.		Some comparative disadvantage over other options  An overtridge would increase the maintenance requirements over a level crossing, though it would not be significantly more so than other options.
		1.3	Traffic Functionality /economic benefit	Benedits to sehicular traffic through reduction in journey time lengths and delays through removal of level crossings. Consideration of potentially longer routes for traffic.	Some comparative disadvantage over other options  Reduced capacity as their inequancies increase, increase in present fines for local residents.	Some comparative disadvantage over other options  Displacement of traffic orts alternative routes, increase in journa- tives for local residents.	Bones comparative disaderanting over other option.  Displacement of mobility impaired and dujots built over ramped immediate ratios, increase in pursuity limes of the food residents.  Removed of whitchile access over the level creasing results in explaced from a Collection Adjust all rows of the wholese designed from a Collection Adjust all rows of the wholese Adjustment of the Adjus	Some comparative advantage over other options  times improvement in journing time compared to the On Millimon and Option 1. Some personnel for induced tipe, discussor requires for body resolvent.	Some comparative advantage over other options  Some improvement in journey time compared to the Co. Molecular  and Option 1. Some protected for reduced tipe, deversion regulard  for local residents.	Some comparative adventage over other options  Some improvement in journap first companied to the Do- Melmum and Option 1 Some present of the state of the  deversion required for local resident.	Some comparative advantage over other options  Some suppresents is jurning the companed in the Do- Mereum and Option! Some patential for indicated tips, diversion required for bard resoluted.	Some comparative advantage over other options  there is a proper of the comparation of the Co-Monator  and Option 1: Some potential for induced tips, diversion require  for local residents.	Some comparative advantage over other options.  Come improvement is journey free compared to the Da Malorum and Cyption's Some pointed for indiced tips, disensive-regulated for food as sidents.  For food as sidents.
				Impact on scope for and ease of interchange between	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
		2.1	Transport Integration	modes. Inpact on the operation of other transport services both during construction and in operation. New interchange notes and facilities: Reduced walking and wall times associated with interchanges. Model shift figures during construction and operations. Changes to journey times to transport nodes.	Not shown on GDA Cycle Network Plan but there would be a reduction in boal accessibility to the Royal Careal Cycle Route with increased classes of the relative, Plant and access to train station car parking from south of the relative.	Not shown on GDA Cycle Network Plan but there would be a removed of local accessibility for the Royal Carel Cycle Roste. Severance of access to train station car parking from south of the rathosy.	Severance of access to train station car parking from south of the salway. Would requise significant in-outing of proposed 1.52 has made (Bac-Dorocal). Nemoval of local accessibility to the Royal Canal Cycle Route	Improved facilities for pedestrians and cyclists on new road link. Removal of direct local scores to Royal Carel generally, and control scores provided vise after ground part directly afternative access provided vise after ground score (Sighty) more circultons route for cyclists to access subtion from the south. Word directly sight re-verding of proposed LS2 but route (BusCornects), and a looped route back to confinate or directly serve Coolmire Station, as per existing plan.	Improved facilities for pedestrians and cyclists on new road link. Removal of direct local access in Royal Carai greenings, although alternative access provided sis slightly carcinates outs. Bighly more virtubors outs. Bighly more virtubors outs. Bighly more virtubors outside for cyclists in access siddon from the south. Would requis siddire to-ording of proposed 152 bis on with provided provided and proposed 152 bis on the Contribution of th	improved facilities for padeatriums and cyclists on new road link, although has a obtenive than other options. Slightly more cruciation roads for cyclists to access station from the south. Removal of direct local access to Royal Casal generately, attached historium access provided via slightly circultions roads. Would require slightly-en-today of proposed L52 bas notice (BusiCorrects), attributely in road slid facilities, and continued to the contract of the	Improved facilities for padestriers and cycleth on new road link. Slighly more circultone road for cycleth to access subten from the south. Removed of frent local scenes to Royal Carel the south. Removed of frent local scenes to Royal Carel agreement, atthough alternative access provided via slightly circultons south. Weld require slight n-vering of proposed LSS to carellate south. Weld require slight n-vering of proposed LSS to continue to local carella (Bala-Corrects), and a looped roads back to continue to directly serve Codmine Station, as per existing plan.	Improved facilities for pedeshters and cyclicits on new most link Slighty more circulture made for cyclists to access station from the scale. Removal of detect basis cross the Royal Carlo greeneys, attraction and the station of the station of the circulture made. Would require sight re-enting of proposed 5.5 bits includ (StarCorrectts), and a looped route back to confinue the circulture control of the station of the statio	Improved facilities for packstriers and cyclasts on new road link. Slightly more discussions shad for cyclast to access station from the cyclast of the cyclast to access station from greenings, illinois shameline access provided via slightly circulous notie. Would require slight re-outing of proposed LSA but roads (RSA-creats), and a looped roads back to continue to law roads (RSA-creats), and a looped roads back to continue to the cyclastic station of the cyclastic station of the cyclastic station directly series Coolinina Dilation, as par existing plan.
2	Integration	2.2	Land Use Integration	Impact on land use strategies and local plans. Assessments of support for land use factors local land use and planning inclusion of project in relevant local planning documents.	Some comparative advantage over other options  the du-ording option would not appear for SART Equations research if the set of regard on local planning polypholypholypholypholypholypholypholyp	Some comparative disadenanting ever other options.  The Lo - Meissen fortion data and impact on y Fingl OF may.  The Lo - Options and Specific Options Course of the selection of Options and Specific Options and Specific Options Course of the select course of the selection of the Specific Options of Course of Cou	Some comparation advantage over other options.  The option is bounded in lends around "high, Aventily" and "Opingue." The combination of a principle same only to be transported by the comparation of the	Some comparative Guadrantops over other regions  This Option would impair lived a smell LPTIC following to  this law camed as \$2 \text{Things} Divisions 2 \text{Things} Divis	Some comparative disadvantage over other options:  Quinc 3 traverse fronty hope over of red some for "gon Egent"  or "Frego D" which may be "Pressor of great garden for "gon Egent"  or "Frego D" which may be "Pressor over some for "Frego"  or "Some over the sound for "gon Egent for "gon Egent"  or "Some over the sound for "gon and for "gon "gon and for "gon and "frego "gon and "	Some compression disortentage over other options  Control 4 impacts arread 16gh Amerity and Open Space are most entake wholely particular and option come it is a re- most entake wholely particular and option come is a re- most option and impacts and an arread option of the option  Disorder of the option and develope and develope and develope  Disorder option.	Some compressed disable antage ever other options.  Ountriage 20th to the seal of editing consump. Other at annual LPS2 Codingheem LPS either an annual LPS2 Codingheem LPS either annual LPS2 Codingheem LPS either and annual LPS2 Codingheem LPS either annual LPS2 Codingheem LPS either annual LPS2 Codingheem LPS either annual LPS2 Codingheem LPS2 either annual LPS2 either a	Some comparative development over other options. The option is appropriet by pre-spirity by the neither also regions. The option is a spirit of the propriet by the propriet by the control option of the option of	Some composition fails who may be or other opinion.  The uption is supposed in principle by the institute and responsible supposed by the principle by the supposed by the principle supposed.  The uption is a supposed in large 200 may be supposed bring and the principle supposed bring supposed bring supposed being supposed. Additionally, a below in the principle supposed in Additionally, a below in the principle supposed in Additionally, a below in the supposed in the suppos
		23	Geographical Integration	Alternative level crossing options are mostly neutral in respect of Geographical Integration due to localised nature of the level crossings. As a consequence all options are	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
				of the level crossings. As a consequence all options are rated comparable to one another.	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration	No irrepact on Geographical Integration	No impact on Geographical Integration
		2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.	Some comparative disadvantage over other options  This option would not support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF- (NSOM), RSSS & GOA Transport Strategy).	Some comparative advantage over other options  This option would support the delivery of the higher level national and regional planning policies regarding the DART Equation programme (PPF-(1904), RES LOAD Transport Strategy). However there would be impact to Smarter travel policy.	Some comparative advantage over other options  This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (IRFF (INDM), RASS & GOA Transport Strategy).	Some comparative advantage over other options  This option would support the delivery of the higher level national and regional planning policies regarding the DAST Deparation programme (IPDF-(INDM), RASS & COAN Transport Strategy).	Some comparative advantage over other options  This option would support the delivery of the higher level national and regional planning policies regarding the DART Opension programme (NOP- (NOOR), RISES & COA Transport Strategy).	Some comparative advantage over other options  This option would support the delivery of the higher level nutlonal and regional planning policien regarding the DART Expansion programme (NPS-1)(SCGE), RGES & CDA Transport Strategy).	Some comparative advantage over other options  This option would support the delivery of the higher level national and regional planning policies regarding the DART Equanion programme (NOS-1, NOS-1, ROSS & COA Transport Strategy).	Some comparative advantage over other options  This option would support the delivery of the higher level national and regional planning policies regarding the DART Deparation programme (NOV-) (NOON), RISS & COA Transport Strategy).	Some comparative advantage over other options  This option would support the delivery of the higher level national and regional planning policies regarding the DART Equation programme (INPT-(MCD4), REES & CDA 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, qualistive criteria are also used where necessary to differentiate between the options.	Some comparative disadvantage over other options  Retains vehicular traffic which will impact the low number of assnalive receptors in proximity.	Significant comparative advantage over other options  Removes vehicular traffic and minimal construction phase.	Significant comparative advantage over other options  Pedestries crossing only will have no operational noise impact.  27 properties within 100s.	Significant comparative disadvantage over other options.  This option constructs a new crossing point and therefore moves welcoder traffic closes to dealings not currently exposed to welloude traffic closes to dealings within 100m.	Significant comparative disadvantage over other options This option constructs a new crossing point and therefore moves vehicular traffic closer to develope not convertly exposed to vehicular traffic. 31 developes within 100m.	Some comparative advantage over other options  36 deelings within 100m. Slightly less impacts options 2, 3, 5, and 6 due to lower number of properties within 100m.	Significant comparative disadvantage over other options.  This option constructs a new crossing point and therefore moves vehicular bullet closer to devellings not currently exposed to vehicular ballic. 121 devellings within 500m.	Significant comparates disadvantage over other options This option constructs a new crossing point and therefore move vehicular staffic close to desilings not currently exposed to vehicular traffic. 120 desilings within 100m.	Dignificant comparative diservantage over other options This option constructs a new crossing point and therefore moves vehicular briffic closer to develings not currently exposed to vehicular briffic. 120 develings within 100m.
