

DART+ WEST - MCA Stage 1 Ashtown Level Crossing Assessment															
Parameter	Criteria	Sub-Criteria (Qualitative/ Quantitative)	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	
1	Economy	Construction and Land Cost				Under Rail and Canal Mill Lane: This option would entail re-routing Ashtown Road along its old alignment (near Royal Canal) and passing under both the railway and the Royal Canal. The option can accommodate a cross section of 4.6m carriageway with 2m footpaths on both sides and 2.5m low-voltage cycle track on the eastern side. An at-grade turning head and drop-off will be provided to the south of Ashtown Road.	Overbridge on Mill Lane: This option would entail re-routing Ashtown Road along its old alignment (near Royal Canal) and passing over both the railway and the Royal Canal. The option can accommodate a cross section of 4.6m carriageway with 2m footpaths on both sides and 2.5m low-voltage cycle track on the eastern side. An at-grade turning head and drop-off will be provided to the south of Ashtown Road.	Pedestrian and cycle underpass at Ashtown: This option is located approximately 1m to the west of the existing level crossing at Ashtown at the grade separation junction on the New Road serving Phoenix Park Railway Station. At this location there is a need to construct a new road over the canal and railway to the south of the road. This road would descend to the river from the canal and would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.							
			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.	This option is considered to be impracticable due to the direct impacts on the community immediately in the vicinity of the level crossing.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	The length of the approach is approximately 300m. The option would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road. This road would be designed to provide a 10m wide section of the road.	
1	Economy	Long Term Maintenance costs													
1	Economy	Traffic Functionality (economic benefit)													
2	Integration	Transport Integration													
2	Integration	Land Use Integration													
2	Integration	Geographical Integration													
2	Integration	Other Government Policy Integration													
3	Noise and Vibration	Noise and Vibration													

[illegible]

Page 3

Page 4

[illegible]

DART+ WEST - MCA Stage 1 Porterstown 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 Dowlstown 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 Porterstown Road)	
1	Economy	1.1 Construction and Land Cost	Assessment of cost of construction of option, land costs and temporary works	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
			The level crossing is currently 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 600m 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 turnip facilities to be provided on closure of the proposed road. An estimate of land acquisition costs is also included.	The costs presented here are the capital costs for the proposed bridge structure and those of turnip facilities to be provided on closure of the proposed road. An estimate of land acquisition costs is also included.	The costs presented here are the capital costs for the proposed bridge structure and those of turnip facilities to be provided on closure of the proposed road. An estimate of land acquisition costs is also included.	
		1.2 Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied 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
			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 charge 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.	
		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.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			Existing connectivity maintained, albeit with increased disruption from increased train frequencies. Economic benefits 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.	
2	Integration	2.1 Transport Integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities. Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	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
			Existing connectivity maintained, albeit with increased disruption from increased train frequencies. There is no cycle route proposed on Porterstown Road in the GDA Cycle Network Plan.	Reduction in local permeability. The provision of the Porterstown Viaduct 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 pedestrians and cyclists. No access provided for other transport modes.	
		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.	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
			This option supports local planning policy map based Objective 137: 'Preserve the existing pedestrian and vehicular right of way at the level crossing at Porterstown' and the Specific Objective of 'Indicative Cycle/Pedestrian Route'. There is also a Specific Objective on Porterstown Road running north south for an 'Indicative Cycle/Pedestrian Route' that would be impacted. However, it is considered that there would be modifications required to the current road width and narrow bridge over the canal should this objective be realised as it could not be safely implemented in its current form.	At local level, The Do - Minimum Option goes against Fingal DP map-based Specific Objectives, Specific Objective 137: 'Preserve the existing pedestrian and vehicular right of way at the level crossing at Porterstown' and the Specific Objective of 'Indicative Cycle/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 Killystown LAP will apply (map based objective LAR13.1) - currently at consultation stage. The Draft LAP supports the DART Expansion programme. The LAP includes the potential development of a 'Future train station and/or Metro West node' on the southern side of the tracks on Porterstown Road.	This Option does not support Fingal DP map-based Specific Objective 137: 'Preserve the existing pedestrian and vehicular right of way at the level crossing at Porterstown'. However, an alternative right of way for pedestrians is being provided as part of this option at the existing level crossing location.	This Option does not support Fingal DP map-based Specific Objective 137: 'Preserve the existing pedestrian and vehicular right of way at the level crossing at Porterstown'. However, an alternative right of way for pedestrians is being provided as part of this option at the existing level crossing location.	This Option does not support Fingal DP map-based Specific Objective 137: 'Preserve the existing pedestrian and vehicular right of way at the level crossing at Porterstown'. However, an alternative right of way for pedestrians is being provided as part of this option at the existing level crossing location.	At local level, Option 4 goes against Fingal DP map-based Specific Objective 137: 'Preserve the existing pedestrian and vehicular right of way at the level crossing at Porterstown' by closing the existing level crossing location (gradients & length not taken into consideration).	
		2.3 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 rated comparable to one another.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			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
	Noise and Vibration	3.1 Noise and Vibration	Integration with the other Government policy such as the NPF and RSES.	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
			This option would not support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF, NSRF, 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.	
		3.2 Air Quality and Climate	Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualitative criteria are also used where necessary to differentiate between the options.	Some comparative disadvantage over other options	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
			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 impacts expected as this is a pedestrian crossing.	8 dwelling within 100m. Note that only construction stage impacts expected as this is a pedestrian crossing.	
		3.3 Landscape and Visual (including light)	Estimated number of number of receptors within 50m reviewed as part of appraisal. Options closer to more sensitive locations will have an increased risk of changes in air quality during construction or operational phases. However, qualitative criteria are also used where necessary to differentiate between the options.	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
			Retains vehicular traffic which will impact the low number of sensitive receptors in proximity.	Removes low level of vehicular traffic onto Dowlstown Viaduct 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. Potential for construction phase 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 pedestrian 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.	5 dwelling within 50m. Note that only construction stage impacts expected as this is a pedestrian crossing. Potentially more embodied carbon due to additional construction material required 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.	5 dwelling within 50m. Note that only construction stage impacts expected as this is a pedestrian 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.	
	Landscape and Visual (including light)	3.3 Landscape and Visual (including light)	Key landscape characteristics affected; Impact on landscape character; Impacts on landscape features, protected landscapes.	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
			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.	Significant impact on trees to north of canal - which provide screening for residential property.	
		3.3 Landscape and Visual (including light)	Key landscape characteristics affected; Impact on landscape character; Impacts on landscape features, protected landscapes.	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
			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.	Significant impact on trees to north of canal - which provide screening for residential property.	
		3.3 Landscape and Visual (including light)	Key landscape characteristics affected; Impact on landscape character; Impacts on landscape features, protected landscapes.	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
			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.	Significant impact on trees to north of canal - which provide screening for residential property.	