		3.2	Air Quality and Climate	Estimated number of number of receptors within 50m reviewed as part of apprisasl. Options closer to more sensitive locations will have an increased risk of changes in air quality during construction or operational phases. However, qualities criteria are also used where necessary to differentiate between the options.	Some comparative disadvantage over other options  Retains vehicular traffic which will impact the low number of sensitive receptors in proximity.	Significant comparative advantage over other options  Removes vehicular traffic and minimal construction phase	Significant comparative advantage over other options  Pedeshien crossing only will have no operational impact local Traffic redishibition not considered. Il properties within 50m Potential for construction phase dust impact is not significant when miligation measures are put in place.	Some comparative disadvantage over other options 25 dealings within 50m. Due to longer largth and overhidge- tines would be a higher volume of embodied cattor in this option. Potential for construction phase dust impact is no stagnificant when midigation measures are put in place. Potential for construction phase dust impact is not significant when midigation measures are put in place.	Some comparative disadvantage over other options  13 dwellings within 50m. Due to longer length and overtridge (have would be a higher volume of embodied catedon in this option) (Protestal for construction phase dust impact is not significant when midigation measures are put in place.	Some comparative advantage over other options  5 dwellings within 50m. Slightly less impacts over options 2, 3 and 6 due to lower marber of properties within 50m and lower construction materials (embodied carbon). Polariel for construction materials (embodied carbon). Polariel for construction materials (embodied carbon), and the second construction materials (embodied carbon). The second construction place and impact or not significant when mitigation massures are put in place.	Significant comparative disadvantage over other options 27 dwellings within 50m. This option constructs a new crossing point and therefore moves vehicular tuffic. Deserted dwellings not carrestly exposed to vehicular tuffic. Polential for constructing place and impact in ord significant whem mitigator measures are put in place.	Some comparative disadvantage over other options  28 dealings within 50m. This option constructs a new crossive point and therefore moves whicute traffic closer to dealings in coursely exposed to whicute traffic. Potential for construct phase dust impact is not significant when mitigation measures ar put in place.	Some comparative disadvantage over other options  28 dealings within 50m. This option constructs a new crossing- sport and franchis moves vehicular halfac closer to dealings not object and franchis moves vehicular halfac closer to dealings not object of the property of the control of the control of the price of the control of the control of the control of the control of the price of the control of the contro
		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, amenties, protected views, key views.	Significant comparative advantages over collect options.  No impact on existing landscape or visual characteristics.	Significant companies advantage over other existen- tion of base connectify. Moreout impact on existing tentences or valued translandates - no they significant landscape or stead repacts.	Some comparative Guadevallage over other options. Anguest abstract in pracet some twas other on a Brach Park, Significant impact on maked and proposition on Charalia and American and Charalia Characteris of Charalia Characteris of Charalia Characteris over one of Characteristics of Characteristics over one of Characteristics	Outstridge option will service a number of maintenant properties at Larth Close. Very significant impact on washering properties at Larth Close. Very significant impact on washering properties and the control of the	The properties of the properties of the control of	Inguited on these round of the consist - which are subject to Tree Preservation Chjections. Pleases Through Bleech Park L Leider Preservation Chjections. Pleases Through Bleech Park L Leider Under Chief C	Departuring a gettor will sense a market or assistance of projections of a controlled projections of the controlled projections of the controlled projections of the controlled projections of the controlled projection of co	Building that properly demotition could be actived to be applied to the properly demotition could be accessed to large applied and properly on a Chandle Made and the properly on the Chandle Made and the Chandle Made and the of the Properly demotined Phases Significant impact to these shed contains of containing the contract Phases Significant impact to the shed contains of containing the properly demoting the containing th	Daile / Land Property development and the anotated Very significant impact on scientification provides on Chrosin Result / such Gross for the Chrosin Result / such Gross / Chrosin Result / such chross / Chrosin Result / Such / Chross / Chrosin Result / Such / Suc
3	Environment	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.	Significant comparative advantage over other options  No likely impacts.	Significant comparative advantage over other options  No likely impacts.		Some comparative disadvantage over other options hydrologically connected to South Dublin Bay and River Tobal Stating SRA tion six of 658 Potential impairs to River Color SNAS, Significant too of Woodland Visiosis, heligenor smartly prassited and wet grassland habitats compared to other options.		Hydrologically connected to South Dublin Bay and River Tolka Faturer SPA. No risk of LSE. Potential impacts to Reval Carell	Some comparative disadvantage over other options  Application of the Commission of t	Some comparative disadvantage over other options  Hydrologically connected to South Dubin Bay and River Tolks Estiany SPA. No risk of LSE: Potential impacts to Royal Canal pR44. Describtion. Loss of woodland, bealins, hot	Some comparative disadvantage over other options  Hydrologically connected to South Dubin Bay and River Toba Estuary SFA. No risk of LSE. Potential impacts to Rioyal Canal pNHA. Loss of woodland, twelviers, Indigenous wrentity grassland and wedge statistics have been adverted to the River of the River o
		3.5	Cultural, Archaeological and Architectural Heritage	Operall effect on cultural, archaeological and archibecture heritage resource. Likely effects on RPS, National Moraments, SMRs, Consensation areas, etc. Number of designated sitesticiturates (by level of designation) directly impacted by scheme (landtake)	Significant comparative adventage over other deficies.  No their impacts.	Significant comparative advantage over other options  No likely impacts.	Some comparative advantage over other options  Poleutal influent impacts on Cullaphan Bridge (69-5 No. 705).  Poleutal influent impacts on Cullaphan Bridge (69-5 No. 705).  Signed Box (69-5 No. 707).  Signed Box (69-5 No. 707).	Some comparative disedventage over other options.  Direct impacts on demands institutional associated with Covermonal and Kalphanes. Performed institutional on the Covermonal and Kalphanes. Performed institution in the control of the covermonal and Kalphanes.  Covermonal and Kalphanes. Performed institution in the covermonal and the c	Symfact conserve disablestage are other option.  Disact impacts on demons associated with the Countyers, Basech Plank House (1998 to 170) and Countyers, Demonstrated County of Plank House (1998 to 170) to 180 people of the Plank House (1998 to 170) to 180 people of the Plank House (1998 to 170) to 180 people of the Plank House (1998 to 170) to 180 people of the Plank House (1998 to 170) to 180 people of the Plank House (1998 to 170) to 180 people of the Plank House (1998 to 180) to 180 peop	Some comparative disadvantage over other options	Some comparative disadvantage over other options  Direct impacts on demanal landscapes associated with Overmout and Adalphane. Poterfal indication pack on Royal Carel (RPS No. 544): Proterfal to encounter and adaptive in the Adalphane with the control of the Adaptive in	Some comparative disadrantage over other options  Direct input and otherwise indicates associated with Commonstrate Kellystein Potential indicate impact on the Commonstrate Neilystein Potential indicate impact on the architectural depotes that may survive with greenfald areas Source: Fingal Development Plan 2017-2023	Some comparative dis advantage over other options  Direct Impacts on dermean landscapes associated with  Consentuous and Kalystown, Polenial indirect impact on the  Consentuous and Kalystown, Polenial indirect impact on the  consentuous and Kalystown, Polenial indirect impact on the  consentuous and indirect impact on the  consentuous and indirect indirect indirect indirect  consentuous and indirect indirect  consentuous and indirect indirect  consentuous and indirect  consentuous





		3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	Some comparative advantage over other options.  Marketes the solates age with printered impacts impacts make a solated assist and printer of anything the printer option assist qualify printed as to variously artiflict from politaires associated with fulfil. No construction regions. Yes above composaline activetypes over other options.	Significant comparative advantage over other options  Remones a whiches from products and minimal construction plans. The Definition Option has applicat  comparative advantages over other options.	Some comparative advantage over other options.  Platerial involves regard on surface water quality during operation by seminor solvables. The time and operation by seminor solvables affect them publishes. Platerial regards regards on surface water quality during commiscion regards regards on surface water quality during commiscion regards. Solvable some compositive advantages over dear options.	Some comparative disadvantage over other options  Photestia registe register or surface user quality during operational plane. Privatel register impact on surface and groundwater quality during construction phase. He some surrogated classificating over other options.	Digetificant comparative disastranting over other options. Proposed reducted to have increased thord risk correpred to other option. Prediction studies used impactly operatively plane. Probetted impative impact on unless and comparative disastrantial plane. Probetted impative impact on unless and comparative disastrantial probetted disastrantial plane. The same services are consistent of the contract of the co	Syndract companies disableatings over other options from the student to have revenued flood this companies to the option. Public region length is studies useful quality during questional plane. Printful regions report on some companies disableatings over other options.	Some comparative disadvantage over other options.  President registers regist on surface same scaling strap operations plans. Period registers impact the surface same special register impact for surface set providenter quality during commiscions plans. Has some average after a disadvantage over other option.	Some comparative disadvantage over other options.  Pulsorial register regist on surface water quality during population jause. Pulsorial register impact or surface and prunchaster quality during construction phase. Has some comparative disadvantage over other options.	Some comparative disadvantage over other options Protection registers report on surface switer quality during operational phase. Privated imagelies report on surface and providentary quality during construction phase. This some comparative disadvantage over other options.