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.	No likely significant impacts.	No likely significant impacts.	Hydrologically connected to South Dublin Bay and River Tolka Estuary SPA. No risk of LSE. Potential impacts to Royal Canal pNHA. Potential impact to wooded habitat adjacent to canal. Potential impacts to bats foraging and roosting in existing bridge, buildings and trees nearby. Loss of trees and vegetation at new bridge crossing and adjacent to canal and railway.	Hydrologically connected to South Dublin Bay and River Tolka Estuary SPA. No risk of LSE. Potential impacts to Royal Canal pNHA. Potential impacts to bats foraging and roosting in existing bridge, buildings and trees nearby. Loss of trees and vegetation at new bridge crossing and adjacent to canal and railway.	Hydrologically connected to South Dublin Bay and River Tolka Estuary SPA. No risk of LSE. Potential impacts to Royal Canal pNHA. Potential impacts to bats foraging and roosting in existing bridge, buildings and trees nearby. Loss of trees and vegetation at new bridge crossing and adjacent to canal and railway.	Hydrologically connected to South Dublin Bay and River Tolka Estuary SPA. No risk of LSE. Potential impacts to Royal Canal pNHA. Potential impacts to bats foraging and roosting in existing bridge, buildings and trees nearby. Loss of trees and vegetation at new bridge crossing and adjacent to canal and railway.	
		3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, Conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (landtake)	No direct impacts.	No direct impacts.	Potential indirect impacts on Keeper's Cottage (RPS No. 699) and Former Connilla School (RPS No. 700). This Option crosses the canal at the same location and has the potential to encounter archaeological deposits that may survive in undeveloped areas.	Potential indirect impacts on Keeper's Cottage (RPS No. 699), Former Connilla 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 Royal Canal (RPS No. 944a).	Potential indirect impacts on Keeper's Cottage (RPS No. 699), Former Connilla 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 Royal Canal (RPS No. 944a).	Potential indirect impacts on Keeper's Cottage (RPS No. 699), Former Connilla 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 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.	Potential negative impact on surface water quality during operational phase. Has some comparative advantage 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 through removal of vehicular traffic 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 through removal of vehicular traffic 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 through removal of vehicular traffic 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 through removal of vehicular traffic likely to have a positive impact on water quality of Royal Canal overall. Likely minimal impact on groundwater quality.	
	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 severance 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. Mochta'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.		
	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 encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	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 proposed, no likely significant impacts.		
	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 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.		
	4	Accessibility & Social Inclusion	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 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 is 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 the inclusion of bridge infrastructure in this option.	High Quality access for vulnerable groups proposed with the inclusion of bridge infrastructure in this option.
			4.2	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	It is considered that alterations at Portenstown will not significantly affect access to stations in the locality	It is considered that alterations at Portenstown will not significantly affect access to stations in the locality	It is considered that alterations at Portenstown will not significantly affect access to stations in the locality	It is considered that alterations at Portenstown will not significantly affect access to stations in the locality	It is considered that alterations at Portenstown will not significantly affect access to stations in the locality	It is considered that alterations at Portenstown will not significantly affect access to stations in the locality
			4.3	Social Inclusion	Service levels impacts including severance of community groups; Severance from community facilities consequent on an option.	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
			5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	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
			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	With the level crossing becoming effectively closed on implementation of the proposed working timetable and with no additional road access proposed, traffic will be diverted onto the adjacent viaduct resulting a slight increase in traffic.	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.	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.	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.	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.	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.
			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 users, 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 road users, the majority of users will be diverted onto the adjacent viaduct.	The alternative access proposed as part of this option for vulnerable road users includes a diversion of approximately 1.0km. This is 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 vulnerable road users proposed with the inclusion of bridge infrastructure in this option.	High Quality access for vulnerable road users proposed with the inclusion of bridge infrastructure in this option.