		3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	Significant comparative advantage over other options  No likely impacts.	Significant comparative advantage over other options  No likely impacts.	Significant comparative advantage over other options  Options 1 will have a direct impact involving a small area of amen'ty lands in Beach Park.	Significant comparative disolvantage over other options: Under Options 2, the non-agricultural impact sell involve the acquisition of two residential properties. The agricultural impact will result in landate and and severance on a livestock farm holding.	Some comparative advantage over other options  Option 3 will result in significant land severance of Beech Park amenity lands and lartifield of St. Jisepha Cerbit lands. These is a direct larged on lands and or commonly allowance.	Significant comparative advantage over other options  Option 4 will have direct impact on amenly lands in Beech Park.	Bignificant comparative disadvantage over other options Under Options 5, the non-agricultural impact will involve the acquisition of five residential properties. The agricultural impact will result in landake and land severance on a livestock farm holding.	Some comparative disadvantage over other options.  Under Option 6, the non-egricultural impact will include landrake or property cutting on maxiertal properties. The agricultural impact will result in tendake and fand severance on a livestock ferm holding.	Some comparative dis advantage over other options  Under Option 7, The non-agricultural impact will include lamtitate of property cuttages on residential properties. The agricultural impact will result in landitate and find severence on a livestock farm holding.
		3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resource based on perliminarylikely continued no desils. Soil or lopsoil resources to be developed/removed based on recit of lirequirements and potential for soft ground which may also need replaced. Existing information relating to potential to encounter contaminated land. High-level assessment to encounter contaminated land. High-level assessment potential for ground contamination due to historic landfills, potential for ground contamination due to historic landfills.	Significant comparative advantage over other options  No likely impacts.	Bignificant comparative advantage over other options  No likely impacts.	Some comparative advantage over other options  Loser fit import requirements compared to other options.	Some comparative advantage over other options  Losser fill import requirements compared to other options.	Bignificant comparative disadvantage over other options  Largest rode with overheige require fill import to the alle (Miror regallow). This option appears to have the highest earliesorts reads.	Some comparative advantage over other options  Lower fill import requirements compared to other options.	Some comparative disadvantage over other options  Long route with overbridge require fill import to the site (Minor negative).	Some comparative disadvantage over other options  Long rooks with overbridge require fill import to the site (Minor register).	Some comparative disadvantage over other options  Long rode with overbridge require fill import to the site (Minor require).
		3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	Some comparative advantage over other options  No charges from an EM perspective therefore advantage over other options.	Some comparative advantage over other options  No changes from an EMI perspective therefore advantage over other options.	Some comparative disadvantage over other options  It is assumed that the rosting of the cabling, the location of eating substantions, habe of: some pile will be changed or impacted by the selection of any of the options over the entire project. All Do-Sombing options were opportunities from EMI perspective at this stage in the assessment.	Some comparative disadvantage over other options  It is assumed that the roding of the calking, the location of existing substitutions, table set, since the real bits changed or impracted by the selection of any of the options over the entire project. All O-Something options are comparable from an EMR perspective at this stage in the assessment.	Some comparative disadvantage over other options  It is assumed that he roding of the cabing, the location of existing substitutions, but he aroung so the cabing, the location of existing substitutions are size only the line will be charged or impact. All Do-Something options are comparable from a REM prospective at this stage in the assessment.	Some comparative disadvantage over other options  It is assumed that the rading of the calking, the location of existing substation, that set: due typ it and lib ocharged or impached by the selection of any of the options over the eries project. All to-Something options are companied from an EMI perspective at this stage in the assessment.	Some comparative disadvantage over other options  It is assumed that the rooting of the cathing, the location of existing substitutions, tabs set, steep the set like otherspecial impacted by the selection of any of the options over the entire project. All Do-Somthing options are comparable from an EM perspective at this stage in the assessment.	Some comparative disadvantage over other options  It is assumed that the roding of the cabling, the location of existing substantions, habs after some will be changed or impacted by the selection of any of the options over the artise project. All Ob-Garming options are comparable from an EM pumpacifive at this stage in the assessment.	Some comparative disadvantage over other options  It is assumed that the routing of the cellute, the location of entiring substation, but set does not less that cellute or impacted by the selection of any of the options over the entire project. All to-Something options are comparable from an EM perspective at their stoppe 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.	Eignificant comparative disadvantage over other options Original Distance roundabout to roundabout 500m retained. The long closure times associated with the level crossing will, towever, restrict access.	Significant comparative disadvantage over other options This option severs access locally across the railway	Bignificant comparative advantage over other options  Road traffic divented distance roads in 5.5km (12 x diversion node) sixeep gradients on north side of option will be a disadvantage to vulnerable nod season. Local pedicylopica access martained along ramped access over proposed bridge340m diversion.	Some comparative advantage over other options  Local ped-tycle access maintained along ramped access over proposed bridge.  Road twiffs diverted distance route is \$72m (1.1x diversion route).	Some comparative disadvantage over other options  Local padicycle access maintained along samped access over proposed bridge  Shortest diversion route 1.7km (3.6x diversion route)	Some comparative advantage over other options  Local publycle access maintained along ramped access over proposed bridge.  Road traffic diverted distance route 894m (2.0x diversion route)	Some comparative advantage over other options  Local pedicycle access maintained slong ramped access over proposed bridge.  Road traffic diverted distance route 758m (1.8x diversion route	Some comparative advantage over other options  Local pedicycle access maintained along ramped access over proposed bridge.  Road traffic diverted distance route 795m (1.8x diversion route)	Some comparative advantage over other options  Local pedicycle access makfained slong ramped access over proposed bridge.  Road traffic diverted distance roate 755m (1.5x diversion route)
4	Accessibility & Social inclusion	4.2	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	Station Accessibility is addressed for all level crossing options processing to addressed for all level crossing options processing to addressed for all level crossing options. This option will require that staffic seeking to access the station to the first option of the crossing level crossing option of the station of the station of dealing after level crossing Stationard deviation and S-Salms. Original Distance mortalized by Roccified Drive crossnoods SORm relational.	Superficient constraints disableatings was other options. Station Accessibility is addressed for all level crossing options in proximity to station. This option requires that all shaffer accessings the station from the reach must diver sliving the sating read related. Oborfast diversion rooks 5.5en.	"Significant comparative attentions over other options  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 occasing options in proximity to a station.  This option does not significantly effect access to the station	Some comparative disadvantage ever other options:  Station Accessibility is addressed for all level creasing options in proximity be as lattice  Dordest diversion route 1.7mm (3 &x diversion route)	Some comparative advantage over other options  Studen Accessibility is addressed for all lood crossing options in proximity to a station  Shortest diversion route 894m (2 Ox diversion route)	Some comparative advantage over other options  (Station Accessibility is addressed for all level crossing options is positively to address  (Station Accessibility is addressed for all level crossing options is positively to a dation  (Station Accessibility is addressed for all level crossing options in Station Accessibility is addressed for all level crossing options  (Station Accessibility is addressed for all level crossing options)	Some comparative advantage ever other options  Station Accessibility is addressed for all lives crossing options in protectingly to a station  Diverted distance rode 755m (1.8s diversion rode)	Some comparative advantage over other options.  Station Accessibility is advisuated for all level contains options in providing the station.  Diverted distance route 765m (1.8x clivenism route)
		4.3	Social Inclusion	Service levels impacts including severance of community groups: Severance from community facilities consequent on an option.	This offer cause severers of the community famoush.  This offer causes severers of the community famoush in the community famoush in the community famoush in the community and the community affects and the discovered community affects and the community affects affected by reduced ceres in technic famoushing facilities. St. Josepha Madeira Cartine, St. Marry Schotz, 25th Andreas Education Schotz of the Cartine, St. Marry and Lander Schotz, 25th Andreas Education Cartine, St. Marry and Landershall and Cartine, St. Marry and Cartine, St. Marry and Cartine, St. Marry and Landershall and Cartine, St. Marry and Cartine, St. Marry and Landershall and Cartine, St. Marry and Cartine, St. Marry and Cartine, St. Marry and Cartine, St. Marry and Cartine, St. Ma	This option causes welcome of the commandy through This option causes welcome of the commandy through the command of the command of the command with effective allowed the command of the command with effective allowed the command of the command commands for the command of the command of the command commands for the command of the command command commands of the command of the command command could be command the command of the product of the command of the command commands of the command command commands commands of the command commands commands of the command commands commands of the commands co	Some comparative disadvantage over other options.  Divertial distance for verticals with 5.5 Stars (12. disension mode) proposed principles (cytic lodge resides local on mode), proposed principles (cytic lodge resides local on consulty facilities. Set all residence for vertical coras in rulate Stropping localities. Sid interpris Medical Cerus, Git Marry, Collect., 12th Medical Cerus, Git Marry, and Cartes, Challes Falcory, and Landwidson Castle Resert - south Cerus, Challes Falcory, and Landwidson Castle Resert - south	Significant comparative advantage over other equitors This option does not cause community serversinos. This option does not cause is community serversino. Diverted distance route is 572m (1.1x deversion mode).	Some comparative disadvantage over other options This option does not cause community sevenence. The option does not causel access to community amerities Stronted diversion route 1.7 for (16.4 diversion route)	Some comparative disadvantage over other options  This option does not cause community severance.  This option does not custal access to community severance  Devided distance mode \$94m (2.0) diversion route)	Some comparative disadvantage over other options  This option does not cause community severence.  This option does not cause community severence.  Diverted distance route 755m (1 fix diversion route)	Some comparative disadvantage over other options  This option does not case community severance.  This option does not custed access to community severance.  Disadvant distance route 756m (1 dt otherstein route)	Some comparative disadvantage, ever other options  This option does not cause community sevenence.  This option does not cause community sevenence.  This option does not cause to community sevenesce.  Diverted distance route 750m (1.8 x diversion route)
		5.1	Rail Safety	Safely for Rail users – removal of Level crossings is considered a significant safety enhancement	Eignificant comparative disadvantage over other options this Option leaves the railway level crossing in place, a characteristic which is considered negative from the purspective of railway safety. This option will require construction activity associated with signaling the live railway associated with the level crossing.	Significant comparative advantage over other options  This option removes the robusy level crossing, a characteristic which is considered positive from they perspective of robusy askinty.  There is no significant construction activity along the robusy associated with the level crossing.	Significant comparative advantage over other options  this option removes the railway level crossing, a characteristic which is noticed explositive from they perspective of railway safety.  There is no significant construction activity along the railway associated with the level crossing.	Significant comparative advantage over other options  This option removes the railway level crossing, a characteristic which is mostified possible from the perspective of railway safety.  There is no significant construction activity along the railway associated with the level crossing.	Significant comparative advantage over other options This option removes the railway level crossing, a characteristic which is considered positive from the perspective of railway safety. There is no significant construction activity along the railways associated with the level crossing	Significant comparative advantage over other options this option removes the railway level crossing, a characteristic which is considered possible from the perspective of railway safety. There is no significant construction activity along the railway associated with the level crossing	Significant comparative advantage over other options  This option removes the railway level cossing, a characteristic which to considered possible from the perspective of railway safety.  There is no significant construction activity along the railway associated with the level cossing	Significant comparative advantage over other options. This option removes the railway level crossing, a characteristic which is considered possible from the pumpercise of railway safety. There is no significant construction activity along the railway associated with the level crossing.	Significant comparative advantage over other options  This option removes the railway level crossing, a characteristic which is considered positive from the perspective of railway safety.  There is no significant construction artifly along the railway associated with the level crossing.