6	Physical Activity	6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	Significant comparative disadvantage over other options 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.	Significant comparative disadvantage over other options 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.	Significant comparative advantage over other options Local severance on Portenstown Road mitigated to a degree by access to Portenstown Viaduct	Significant comparative advantage over other options Severance overcome by provision of direct replacement.	Significant comparative advantage over other options Severance overcome by provision of direct replacement.	Significant comparative advantage over other options 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	Significant comparative disadvantage over other options Cross Railway journey = nil as crossing remains in place; inaccessible when crossing is closed. Diversions for cars, pedestrians and cyclists when level crossing closed 1.1km 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.	Significant comparative disadvantage over other options Cross Railway journey = nil as crossing remains in place; inaccessible when crossing is closed. Permanent diversion for cars, pedestrians and cyclists 1.1km 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.	Significant comparative disadvantage over other options Cross Railway journey = nil as crossing remains in place; Full access remains for pedestrians and cyclists on closure of the level crossing. Diversions for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired ~1.1km 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.	Significant comparative advantage over other options Cross Railway journey = nil as crossing remains in place; Full access remains for pedestrians and cyclists on closure of the level crossing. Diversions for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired ~0.35km 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.	Significant comparative advantage over other options Cross Railway journey = nil as crossing remains in place; Full access remains for pedestrians and cyclists on closure of the level crossing. Diversions for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired ~0.35km 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.	Significant comparative advantage over other options Cross Railway journey = nil as crossing remains in place; Full access remains for pedestrians and cyclists on closure of the level crossing. Diversions for cars when level crossing closed 1.1km. Diversion for pedestrians, cyclists and mobility impaired ~0.35km 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.	

[illegible]