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.	Significant comparative disadvantage over other options This option relatins the level crossing - a significant hazard to transpo- sant; This option will result in traffic disensions of up to 5.3km and increased congestion on the local read indused.	Some comparative disadvantage over other options  Closing the crossing with realternative would result in diversion of  coad staffs onto longer routes but would avoid congestion at the lever crossing.	Some comparative disadvantage over other options  Closing the crossing with no alternative would result in diversion of road shift continger routes but would avoid congestion at the level crossing.	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage a vehicular traffic is not crossing the law rail.	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as whitsafe straffs in not crossing the liveral.	Significant comparative advantage over other options  Providing a segregated crossing would have a significent advantage as vehicular traffic is not crossing the love rail.	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the liver as.	Significant comparative advantage over other options  providing a segregated crossing would have a significant advantage as webballer traffic is not crossing the liveral.
		5.3	Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users, removal of interface	The cutalist availability of access over the level crossing associated with the spoton will observe the level crossing associated with the spoton will observe values the control cases not the spoton will observe the control cases of the control cases increased by the control cases of the control case of the control cases of the cases of the control cases of the control cases of the control cases of the control cases of the cases	Regular can dempend the disable stage over other options. This applications the level crossing - removes a significant hazard to remove a stage of the stage of	Significant comparative attentiops over other options.  This option closes the level crossing - removes a significant hazard to respect compared co	Some comparative disadvantage over other options.  This option replaces access for produstriers, cyclish and unlessful mad cases via the proposed bridge to full more resemble broadfast that Option 1.  Diverted distance route 7:58m (1 &c diversion route).	Some comparative disadvantage over other options.  This option replaces access for podestrians, cyclais and observable read cases via the proposed bridge but at more remote backets than Cybon 1.  Stroket diversion mode 1.7km (J.d.s.diversion route).	Some comparative disadvantage over other options.  This option replaces access for predestrians, cyclists and valurable read users like the proposed bridge but at more remote budden that Cypien 1.  Diverted distance route EPHIN (2.0x diversion route).	Some comparative disadvantage over other options  This option replaces access for pedestriam, cyclotis and vulnerable med cases via the proposed bridge but at more valentable boulders than Cyben 1.  Diverted distance route 755m (1 fix diversion route)	Some comparative disadvantage over other options  This option replaces access for pedestriam, cyclists and volventible roat cuees visit the proposed bridge but of a more renote to calculate the Clysies 1.  Diverted distance roade 755m (1.5x diversion roade)	Some comparative disadvantage over other options  This option replaces access for pedestrians, cyclists and collected in mod some via the proposed bridge but at more remote broaden than Option 1.  Diverted distance route 750m (1.8 x diversion route)
		6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	influent comparative disadvantage over other options. There are existing podestion and cycle facilities north of the salating. These are man solds if the salating these are man solds if the salating man of the salating and treduce access to cycle facilities and is the proposed Poyric Carel Generally. Access to the training of pedestatives and cycline all the supplicatively mithinked by the level constaining particularly with the supplicatively mithinked by the level constaining particularly with the particular operation of the relative.	Significant comparative disadvantage over other options.  The tensor access core are over consult gascioused and consultation of the consultation	Significant comparative advantage over other options  This option supports good linkage between existing and proposed cycle facilities  The quality of access to the train station for pedestrians and cyclets is good in respect of this option.	Some comparative advantage over other options  This option provides replacement pedestries and cycle access with associated brings to entiring and proposed facilities along a diseased note. Alexander - 500m.	Some comparative disadventage over other options  This option provides replacement podestrian and cycle access with associated triage to existing and proposed facilities along a cheried rode - diversion - 1.2am	Some comparative advantage over other options  This option provides replacement pedestrien and cycle access with associated bridge to existing and proposed facilities along a divaried totalidentitiesfootis	Some comparative advantage over other options  This option provides replacement padeation and cycle access with associated integer to saiding and proposed facilities along a diverted roate - direction - 500m	Some comparative advantage over other options  This option provides replacement pedestrian and cycle access with associated triviage to existing and proposed facilities along a cheesed note: - diversities - 500st	Some comparative advantage over other options  This option provides replacement pedestrian and cycle access with associated billings to existing and proposed facilities along a diverted state - diversion - 500m.
6	Physical Activity	6.2	Permeability and local access opportunity	Journey Time and lengths of diversions for active modes and runnbers affected. Analysis of the connectivity between level crossing and green areaskey attractions related to active mode.	Occas Ruleury journey - rid as crossing even other joptoms. Closs Ruleury journey - rid as crossing remains in place, indeed, the control of the control o	Significant companion disable integer over other options.  Cross Relating journey = 5.5km as level crossing is removed.  Doesnion for option when level crossing classed 5.5km.  The projectal light membry promptions is not which of the variety or the state of the control promption of the variety of the variety of the control promption. In order to deep control of the level crossing forcessed classes of the level crossing forcessed classes of the level crossing forcessed classes of the level crossing broaders of the level crossing broaders of the level crossing broaders of the level crossing would reduce access to each of level.	Significant comparative advantage over other options.  Coses Robery journey - ril as the proposed option is along the pinn adjourned of the cosing Carolla Road.  Downston for cycled when level consisting Carolla Road.  Downston for cycled when level consisting out to Aurilly of the action of the control o	Some comparative advantage over other options  The option provides replacement purchashes and cycle access with associated Inlange to existing and proposed facilities story and access and access of the provided facilities story.  The principal high energity generappease in the scienty of the access and access to the control of the scienty of the lands and get control options access to the facilities access to the access and get control options.	Some comparative disadvantage over other options.  The option provides replacement pedicivities and cycle access with associated insigns to entiring and proposed fuelfless strips on the control of the cycle of the property of the cycle of the property in the cycle of the cycle	Some comparative advantage over other options.  This option provides replacement pedestrian and cycle access with manifested finings to existing and proposed facilities similar for a contractive finings to existing and proposed facilities similar forced distances in Child of the provided forced and contractive forced facilities similar provided forced for the provided fining and provided facilities. The provided facilities are distances and of the five forced containing. The option inclaims access to the sementics.	Some comparative advantage over other options.  The option provides replacement packasition and cycle access with associated fringes to existing and proposed facilities always as the control of the con	Some comparative advantage over other options.  The option provides replacement publishes and cycle access with associated findings he solding and proposed facilities along on the control of the provides of the provides of the provides of the provides and provides of the provides and provides of the provides and provides of the prov	Some comparative advantage over other options  The option provides explicament protection and cycle access with associated inlege to existing and proposed fundings with a continuous continuous and access access and access and access access and access and access and access and access and access access and access and access and access a





	Criteria	Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6	Option 7
	1 Economy	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
	2 Integration	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
	3 Environment	Some comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options
Γ.	4 Accessibility and social inclusion	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
	s Safety	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
	6 Physical Activity	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
	Progress To Stage 2	No	No	Yes	Yes	No	Yes	No	No	No





						Ва	DART+ WEST - MCA rberstown Level Crossing					
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
					Leave the current level crossings in place.	Closure of the existing crossings with no alternative provided. All traffic would be diverted to alternative routes around the crossing location.	Road realignment with square roadbridge over canal and railway at the level crossing.  Pedestrian / Cycle facilities provided for over the bridges. Level Crossing closed.	Road realignment with skewed roadbridge over canal and railway circa 130m southwest of level crossing. Pedestrian / Cycle facilities provided for along diverted road. Level Crossing closed. Turnback facilities provided at railway	Road realignment with square roadbridges over canal and railway circa 180m northeast of level crossing. Pedestrian / Cycle facilities provided for along diverted road. Level Crossing closed. Tumback facilities provided at railway	Road reslignment with square roadbridge over canal and railway circa 180m southwest of level crossing. Pedestrian / Cycle facilities provided for along diverted road. Level Crossing closed. Turnback facilities provided at railway	Pedestrian / cycle Bridge at Crossing, Turnback facilities at railway, Level Crossing Closed, No replacement road access	Lower the Railway to Accommodate the road network at grade
		1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs and temporary works	Significant comparative advantage over other options  The level crossing is currently manned. The orgoing cost associated with this control mechanism on the railway is significant.  Significant comparative disadvantage over other octobers.	Significant comparative advantage over other options  Cost of removing crossing is low in comparison to provision of road crossing.	Significant comparative disadvantage over other options.  This option includes the costs of urban roadworks across green fields to cross the railway and canal via raised embenkment and two singles bridges. Includes 2Nex, rounshoods and the single significant of two houses.	Significant comparative diservantage over other options.  This option includes the costs of urban roadworks across green failed so cross the railway and canal via raised embankment and a single span bridge. Includes 2No., roundabouts.	Significant comparative disadvantage over other options  This option includes the costs of urbain readworks across green fields to cross the railway and carel via railed embartment and text single spen bridges. Includes 22%, roundahouts.	Borne comparative disadvantage over other options:  This option includes the costs of urban roadworks across green of fields to cross the railway and canal via raised embaniment and a single span bridge. Includes 29th, roundatouts.	Some comparative advantage over other options Construction costs of this option will be comparative to other options as the provision of a posterion cycle bridge within the canal environs will require significant temporary and permanent works. The cost to acquire land ville believer than other options providing full access.	Significant comparative disadvantage over other options.  The cost and disruption of a scheme of this nature would be unsustainable and unjustifiable in comparison to other options available. It is proposed to discard this option without further consideration.