4	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	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	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options			
				Remains the status quo with potential negative impact on surface water quality. Caret due to vehicle traffic from potential negative impacts with traffic. No construction impacts. Has some comparative advantage over other options.	Removes vehicle traffic from roads and potential negative impacts on surface water quality. Potential negative impacts on surface water quality during construction phase. Potential negative impacts on surface water quality during operation phase. Potential negative impacts on surface and groundwater quality during construction phase. Has some comparative advantage over other options.	Potential Positive impact on surface water quality during operational phase. Potential negative impact on surface and groundwater quality during construction phase. Has some comparative advantage over other options.	Potential Positive impact on surface water quality during operational phase. Potential negative impact on surface and groundwater quality during construction phase. Has some comparative advantage over other options.	Proposed road reduced to have increased flood risk compared to other options. Potential negative impacts on surface and groundwater quality during construction phase. Potential negative impacts on surface and groundwater quality during construction phase. Has some comparative disadvantage over other options.	Proposed road reduced to have increased flood risk compared to other options. Potential negative impacts on surface and groundwater quality during construction phase. Potential negative impacts on surface and groundwater quality during construction phase. Has some comparative disadvantage over other options.	Potential negative impact on surface water quality during operational phase. Potential negative impact on surface and groundwater quality during construction phase. Has some comparative disadvantage over other options.	Potential negative impact on surface water quality during operational phase. Potential negative impact on surface and groundwater quality during construction phase. Has some comparative disadvantage over other options.	Potential negative impact on surface water quality during operational phase. Potential negative impact on surface and groundwater quality during construction phase. Has some comparative disadvantage over other options.	Potential negative impact on surface water quality during operational phase. Potential negative impact on surface and groundwater quality during construction phase. Has some comparative disadvantage over other options.	Potential negative impact on surface water quality during operational phase. Potential negative impact on surface and groundwater quality during construction phase. Has some comparative disadvantage over other options.	Potential negative impact on surface water quality during operational phase. Potential negative impact on surface and groundwater quality during construction phase. Has 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	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		
				No likely impacts.	No likely impacts.	Options 1 and 4 have a direct impact involving a small area of amenity lands in Beach Park.	Under Option 2, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Option 1 will result in significant land loss of amenity lands in Beach Park.	Option 1 will have a direct impact on amenity lands in Beach Park.	Under Option 3, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 4, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 5, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 6, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.		
	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	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			
				No likely impacts.	No likely impacts.	Options 1 and 4 have a direct impact involving a small area of amenity lands in Beach Park.	Under Option 2, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Option 1 will result in significant land loss of amenity lands in Beach Park.	Option 1 will have a direct impact on amenity lands in Beach Park.	Under Option 3, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 4, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 5, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 6, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.		
				Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options.	Lower fill import requirements compared to other options.	Lower fill import requirements compared to other options.	Longer road with overhead requires fill import to the site (Minor negative).	Lower fill import requirements compared to other options.	Long road with overhead requires fill import to the site (Minor negative).	Long road with overhead requires fill import to the site (Minor negative).	Long road with overhead requires fill import to the site (Minor negative).		
				No likely impacts.	No likely impacts.	Options 1 and 4 have a direct impact involving a small area of amenity lands in Beach Park.	Under Option 2, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Option 1 will result in significant land loss of amenity lands in Beach Park.	Option 1 will have a direct impact on amenity lands in Beach Park.	Under Option 3, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 4, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 5, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 6, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.		
	3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/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 encounter contaminated land. High-level assessment based on the likely structural works required and the potential for ground contamination due to historic landfills, site and quarries.	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	Significant comparative advantage over other options	Significant comparative advantage over other options			
				No likely impacts.	No likely impacts.	Options 1 and 4 have a direct impact involving a small area of amenity lands in Beach Park.	Under Option 2, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Option 1 will result in significant land loss of amenity lands in Beach Park.	Option 1 will have a direct impact on amenity lands in Beach Park.	Under Option 3, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 4, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 5, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 6, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.		
				Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options.	Lower fill import requirements compared to other options.	Lower fill import requirements compared to other options.	Longer road with overhead requires fill import to the site (Minor negative).	Lower fill import requirements compared to other options.	Long road with overhead requires fill import to the site (Minor negative).	Long road with overhead requires fill import to the site (Minor negative).	Long road with overhead requires fill import to the site (Minor negative).		
				No likely impacts.	No likely impacts.	Options 1 and 4 have a direct impact involving a small area of amenity lands in Beach Park.	Under Option 2, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Option 1 will result in significant land loss of amenity lands in Beach Park.	Option 1 will have a direct impact on amenity lands in Beach Park.	Under Option 3, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 4, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 5, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 6, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.		
3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	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	Some comparative advantage over other options	Some comparative advantage over other options				
			No changes from an EM perspective therefore advantage over other options.	No changes from an EM perspective therefore advantage over other options.	Options 1 and 4 have a direct impact involving a small area of amenity lands in Beach Park.	Under Option 2, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Option 1 will result in significant land loss of amenity lands in Beach Park.	Option 1 will have a direct impact on amenity lands in Beach Park.	Under Option 3, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 4, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 5, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 6, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.			
			Significant comparative advantage over other options	Significant comparative advantage over other options	Some comparative advantage over other options.	Lower fill import requirements compared to other options.	Lower fill import requirements compared to other options.	Longer road with overhead requires fill import to the site (Minor negative).	Lower fill import requirements compared to other options.	Long road with overhead requires fill import to the site (Minor negative).	Long road with overhead requires fill import to the site (Minor negative).	Long road with overhead requires fill import to the site (Minor negative).			
			No likely impacts.	No likely impacts.	Options 1 and 4 have a direct impact involving a small area of amenity lands in Beach Park.	Under Option 2, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Option 1 will result in significant land loss of amenity lands in Beach Park.	Option 1 will have a direct impact on amenity lands in Beach Park.	Under Option 3, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 4, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 5, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.	Under Option 6, the non-agricultural impact will involve the acquisition of the residential properties. The agricultural impact will result in land loss and new sewerage on a livestock farm holding.			
5	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 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				
				Original Distance maintained to roundabout 500m related. The long closure times associated with the level crossing will impact the amenity of the road.	This option severs access locally across the railway.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.		
				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	Significant comparative advantage over other options			
				Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.		
	4.2	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	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				
				Original Distance maintained to roundabout 500m related. The long closure times associated with the level crossing will impact the amenity of the road.	This option severs access locally across the railway.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.		
				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	Significant comparative advantage over other options			
				Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.		
	4.3	Social Inclusion	Service levels impacts including severance of community groups. Severance from community facilities consequent on an option.	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				
				Original Distance maintained to roundabout 500m related. The long closure times associated with the level crossing will impact the amenity of the road.	This option severs access locally across the railway.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.		
				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	Significant comparative advantage over other options			
				Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.		
6	5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	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				
				Original Distance maintained to roundabout 500m related. The long closure times associated with the level crossing will impact the amenity of the road.	This option severs access locally across the railway.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.		
				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	Significant comparative advantage over other options			
				Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.		
	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 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	Significant comparative advantage over other options	Significant comparative advantage over other options				
				Original Distance maintained to roundabout 500m related. The long closure times associated with the level crossing will impact the amenity of the road.	This option severs access locally across the railway.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.		
				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	Significant comparative advantage over other options			
				Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.		
	5.3	Pedestrian, Cyclist and Vulnerable Road User Safety	Quality of Access for these road users, removal of interface with rail and other modes of transport	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	Significant comparative advantage over other options	Significant comparative advantage over other options				
				Original Distance maintained to roundabout 500m related. The long closure times associated with the level crossing will impact the amenity of the road.	This option severs access locally across the railway.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.		
				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	Significant comparative advantage over other options			
				Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.		
6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	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					
			Original Distance maintained to roundabout 500m related. The long closure times associated with the level crossing will impact the amenity of the road.	This option severs access locally across the railway.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.			
			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	Significant comparative advantage over other options				
			Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.			
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 area/sky attractions related to active mode	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					
			Original Distance maintained to roundabout 500m related. The long closure times associated with the level crossing will impact the amenity of the road.	This option severs access locally across the railway.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Road traffic diverted distance 0.5km (1.1 division route)	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.	Local pedestrian access maintained along ramped access over proposed bridge.			
			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	Significant comparative advantage over other options				
			Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.	Station Accessibility is addressed for all level crossing options in proximity to a station.			