1	Economy	1.2	Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied options	Bignificant comparative disadvantage over other options.  The existing crossing is manned resulting in an ongoing annual cost.  The level crossing equipment incurs an annual markenance cost and replacement cost on a 15 pr cycle.	Significant comparative advantage over other options  The closure of the level crossing would remove the maintenance requirement for the level crossing.	Some comparative disadvantage over other options  An overbridge would reduce maintenance requirements over a level crossing. Bridge option would determine overall maintenance costs .	Some comparative disadvantage over other options  An overbridge would reduce maintenance requirements over a level crossing. Bridge option would determine overall maintenance costs.	Some comparative disadvantage over other options  An overbridge would reduce maintenance requirements over a level crossing. Bridge option would determine overall maintenance costs	Some comparative disadvantage over other options  An overbridge would reduce maintenance requirements over a level crossing. Bridge option would determine overall maintenance costs.	Some comparative advantage over other options  A passoriant/cyclic overbridge avoid require minimal marketonance is short term with register inspections and remedial works in the long term. The long term marketonance low compared to other options.	in dropping the railway adjacent to the canal a new drainage system will be needed which listly to be saided and pumped system will be needed which listly to be saided and pumped in addition the earth retaining structured required over the full length of the proposed cut will require maintenance
		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.	Some comparative disadventage over other options  Reduced capacity as train frequencies increase; increase in parmy trins for local residents.	Egymicant comparation disablantings are other options  Displacement of traffic cuts alternative routes, increase in porrey trees for total residents.	Significant comparative adventage over other options improvement in journey times, potential for induced trips, potential to increase congestion on boal road nativerit.	Significant comparative adventage over other options  Some improvement in journey Sine; potential for induced trips; diversion required for food residents.	Synfloan comparate advantage over other options  Some improvement is journey time, potential for induced trips, diversin required for food residents.	Significant comparative adventage over other options  Some improvement in journey time, potential for induced trips, diversion regulated for boat residents.	Special process of the control of th	Some comparative advantage over other options  Improvement is juriory fine, published for ladead tips, or deservine requires for tool ensistent. Construction place impacts to rail network would be significant.
		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 walt times associated with interchanges. Model shift figures during construction and operations. Changes to journey times to transport nodes.	Some comparative disadvantage over other options  Not absent on GDA Cycle Nation? Plan but there would be a exaction in boal and cycle Nation of the railway.  With increased closures of the railway.	Not shown on GDA Cycle Naterick Plan but there would be a nemoted of boal accessibility to the Royal Clinal Cycle Rode.	Bone compositive disadvantage over other options  General reduction in journey times. Maintaining access to the Reyal Careal Cystensy will present challenges. No cycle facilities.	Some comparative advantage over other options  Some improvement in journey from Shared podestrials it cycle facility. Access to Reyal Caral Cycle Rodar retained, albeit vies slightly more structure aroute.	Bone comparative advantage over other options  Some improvement is journey from the cycle facilities on one tridge Access to Royal Carel Cycle Route retained, about we slightly more circultura route.	Some comparative advantage over other options  some improvement in journey from Shared policetims & cycle facility. Access to Riyar leave from Shared policetims & depth size slightly more circultura route.	Some comparative disadvantage over other options  Reduction in local permeability.	Some comparative disablewintage over other options  General refundion in purely times. Maintaining access to the Royal Canal Cycleway will present challenges. No cycles facilities.
2	Integration	22	Land Use Integration		Significant comparative afteratings over other options.  The do-entiring option would not support for DART Expension but does not impact on my local pluming policies objection leads and an application advantage over other options.	Some comparative disadvantage over other options.  This Option would not support the Barrelli LAP 2019, movement and access strategy not done it provide access access the rail five is such acreed for their development. An access access the rail five is such acreed for their development. Control of the development of the support of the Barrelli LAP 2019.	Some comparative advantage over other options This option is marrly ordine and would be in with the approved consistent of a last acred "Residential fear" to the north as part of the Barrell LAP 2019. This Option provides wishouts part of the Barrell LAP 2019. This Option provides wishouts part of the Barrell LAP 2019. This Option provides wishouts part of the Barrell LAP 2019. This Option provides wishouts and the Contract of	Some comparative death-entities over other options. Joseph 7 is to be 10 in 20 in 10 in 1	Species are sensitive in the section of a new natural position are not a first opinion crosses brough the enddle of a new natural position properties properties for home found of position for the section of the secti	Some comparative disadvantage over other options.  Option 4 is located within a section of land zoned for "high otherwise" by the "high ID". This option based lets the Let 13.3.4 is section to the late of the l	Control comparative selectange over other options.  Option 5 is located within a small section of laint zoned for control cont	Some comparative edvantage over other options  Vertical rahway towering would not significantly impact land use glanning policy.
		2.3	Geographical Integration	neutral in respect of Geographical Integration due to localised nature of the level crossings. As a consequence all	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
				options are rated comparable to one	No impact on Geographical Integration  Some comparative disadvantage over other options	No impact on Geographical Integration  Some comparative disadvantage over other options	No impact on Geographical Integration  Some comparative advantage over other options	No impact on Geographical Integration  Some comparative advantage over other options	No impact on Geographical Integration  Some comparative disadvantage over other options	No impact on Geographical Integration  Some comparative advantage over other options	No impact on Geographical Integration  Some comparative advantage over other options	No impact on Geographical Integration  Some comparative advantage over other options
		2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.	This option would not support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF- (NSDA), RSES & GDA Transport Stratery).	This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF-9XD4), PSES & GDA Transport Strateni, Newsery would not meet Smarter Travel policy.	This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPP-(NSO4), RSES & GDA Transport Stratens).	This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPT- (NSDN), RSES & GDA Transport Strateny).	This option has significant direct and indirect impacts to a number of local level policy documents which would also impact regional land use and transport planning integration across a number of areas.	This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF-(NSD4), RSES & GDA Transport Straters).	This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF-(NSM), RES & GDA Transport Scratenyl.	This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF- (NSON), RSES & GDA Transport Scattery).
		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, qualative criteria are also used where necessary to differentiate habusen.	Some comparative disadvantage over other options  Retains vehicular traffic which will impact a low number of sensitive receptors in proximity.	Some comparative advantage over other options  Removes vehicular traffic and construction phase is minimal.	Some comparative disadvantage over other options  The online overbridge will have a neutral noise impact compared to the Do Nothing scenario. 2 dwellings within 100m.	Some comparative disadvantage over other options  New overbridge will have some construction phase impacts. 1 dwelling within 100m.	Some comparative disadvantage over other options  New overbridge will have some construction phase impacts, 1 dwelling within 100m.	Some comparative disadvantage over other options  New overbridge will have some construction phase impacts. 8 dwellings within 100m.	Some comparative advantage over other options  Removes vehicular traffic which will reduce the noise levels in the locality. 2 dwellings within 100m	Some comparative disadvantage over other options  There is the potential for greater construction phase impacts due to the extent of the track lowering works. However, operationally there will be a neutral impact compared to the Do Notthing scenario
		3.2	Air Quality and Climate	where necessary to differentiate between Estimated number of inclumer or 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, qualifative criteria are also used where necessary to differentiate helpern the notions.	Some comparative disadvantage over other options  Rotains velocular traffic which will impact the low number of sensitive receptors in proximity.	Some comparative advantage over other options  Removes vehicular traffic and construction phase is minimal.	Some comparative disadvantage over other options The order overlodge will have 2 desilings within 50m as per the Do Nothing Scennich, Potential for construction phase dust impact is not significant when miligation measures are put in place.	Some comparative disadvantage over other options  One develing within 50m. Potential for construction phase dust impact is not significant when miligation measures are put in place.	Some comparative disadvantage over other options  No dealings within 50m hat longer route means potentially more embodied energy with respect to construction materials. Potential for construction phase dual impact in the significant when miligation measures are put in place.	Some comparative disadvantage over other options  4 dwellings within SOm. Longer roote means potentially roote embodied energy with respect to constroin materials. Potential for construction phase dust impact is not significant when mitigation measures are got in place.	Some comparative advantage over other options  1 dwelling within 50m. Removes which braffic locally therefore reducing local impact. Potential for construction phase dust impact is not significate when insignificant maissures are put in place.	Some comparative disadvantage over other options  There is the potential for greater construction phase impacts due to the extent of the track lowering works. However, operationally there will be a resultal impract compared to the Do Notthing scenario
		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, amenties, protected views, key views.	Significant comparative advantage over other options  No impact on existing landscape or visual characteristics.	Significant comparative advantage over other options to use of load correctiolly. Minimal impact on existing landscape or initial diseasements — on thely significant tentinospe or visual impacts.	Significant comparative disadvantage ever other options.  Very significant landscape and visual impact on Royal Canal controls and Palenthran Bridge.  Very significant landscape and visual impact for 3 residential properties to either sixtle of existing road leading to creating earl for canal sixtle criticals.	Courte extract (the latter is an architectural conservation area, extract extract (the latter is an architectural conservation area, the production objections for lands north of Latterbistoum for the conservation objections for lands north of Latterbistoum for latter is a latter of latter in the latter of latter latter or positions are also as a latter of latter or latter or latter or positions are latter or latter or latter or latter or positions are latter or latter or latter or positions are latter or latter or latter or positions are latter or positions are positions are latter or positions are positions are positio	Significant comparation (Shadheartage over differ option).  Very significant landscape and visual impact on Royal Carni corrido and across lands sood of railwips to Luthrestown Castle estate.  These Preservation Conjections noted of Luthrestown Rosal and without Post and work of the Conjection Rosal and without property on size of former Barberstown House. Polantial visual impact for Beach Park House / Shadheso Gardens east of the rosa option.		Significant comparate disablenting over other option.  Significant visual impact for three dealings (including carelation college) in door promote; Pederdia significant impact on Royal and on associated these and vegetation.	