	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
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
5	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

DART+ WEST - MCA Stage 1										
Barbertown Level Crossing Assessment										
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 road/bridge over canal and railway at the level crossing. Pedestrian / Cycle facilities provided for over the bridges. Level Crossing closed.	Road realignment with skewed road/bridge over canal and railway circa 150m southwest of level crossing. Pedestrian / Cycle facilities provided for along diverted road. Level Crossing closed. Turnback facilities provided at railway.	Road realignment with square road/bridges over canal and railway circa 180m northeast of level crossing. Pedestrian / Cycle facilities provided for along diverted road. Level Crossing closed. Turnback facilities provided at railway.	Road realignment with square road/bridge 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	Economy	1.1 Construction and Land Cost	Assessment of cost of construction of option, land costs and temporary works	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
		1.2 Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied 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
		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.	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
	Integration	2.1 Transport Integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities. Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	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
		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.	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
		2.3 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 rated comparable to one another.	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	Economy	2.4 Other Government Policy Integration	Integration with other Government policy such as the NPP and RSES.	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
		3.1 Noise and Vibration	Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualitative criteria are also used where necessary to differentiate between 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
		3.2 Air Quality and Climate	Options closer to more sensitive locations will have an increased risk of changes in air quality during construction or operational phases. However, qualitative criteria are also used where necessary to differentiate between 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
	Environment	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.	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
		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	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
		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	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
3	Economy	3.6 Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	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
		3.7 Geographical Integration	Integration with other Government policy such as the NPP and RSES.	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
		3.8 Noise and Vibration	Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualitative criteria are also used where necessary to differentiate between 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
	Environment	3.9 Air Quality and Climate	Options closer to more sensitive locations will have an increased risk of changes in air quality during construction or operational phases. However, qualitative criteria are also used where necessary to differentiate between 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
		3.10 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.	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
		3.11 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	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 disadvantage over other options	Some comparative disadvantage over other options	Significant comparative disadvantage over other options	Some comparative disadvantage over other options	Significant 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.	No likely impacts.	Minimal changes likely - no likely significant impacts.	Properties on either side of the road to the south-west of the railway would severely restrict the construction of an other route at this location without partial or complete property acquisition.	Under Option 2, there will be a direct impact on agricultural lands used for equine stock resulting in landtake and severance.	Option 3 will have a direct impact on three agricultural properties including a significant impact on an equine farm holding due to landtake and land severance.	Under Option 4, there will be a direct impact on agricultural lands used for equine stock resulting in landtake and severance.	Option 5 will involve minor landtake of agricultural lands on one property and is therefore rated as Significant Advantage over other options.	Impact mainly within Irish Rail property boundary and resilience about during construction stage. Agricultural farmland impacts due to need to acquire a strip of farmland further details required for full assessment.		
		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 encounter contaminated land. High-level assessment based on the likely structures/works required and the potential for ground contamination due to historic landfills, pits and quarries.	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	Some comparative advantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other options	Although overbridge and approach roads construction requires less fill import to the site, the savings from the railway lowering are much more likely to include ground contamination (consideration to high risk, subject to further investigation). Comparative disadvantage is due to likelihood of ground contamination and more extensive length of works interfacing with the canal.	
		No direct impacts.	No direct impacts.	Lower fill import requirements compared to other options.	Lower fill import requirements compared to other options.	Long route with overbridge require fill import to the site (Minor negative).	Lower fill import requirements compared to other options.	Lower fill import requirements compared to other options.				
3.8	Geology and Soils (including Waste)		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 advantage over other options	Some comparative disadvantage over other options		
		No change from an EMF perspective therefore advantage over other options.	No change from an EMF perspective therefore advantage over other options.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.			
3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	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 advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options		
		No change from an EMF perspective therefore advantage over other options.	No change from an EMF perspective therefore advantage over other options.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.	It is assumed that the routing of the cabling, the location of existing substations, substations 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 EMF perspective at this stage in the assessment.			
4	Accessibility & Social Inclusion	4.1 Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	Some comparative disadvantage over other options	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	
			With the level crossing becoming effectively closed on implementation of the proposed working timetable and with no provision for emergency interventions 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 emergency interventions for vulnerable groups, the majority of users will be diverted onto the adjacent road network.	Original Distance from R121 junction to Barretstown North Road junction 300m retained.	Diverted distance route 587m (2.0x diversion route).	Diverted distance route 780m (2.6x diversion route).	Diverted distance route 948m (3.1x diversion route).	Diverted distance route 948m (3.1x diversion route).	This option is of benefit to low income groups, enhancing access to public transport.		
		4.2 Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	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
			It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality	It is considered that alterations at Barretstown will not significantly affect access to stations in the locality
		4.3 Social Inclusion	Service levels impacts including severance of community groups. Severance from community facilities consequent on an option.	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 advantage over other options	Some comparative advantage over other options	Significant comparative advantage over other options
			Cross Railway journey = nil as crossing remains in place; inaccessible when crossing is closed.	Cross Railway journey = nil as crossing remains in place; inaccessible when crossing is closed.	Permanent diversion for cars, pedestrians and cyclists when level crossing closed 5.0m.	Permanent diversion for cars, pedestrians and cyclists 1.1m	This option does not cause community severance.	This option does not cause community severance.	Diverted distance route 587m (2.0x diversion route).	Diverted distance route 780m (2.6x diversion route).	Diverted distance route 948m (3.1x diversion route).	Pedestrian, and cyclist and non motorised road users catered
5	Safety	5.1 Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	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	Some comparative advantage over other options	Significant comparative advantage over other options	
			This option lowers the railway level crossing in place, a characteristic which is considered negative from the perspective of railway safety.	This option removes the railway level crossing, a characteristic which is considered positive from the perspective of railway safety.	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 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 crossing alternative.	Closing the crossing with no alternative would result in diversion 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 alternative.	
		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	Some 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	Significant comparative advantage over other options	Some comparative disadvantage over other options	Significant comparative advantage over other options
			This option results in traffic diversions of up to 3.5m and increased congestion on the local road network.	Closing the crossing with no alternative would result in diversion of road traffic onto longer routes but would avoid congestion at the local road network.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Closing the crossing would have a disadvantage on vehicular traffic as traffic will have to be diverted	This option closes the level crossing - removes a significant hazard to transport users.	
		5.3 Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users. removal of interfaces	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 advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options
			Diverted road users will be required to negotiate up to 40m of level crossing. Remaining road users will be required to negotiate up to 40m of level crossing. Remaining road users will be required to negotiate up to 40m of level crossing.	This option closes the level crossing - removes a significant hazard to transport users.	Original Distance from R121 junction to Barretstown North Road junction 300m retained.	Diverted distance route 587m (2.0x diversion route).	Diverted distance route 780m (2.6x diversion route).	Diverted distance route 948m (3.1x diversion route).	Diverted distance route 948m (3.1x diversion route).	No diversion for pedestrian and cyclists	This option closes the level crossing. It provides a new link along approximately the same line as the original.	
6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	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 other options	
		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 increased closures of the level crossing would reduce access to the Royal Canal Greenway. See also Transport Integration above.	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities
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/attractions related to active mode	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 other options	
		Cross Railway journey = nil as crossing remains in place; inaccessible when crossing is closed.	Cross Railway journey = nil as crossing remains in place; inaccessible when crossing is closed.	Permanent diversion for cars, pedestrians and cyclists when level crossing closed 5.0m.	Permanent diversion for cars, pedestrians and cyclists 5.0m	Diversion for cyclists when level crossing closed 0.30m.	Diversion for cyclists when level crossing closed 0.30m.	Diversion for cyclists when level crossing closed 0.30m.	Diversion for cyclists when level crossing closed 0.30m.	Diversion for cyclists when level crossing closed 0.30m.	Diversion for cyclists when level crossing closed 0.30m.	Diversion for cyclists when level crossing closed 0.30m.

5	Safety	5.1	Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	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
				This option leaves the railway level crossing in place, a characteristic which is considered negative from the perspective of railway safety.	This option removes the railway level crossing, a characteristic which is considered positive from the perspective of railway safety.	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 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 crossing alternative.	Closing the crossing with no alternative would result in diversion 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 alternative.
		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	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
				This option retains the level crossing – a significant hazard to transport users.	Closing the crossing with no alternative would result in diversion of road traffic onto longer routes but would avoid congestion at the level crossing.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Providing a segregated crossing would have a significant advantage as vehicular traffic is not crossing the live rail.	Closing the crossing would have a disadvantage on vehicular traffic as traffic will have to be diverted	This option closes the level crossing – removes a significant hazard to transport users.
		5.3	Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users, removal of interfaces	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	Significant comparative advantage over other options	Significant comparative advantage over other options
				The curtailed availability of access over the level crossing associated with this option will divert vulnerable road users onto the existing road network.	This option closes the level crossing – removes a significant hazard to transport users.	Original Distance from R121 junction to Barretstown North Road junction 300m retained.	Diverted distance route 587m (2.0x diversion route).	Diverted distance route 780m (2.6x diversion route).	Diverted distance route 948m (3.1x diversion route).	Diverted distance route 948m (3.1x diversion route).	No diversion for pedestrian and cyclists	This option closes the level crossing. It provides a new link along approximately the same line as the original.
		6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	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
				No cycle tracks currently present on the immediately surrounding road network, but increased closure 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.	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	This option supports good linkage to proposed cycle facilities	The quality of access to the train station for pedestrians and cyclists is good in respect of this option.	This option supports good linkage between existing and proposed cycle facilities
		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 access/attractions related to active mode	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
				Cross Railway journey = nil as crossing remains in place; inaccessible when crossing is closed.	Cross Railway journey = nil as crossing remains in place; inaccessible when crossing is closed.	Permanent diversion for cars, pedestrians and cyclists 5.0m	Permanent diversion for cars, pedestrians and cyclists 5.0m	Permanent diversion for cars, pedestrians and cyclists 5.0m	Permanent diversion for cars, pedestrians and cyclists 5.0m	Permanent diversion for cars, pedestrians and cyclists 5.0m	Permanent diversion for cars, pedestrians and cyclists 5.0m	Permanent diversion for cars, pedestrians and cyclists 5.0m