3	Environment	3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated siles; Overall effect on nature conservation resource.	Significant comparative advantage over other options  No direct impacts	Significant comparative advantage over other options  No direct impacts	Significant comparative disadvantage over other options  hydrologically connected to South Dubble Bay and River Tubes  Estuary SPA. No risk of LSE Dennistion of existing prings  coald lead to significant impacts on the Royal Carial JPMA.  Habitat bas will be miror given that the option is online.	Some comparative disadvantage over other options  Hydrologically corrected to South Dublin Buy and River Tolka  Eduary SPA, No risk of ISE Potential reports to Royal Cana  PMAL Loss of treation, hedgeone and agricultural grassiland  habitatis.	Some comparative disadvantage over other options  Hydrologically convented to South Dublin Bay and River Tolka- Editury SPA, You lisk of USE Palential impacts to Reyal Canal pH9A. Loss of treatine, hedgenors and agricultural greatered habitats.	Some comparative disadvantage over other options  Hydrologically consected to South Dubin Bay and Blaw Tokes  Southy SPA h list of LSE. Potential respects to Royal Canal  pRNA. Significantly greater loss of treates, hot	Some comparative disadvantage over other options  Hydrologically connected to South Dubin Bay and River Toka Estuary SPA. No risk of LSE. Potential impacts to Royal Canal pNHA. Loss of hedgerow and agricultural grassland habitats.	Eginficant comparative disadvantage over other options.  This option is hydrologically connected to European sizes downstream in the Toke Estuary and Dutin Bay. There is no read of Lash Spiditured Effects to this out option European and Cathering Spiditured Effects on the case option European Control of the Cathering of the candidate of the Cathering Control of the Vision of the Cathering of the candidate significant impacts to water quality and equatic forms which may have to be rescued prior to works.
		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	Significant comparative advantage over other options  No likely impacts.	Significant comparative advantage over other options  Minimal charges likely - no likely significant impacts.	Significant comparative disadvantage over other options  Direct impact on Packenham bridge (RPS 0711). Potential addrect impacts to the Royal Carrall (RPS No. 944a).	Some comparative disadvantage over other options  Potential indirect impacts on the Royal Canol (RPS No. 644a) sard Picterham bridge (RPS 711) and Lutrelations ACA.  Potential to encourse archaeological deposits that may survive in undeveloped areas.	Some comparative disadvantage over other options indirect impacts on the Royal Canal (RPS No. 944a) and Lattrelations ACA, Potential to encounter airchaeological deposits that may survive in underwipped areas.	Some comparative disadvantage over other options indirect impacts on the Royal Canul (RPS No. 944a) and Lutrielstown ACA. Potential to encounter archieological deposits that may survive in undereloped areas.	Some comparative advantage over other options  Potential indirect impacts on Royal Canel (RPS 944a) Potential to encounter archaeological deposits that may survive in undeveloped areas.	Significant comparative disadvantage over other options Indirect impact on Packerham bridge (RPS 0711) and Direct impact on the Royal Canal (RPS No. 944a).
		3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	Some comparative adventage over other options  Potential inguistic impact on surface water quality during operational phase.	Significant comparative advantage over other options.  Removes whicule staffic born pollutaria and minimal construction phase. The Do Minimum Option has significant comparative advantages over other options.	Some comparative disadventage over other options  Potential registric empact on surface water quality during operations phase. Present lengths impact on surface water quality during operational phase. Present lengths impact on surface and grandwater quality during conduction phase.	Significant comparative disadvantage were other options:  Proposed route indicated to have increased fixed risk compared to other options. Protestial regards impact or institute and grountwister quality during operatively place, construction phase,  order of construction phase.	Some comparative disadventage over other options  Potential registre impact on surface water quality during operational phase. Petertical registre impact on surface and groundwater quality during construction phase.	Disprincipant comparative disadvantage over other options.  Proposed roads indicated to have increased food risk compared to other options. Potential regards impact on surface and groundwate roadily starting operational phase, and groundwater quality distribution groundwater quality during constitution phase.	Some comparative adventage over other options  Protection regulation retire impact on surface and groundwater quality during contraction place. Potential positive impact on surface water quality during operational phase due to removal of buffic-related politizaries.	The in-stream works required constitute a flood hazard and is applicately desirable account to the other option. The in-stream works required constitute a flood hazard and is applicately desirable account on the other option. The other option is present of Option is lastly to have a applicate register in part on Sartices water quality. Execution sequent for towering of the realizery strictles on experted for towering of the realizery strictles of the tower option of the realizery strictles of the other options of the realizery strictles of the other options of the other





1	ı [		Agriculture and Non-Agricultural impact periods	1						1		
		2.7		Overall impact on land take & property. Number of properties to be	Significant comparative advantage over other options	Significant comparative advantage over ooser options	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	agnituant comparative advantage over other options	Some comparative disadvantage over other options
		3.7		impacted/acquired. Likely temporary or permanent severance effects, etc.	No likely impacts.	Minimal changes likely - no likely significant impacts.	Properties on either side of the road to the south-east of the railway would severely restrict the construction of an orifice route at this location without partial or complete property acquisitions.	Under Options 2, there will be a direct impact on agricultural lands used for equine stock resulting in landtake and severance.				Impact mainly within Irish Rail property boundary and maintenance deport during construction stage. Agricultural farmland impacts due to need to acquier a strip of farmland further details required for full assessment.
		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 based on cut or fill requirements and potential for soft ground which may also need replaced. Existing information relating to potential to encounted contaminated land. High-level sassessment		Significant comparative advantage over other options  No direct impacts.	Some comparative advantage over other options  Lower fill import requirements compared to other options.	Some comparative advantage over other options  Lower fill import requirements compared to other options.	Some comparative disadvantage over other options  Long roade with overbridge require fill import to the site (Minor regalative).	Some comparative advantage over other options  Lower fill import requirements compared to other options.	Some comparative advantage over other options  Lower fill import requirements compared to other options.	Abbody controlling and approach roads construction recisions to the controlling and approach roads construction recisions the first the statings from the labeling linewise; as the most more likely to include ground contamination (considered medium to light risk, subject to further investigation). Comparative disadvantage is due to listificate disadvantage (and contamination and more advantage less larged or further ground contamination and more advantage less than to listificate and the contamination and more advantage less than the contamination of more advantage less than the contamination of more advantage and contamination and more advantage length of works.
				based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
			Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	No change from an EMI perspective therefore advantage over other options.	No change from an EMI perspective therefore advantage over other options.	It is assumed that the routing of the cabling, the location of existing substations, habs 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.	It is assumed that the routing of the cabling, the location of existing substations, hube set: 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 EM perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, habs etc. along the line will be changed or impacted by the selection of any of the options over the enfer project. All Do- IS Something options are comparable from an EMI perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, lubs atc. 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 EM perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, habs 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.	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.
				Imports on low income groups, non-our	Some comparative disadvantage over other options	* Some comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options
		4.1	Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	With the level crossing becoming effectively closed on implementation of the proposed working timetable and with no provision for supplementary infrastructure for vulnerable groups, the majority of users will be diverted onto the adjacent road network.	With removal of the level crossing and with no provision for supplementary infrastructure for vulnerablegroups, the majority of users will be diverted onto the adjacent road network.	Original Distance from R121 junction to Barberstown North Road junction 300m retained.	Diverted distance route 587m (2.0x diversion route).	Diverted distance route 785m (2-6x diversion route).	Diverted distance route 948m (3.1x diversion route).	Shortest diversion route 4.8km (16x diversion route).	This option is of benefit to low income groups, enhancing access to public transport.
					Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	· Comparable to other options	· Comparable to other options	· Comparable to other options	Comparable to other options
4	Accessibility & Social inclusion	4.2	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	It is considered that alterations at Barbenstown will not significantly affect access to stations in the locality	It is considered that altertations at Barberstown will not significantly affect access to stations in the locality	It is considered that alterations at Barbarstown will not significantly affect access to stations in the locality	It is considered that alterations at Barberstown will not significantly affect access to stations in the locality	It is considered that alterations at Barberstown will not significantly affect access to stations in the locality	It is considered that alterations at Barberstown will not significantly affect access to stations in the locality	It is considered that alterations at Barberstown will not significantly affect access to stations in the locality	It is considered that alterations at Barberstown will not significantly affect access to stations in the locality
					Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options
		4.3	Social Inclusion	Service levels impacts including severance of community groups; Severance from community discillies consequent on an option.	Cross Railway journey - ell as crossing remains in place; inaccessible when crossing is closed. Debugged to the control of the processible and cyclidis when level crossing closed 5 (Jan.) Community facilities efficient by reduced access include Community facilities efficient by reduced access include Community facilities efficient by reduced access include 20th Control of the Community of the Community of the 20th Control of the Community of the Community of 20th Control of the Community of the Community of the 20th Control of the Community of the Community of the 20th Community of the Community of the Community of the 20th Community of the Community of the Community of the 20th Community of the Community of the 20th Community of the Community of the 20th Community of 20th Community of the 20th Community of the 20th Community of 20th Community of 20t	Cross Raihany journey = nil as crossing remains in place; traccessable when crossing is closed.  Permenent diseases for care, pedestrates and cyclests 1.1 km Compress publishes cared by reduced across include.  Compress publishes. Cryster of bearings, Creates, there is bear of the compression of the collection of the collection.	This option does not cause community severence. This option does not affect access to community arrestless options Distance has Tital product to Barbarratown North Road praction 300m reciamed.	Diverted distance route \$67m (2.0x divension route).	Diserted delence rode 76th (2.5s disertion rode)	Diverted distance route 948m (3.1x diversion route)	Preference, and cyclist and non-motorised road sizes catered for	The option does not cause community severence. The option does not custal access to community amenities
					Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options
		5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	This Option leaves the railway level crossing in place, a characteristic which is considered negative from the perspective of railway safety.  This option will require construction activity associated with ulgrailing along the hier railway associated with the level crossing.	This option removes the rathery level crossing, a characteristic which is considered positive from the penpective of rathery safety.  There is no significant construction activity along the rathery associated with the level crossing.	All overbridges have a significant advantage as they are a great crossing alternative.	All overbridges have a significant advantage as they are a great crossing alternative.	All overbridges have a significant advantage as they are a great crossin alternative.	All overbridges have a significant advantage as they are a great crossing alternative.	Closing the crossing with no alternative would result in disvesion of road traffic onto longer routes but would avoid congestion at the level crossing.	All overbridges have a significant advantage as they are a great crossing eiternative.
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	Synfront comparative studentings over other options. This option retains the level crossing – a significant hazard to transport users. This option will result in staffic distriction of up to 5.5km and scressed congestion on the local road network.	Some comparative disadvantage over other options  Closing the crossing with no alternative would result in diversion of road traffic onto longer routes but would avoid congestion at the level crossing.	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as vehicular traffic is not coming the live real.	Significant comparative advantage over other options providing a segregated crossing would have a significant advantage as withouter traffic is not crossing the live rail.	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as whitele traffic is not crossing the low-rail.	Significant comparative advantage over other options  Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Borne comparative disadvantage over other options  Cooling the crossing would have a disadvantage on whicular builtie as traffic will have to be diverted.	Significant comparative advantage over other options. This option does the lovel crossing - removes a significant hazard to transport same. This option will not significantly devent traffic. This option incorporates good segregation for pedestrians, cyclists and cars from rashews traffic.
					Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options
		5.3	Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users, removal of interfaces	The cutsided analysiship of access over the level crossing associated with the option will diver utherarchie road users onto the existing road network. Chierted road users will be required to negotiate up to 4No additional junctions including shalffle light junctions and roardiscloss, typically turning last beauting southboard, right if weeking northboard. The provide for seggegation over the full largery of the disension roads for valueable road users.	This option closes the level crossing - removes a significant hazard to transport users;  This option will result in traffic diversions of up to 3.5km and increased congistion on the local road network.	Original Distance from R121 junction to Barberstown North Road junction 300m retained.	Diverted distance route 587m (2.0x diversion route).	Diverted distance route 789m (2 fix diversion route)	Diverted distance route 948m (3.1x diversion route)	Ne diversion! for podestrian and cyclists	This option closes the level crossing, it provides a new link along approximately the same line as the original; the junction strategy for vulnerable road owers is unaffected by this option; this option; this option incorporates good segregation for pedestrians, cyclass and care from railway straffic.
		6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	Significant comparative shaulventage over other options. No cycle tracks currently present on the immediately surrounding road retwork, but increased closures of the level crossing would reduce access to the Royal Canal Greenway. See also Transport Integration above.	Dignificant comparative disadvantage over other options.  No cycle tracks on the immediately surrounding road network, but the discuss of the level crossing would reduce access to the Reyal Canal Greenway. See also Transport Integration above.	Significant comparative advantage over other options This option supports good linkage to proposed cycle facilities	Significant comparative advantage over other options  This option supports good linkage to proposed cycle facilities	Significant comparative advantage over other options  This option supports good linkage to proposed cycle facilities	Stgefficant comparative advantage over other options This option supports good linkage to proposed cycle facilities	Significant comparative advantage over other options This option supports good linkage to proposed cycle facilities	Significant comparative advantage over other options. This option supports good linkage between existing and proposed cycle facilities. The quality of excess to the train station for pedestrians and cyclists is good in respect of this option.
					Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options
6	Physical Activity	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 areaskey attractions related to active mode	Orosa Rallway journey = nil sa crossing remains in place; traccessible when crossing is closed. Distration for care, pedestifars and cyclists when level crossing closed 6 Dinn. The principal affected amenities in the vicinity of the level crossing include the Reynel canula and the amenity zoned lands south east of the level crossing. Removal of the level crossing related are consistent and an experiment of the level crossing related are carected to be level crossing the consistent of the level crossing south east or finely level crossing.	Ocos Railway journey = nil as crossing remains in place: Inaccessible when crossing is dosed. Premanent diversion for cars, podestians and cycles's 5 km The principal difficult amendas in the violety of the level crossing locks the Reyal cond and the amendy, zond inche south east of the level crossing. Removed of the level crossing will require detour for access to each of them.	Diversion for cyclists when level crossing closed 0.30km	Cross Railway journey = ril as the proposed option is along the later alignment of the celebring Barberstown Usir Railad.  Character for cyclast when level crossing closed 0.00km the projects by the prompting proparagues at the visibility of the solding than station include the rail paid cross the solding of the solding two distincts in the proper count of the control of the proposed bridge scheme.	Cross Railway journey = ril as the proposed option is along the plan alignment of the usating Busherstone Link Road.  Detersion for cyclists when level orawing closed 0.50mm The principal high amonity generopose in the using of the usating the principal high amonity generopose in the using of the usating size in station include the Polyce count. the amonity pared inches, got counts and allotteness sould the level orassing. This access is maintained by the proposed bridge scheme.	Orosa Raleary journey = nil as the proposed option is along the plan alignment of the existing Barbanistons Lisk Road.  Diversion for cyclidis when level crossing closed of 300m has provided by the property of the property of the property of the property of the center paint station levels at the Royal canal, the amenty parent leaves the property of the center paint station levels at the Royal canal, the amenty parent leaves, got course and additionates sold for the level crossing. This access is maintained by the proposed bridge scheme.	Orosa Railway journey = ril as the proposed option is along the plan alignment of the existing Coolinian Relact.  Obversion for cyclesis when level crossing closed 0.30km in the professibility bearway greatment for the skelling of the closeling pains studion include the Reyal case! the samely zoned lasting get course and allotherers sould not be level crossing. This access is maintained by the proposed bridge scheme.	Closes Railway journey = nil as the proposed option is along the plan alignment of the existing Colonine Road. Chiession for cyclasts when level crossing disead is nil. The principal affected amendies in the winting of the level crossing include by a cand, and the amenity zoned lands lead to the level crossing.
	Criteria		Do Nothing	Do Minimum	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6		
1		Economy		Some comparative disadvantage over other options	Significant comparative advantage over other cotions	Some comparative disadvantage over other octions	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other outlons	
2		Integration		Some comparative disadvantage over other entires	Significant comparative dispoventace over other profess	Some comparative advantage over other collors	Some comparative advantage over other options	Some comparative disadvantage over other ontives	Some comparative advantage over other ordinas	Some comparative advantage over other options	Some comparative advantage over other options	
3	Environment			Some comparative advantage over other organis	Significant comparative advantage over other nations	Significant comparative disadvantage over other ordinar	Some comparative disadvantage over other antique	Significant comparative disadvantage over other entions	Some comparative disadvantage over other parties	Some comparative advantage over other options	Significant comparative disadvantage over other nations	
4	Accessibility and social inclusion			Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options	
5	Safety			Significant comparative disadvantage over other options.	Some comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options	
6	Physical Activity			Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	
	Progress To Stage 2			No	No	No	Yes	No	Yes	Yes	No	
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## **DART+ WEST - MCA Stage 1 Blakestown Level Crossing Assessment** Option 1 Sub-Criteria (Quantitative/ Qualitative) Criteria Do Nothing Do Minimum **Parameter** Closure of the existing crossings with no alternative provided. All Leave the current level crossings in place. traffic would be diverted to alternative routes around the crossing Proposed Pedestrian and Cycle Bridge with nested ramps. location. Significant comparative advantage over other options Significant comparative advantage over other options Significant comparative disadvantage over other options Construction costs of this option will be comparative to other Assessment of cost of construction of option, land costs, 1.1 **Construction and Land Cost** The level crossing is currently under CCTV control. To maintain the options as the provision of a pedestrian cycle bridge within the evel crossing, the furniture and signalling associate with it will need acquisition costs and temporary works canal environs will require significant temporary and permanent works. The cost to acquire land will be lower than other options providing full access Significant comparative disadvantage over other options Significant comparative advantage over other options Significant comparative advantage over other options Ongoing annual maintenance costs associated with varied 1.2 Long Term Maintenance costs options moving them The do-nothing scenario would maintain the existing maintenance The closure of the level crossing would remove the maintenance An overbridge would increase decrease maintenance requirements Economy costs of the level crossing. requirement of the level crossing. and operating costs over a level crossing. Some comparative disadvantage over other options Some comparative advantage over other options Some comparative advantage over other options Traffic Functionality /economic Benefits to vehicular traffic through reduction in journey time 1.3 lengths and delays through removal of level crossings. Existing connectivity maintained but with reduced capacity as train Displacement of traffic onto alternative routes; increase in journey Displacement of traffic onto alternative routes; increase in journey Consideration of potentially longer routes for traffic. frequencies increase; resulting in increase in journey times for local times for local residents times for local residents Some comparative advantage over other options Some comparative disadvantage over other options Some comparative disadvantage over other options 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 Transport Integration 2.1 nodes and facilities; Reduced walking and wait times Existing connectivity maintained, albeit with increased disruption Reduction in local permeability. Reduced access to Royal Canal Reduction in local permeability. Access to Royal Canal Cycle Route associated with interchanges. Modal shift figures during from increased train frequencies. There is no cycle route proposed Cycle Route. maintained construction and operations. Changes to journey times to on Blakestown Road in the GDA Cycle Network Plan. transport nodes.