		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 options	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	Significant comparative disadvantage over other options
2	Integration	Some 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 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	Significant 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 advantage over other options	Some comparative advantage over other options	Significant comparative disadvantage over other options
4	Accessibility and social inclusion	Significant 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 advantage over other options	Some comparative advantage over other options	Some comparative advantage 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	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 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
	Progress To Stage 2	No	No	No	Yes	No	Yes	Yes	Yes	No

DART+ WEST - MCA Stage 1							
Blakestown Level Crossing Assessment							
	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)	Do Nothing	Do Minimum	Option 1
					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.	Proposed Pedestrian and Cycle Bridge with nested ramps.
1	Economy	1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs, acquisition costs and temporary works	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options
					The level crossing is currently under CCTV control. To maintain the level crossing, the furniture and signalling associated with it will need replacement	Cost of removing crossing is low in comparison to provision of road crossing.	Construction costs of this option will be comparative to other options as the provision of a pedestrian cycle bridge within the canal environs will require significant temporary and permanent works. The cost to acquire land will be lower than other options providing full access
		1.2	Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied options moving them	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other 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.	An overbridge would increase decrease maintenance requirements and operating costs over a level crossing.
		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 disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
					Existing connectivity maintained but with reduced capacity as train frequencies increase, resulting in increase in journey times for local residents.	Displacement of traffic onto alternative routes; increase in journey times for local residents.	Displacement of traffic onto alternative routes; increase in journey times for local residents.
		2.1	Transport Integration	Impact on scope for and ease of interchange between modes. Impact on the operation of other transport services both during construction and in operation. New interchange nodes and facilities; Reduced walking and wait times associated with interchanges. Modal shift figures during construction and operations. Changes to journey times to transport nodes.	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
					Existing connectivity maintained, albeit with increased disruption from increased train frequencies. There is no cycle route proposed on Blakestown Road in the GDA Cycle Network Plan.	Reduction in local permeability. Reduced access to Royal Canal Cycle Route.	Reduction in local permeability. Access to Royal Canal Cycle Route maintained

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.	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options
					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. 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. Leixlip 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. Leixlip 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.
		2.3	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 rated comparable to one another.	Comparable to other options	Comparable to other options	Comparable to other options
					No impact on Geographical Integration	No impact 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	Some comparative advantage over other options	Some comparative advantage 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- (NS04), 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- (NS04), 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- (NS04), RSES & GDA Transport Strategy). However would not meet Smarter Travel policy.
3	Environment	3.1	Noise and Vibration	Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualitative criteria are also used where necessary to differentiate between the options.	Comparable to other options	Comparable to other options	Comparable to other 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.
		3.2	Air Quality and Climate	Local air quality effects. No of number of receptors within 50m.	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
					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.
		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.	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options
					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.
		3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
					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.
		3.5	Cultural, Archaeological and Architectural Heritage	Overall effect on cultural, archaeological and architecture heritage resource. Likely effects on RPS, National Monuments, SMRs, Conservation areas, etc. Number of designated sites/structures (by level of designation) directly impacted by scheme (landtake)	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
					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. B06-14). Potential to encounter unknown archaeological deposits that may survive in undeveloped areas.
		3.6	Water Resources	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
					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.

		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.	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
					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.
		3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Soil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
					No significant direct impacts.	No significant direct impacts.	No significant direct impacts as minimal earthworks are required.
		3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
					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.
		4.1	Impact on Vulnerable Groups	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
					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. This relates to a small number of uses of the level crossing	With the level crossing 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. This relates to a small number of uses of the level crossing	Provision of a pedestrian / cycle bridge addresses any local disruption caused by closing the level crossing. Usage is, however low.
		4.2	Stations Accessibility	Quantification of increased service levels to the vulnerable groups.	Comparable to other options	Comparable to other options	Comparable to other options
4	Accessibility & Social inclusion				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
		4.3	Social Inclusion	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
					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	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	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
		5.1	Rail Safety	Safety for Rail users – removal of LC positive in this respect	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options
					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
		5.2	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	Comparable to other options	Comparable to other options
					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 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	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
5	Safety						

		5.3	Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users. removal of interfaces	Some comparative disadvantage over other options This option effectively results in pedestrians, cyclists and vulnerable road users onto the local road network. If the railway remains open, interface issues remain. The low level of usage and rural setting is noted	Some comparative disadvantage over other options 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.	Some comparative advantage over other options Original Distance from access to farm to R148 junction 270m retained.
6	Physical Activity	6.1	Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	Some comparative disadvantage over other options 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.	Some comparative disadvantage over other options 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.	Some comparative advantage over other options 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 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.	Some comparative disadvantage over other options 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.	Some comparative advantage over other options 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