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					Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
2	Integration	2.2	Land Use Integration	Impact on land use strategies and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local planning documents.	Would not support KCDP Transport Objective PT07 which seeks to promote and support the upgrading of the Maynooth Rail line. Leixlip LAP 2020-2023 recognises the level crossings will be required to be removed therefore this option would not support these objectives or the DART Expansion project.	Supports the KCDP 2017-2023 particularly Movement and transport objective PT07 KCDP Transport Objective PT07 which seeks to promote and support the upgrading of the Maynooth Rail line.  Lexilip LAP 2020-2023 recognises the level crossings will be required to be removed.  Collinstown Masterplan is to be developed. The future Masterplan is required to include the associated transportation studies. Therefore, based on existing land use patterns and the existing policy context (in support of DART Exp), neither the closure of the level crossing or the provision of pedestrian access at the level crossing is likely to significantly influence this comparative assessment in terms of planning/ integration factors at this stage in the assessment.	Supports the KCDP 2017-2023 particularly Movement and transport objective PT07 KCDP Transport Objective PT07 which seeks to promote and support the upgrading of the Maynooth Rail line.  Lexilip LAP 2020-2023 recognises the level crossings will be required to be removed.  Collinstown Masterplan is to be developed. The future Masterplan is required to include the associated transportation studies. Therefore, based on existing land use patterns and the existing policy context (in support of DART Exp), neither the closure of the level crossing or the provision of pedestrian access at the level crossing is likely to significantly influence this comparative assessment in terms of planning/ integration factors at this stage in the assessment.
				Alternative level crossing options are mostly neutral in	Comparable to other options	Comparable to other options	Comparable to other options
		2.3	Geographical Integration	respect of Geographical Integration due to localised nature of the level crossings. As a consequence all options are rated comparable to one another.	No impact on Geographical Integration	No impact on Geographical Integration	No impact on Geographical Integration
			Other Comment Balling		Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
		2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.	This option would not support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF- (NSO4), RSES & GDA Transport Strategy).	This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF- (NSO4), RSES & GDA Transport Strategy). However would not meet Smarter Travel policy.	This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF- (NSO4), RSES & GDA Transport Strategy). However would not meet Smarter Travel policy.
				Estimated number of sensitive properties within 100m of the	Comparable to other options	Comparable to other options	Comparable to other options
		3.1	Noise and Vibration	works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualative criteria are also used where necessary to differentiate between the options.	No significant impacts predicted at this stage.	Removes vehicle traffic emissions. Likely to have some short-term construction impacts.	Removes vehicle traffic emissions Likely to have some short term construction impacts.
					Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
		3.2	Air Quality and Climate	Local air quality effects. No of number of receptors within 50m.	No significant impacts predicted at this stage.	Removes vehicle traffic therefore requiring longer trips on alternative routes for some traffic, however removes localised traffic impacts. Some short-term construction impacts.	Removes vehicle traffic therefore requiring longer trips on alternative routes for some traffic, however removes localised traffic impacts. Some short-term construction impacts.
				Key landscape characteristics affected; Impact on	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options
		3.3	Landscape and Visual (including light)	landscape character; Impacts on landscape features, protected landscapes.  Key visual characteristics affected; Impacts on properties, amenities, protected views, key views.	No impact on existing landscape or visual characteristics.	Loss of local connectivity. Minimal impact on existing landscape or visual characteristics - no likely significant landscape or visual impacts.	Significant visual impact on setting of 13th Lock / Deey Bridge (a protected structure and protected view in Kildare Development Plan) and on residential property north of lock.
					Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
		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.	No direct impacts.	No direct impacts.	Hydrologically connected to South Dublin Bay and RIver Tolka Estuary SPA. No risk of LSE. Potential impacts to Royal Canal pNHA arising from the construction of new pedestrian bridge.
			Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
3	Environment	3.5		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 (landtake)	No direct impacts.	No direct impacts likely positive effects to Deey bridge and 13th Lock due to removal of traffic.	Potential indirect impacts on Deey Bridge (and Lock) (RPS No. 806- 14). Potential to encounter unknown archaeological deposits that may survive in undeveloped areas.
				Overall potential significant effects on water resource	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
		3.6	Water Resources	attributes likely to be affected during construction and operation.	Potential negative impact on surface water quality during operational phase. Has some comparative disadvantage over other options.	Removes vehicular traffic borne pollutants. Minimal construction phase impacts are likely. Some comparative advantages over other options.	Potential negative impact on surface and groundwater quality during construction phase.





				Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
	3.7	Agriculture and Non-Agricultural	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	There is no impact on agricultural or non-agricultural property.	There is no impact on agricultural or non-agricultural property.	There will be a limited direct impact on both agricultural and non- agricultural property. There is no impact on access to lands though there will be increased travel for vehicular journeys to / from R148.
			Soils and Geology and likely impact on geological resources	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
	3.8	Geology and Soils (including Waste)	based on preliminary/likely construction details. Soil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. Highlevel assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	No significant direct impacts.	No significant direct impacts.	No significant direct impacts as minimal earthworks are required.
				Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
	3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	No change from an EMI perspective therefore advantage over other options.	No change from an EMI perspective therefore advantage over 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.
				Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
	4.1	Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	With the level crossing becoming effectively closed on implementation of the proposed working timetable and with no provision for supplementary infrastructure for vulnerable groups, the majority of users will be diverted onto the adjacent road network.	working timetable and with no provision for supplementary infrastructure for vulnerable groups, the majority of users will be diverted onto the adjacent road network.	Provision of a pedestrian / cycle bridge addresses any local disruption caused by closing the level crossing.  Usage is, however low.
				This relates to a small number of uses of the level crossing	This relates to a small number of uses of the level crossing	
		Stations Accessibility		Comparable to other options	Comparable to other options	Comparable to other options
4 Accessibility & Social inclusion	4.2			It is considered that alterations at Blakestown will not significantly affect access to stations in the locality	It is considered that alterations at Blakestown will not significantly affect access to stations in the locality	It is considered that alterations at Blakestown will not significantly affect access to stations in the locality
			Quantification of service levels impacts including severance to all groups (Severance of local communities through removal of level crossings without connection would fair worst under this heading).	Comparable to other options	Comparable to other options	Comparable to other options
	4.3	Social Inclusion		maccoccinic mon processing to disorde.	Cross Railway journey = nil as crossing remains in place; Inaccessible when crossing is closed.  Diversion for cars, pedestrians and cyclists when level crossing closed 0.7km to ease, 1.6km to west.	Cross Railway journey = nil as crossing remains in place; Inaccessible when crossing is closed.  Diversion for cars, pedestrians and cyclists when level crossing closed 0.7km to ease, 1.6km to west.
				The principal affected amenities in the vicinity of the level crossing include JM Motors south of the railway, the Business Barn, Intel and Jones Engineering Group, north of the railway	The principal affected amenities in the vicinity of the level crossing include JM Motors south of the railway, the Business Barn, Intel and Jones Engineering Group, north of the railway	The principal affected amenities in the vicinity of the level crossing include JM Motors south of the railway, the Business Barn, Intel and Jones Engineering Group, north of the railway
				Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options
	5.1	Rail Safety	Safety for Rail users – removal of LC positive in this respect	This Option leaves the railway level crossing in place, a characteristic which is considered negative from the perspective of railway safety.  This option will require construction activity associated with signalling along the live railway associated with the level crossing	This option removes the railway level crossing, a characteristic which is considered positive from the perspective of railway safety.  There is no significant construction activity along the railway associated with the level crossing	This option removes the railway level crossing, a characteristic which is considered positive from the perspective of railway safety.  There is no significant construction activity along the railway associated with the level crossing
5 Safety				Comparable to other options	Comparable to other options	Comparable to other options
	5.2	2 Vehicular Traffic Safety	Quality of Access for these road users, lengths of diversions, removal of interface with rail and other modes of transport	Effective Closure of the level crossing with no replacement infrastructure will divert traffic onto the local road network resulting in diversions of between 0.7km and 1.6km. These are considered incidental for road tr	Closing the level crossing with no replacement infrastructure will divert traffic onto the local road network resulting in diversions of between 0.7km and 1.6km. These are considered incidental for road traffic	Closing the level crossing with no replacement infrastructure will divert traffic onto the local road network resulting in diversions of between 0.7km and 1.6km. These are considered incidental for road traffic





			Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users, removal of interfaces	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
		5.3			This option effectively results in pedestrians, cyclists and vulnerable road users onto the local road network. If the railway remains open, interface issues remain.	No cycle tracks on the immediately surrounding road network, but the closure of the level crossing would reduce access to the Royal Canal Greenway. See also Transport Integration above.	Original Distance from access to farm to R148 junction 270m retained.
					The low level of usage and rural setting is noted		
			Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
6		6.1			No cycle tracks currently present on the immediately surrounding road network, but increased closures of the level crossing would reduce access to the Royal Canal Greenway. See also Transport Integration above.	No cycle tracks on the immediately surrounding road network, but the closure of the level crossing would reduce access to the Royal Canal Greenway. See also Transport Integration above.	Severance overcome by provision of direct replacement.
		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	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
	Physical Activity				Inaccessible when crossing is closed.  Diversion for cars, pedestrians and cyclists when level crossing closed 0.6km East and 1.6km West The principal affected amenities in the vicinity of the level crossing include the Royal canal north of the level crossing. Removal of the	Cross Railway journey = nil as crossing remains in place; Inaccessible when crossing is closed.  Diversion for cars, pedestrians and cyclists when level crossing closed 0.6km East and 1.6km West  The principal affected amenities in the vicinity of the level crossing include the Royal canal north of the level crossing. Removal of the level crossing will require detour for access.	Severance overcome by provision of direct replacement.

	Criteria	Do Nothing	Do Minimum	Option 1
1	Economy	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Some comparative disadvantage over other options
2	Integration	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
3	Environment	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options
4	Accessibility and social inclusion	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
5	Safety	Significant comparative disadvantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options
6	Physical Activity	Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options
	Progress To Stage 2	No	Yes	Yes
6				