

<b>DART+ West - MCA Stage 2</b>						
<b>Blakestown Level Crossing Assessment</b>						
	<b>Parameter</b>		<b>Criteria</b>	<b>Sub-Criteria (Quantitative/ Qualitative)</b>	<b>Do Minimum</b>	<b>Option 1</b>
					Closure of the existing crossings with no alternative provided. All traffic would be diverted to alternative routes around the crossing location.	Pedestrian Cycle Bridge with Nested Ramps at the Level Crossing
1	Economy	1.1	<b>Construction and Land Cost</b>	Assessment of cost of construction of option, land costs, acquisition costs and temporary works	<b>Significant comparative advantage over other options</b>	<b>Significant comparative disadvantage over other options</b>
					This option includes the costs of urban roadworks across green fields to cross the railway and canal via raised embankment and two single span bridges. Includes 2No. roundabouts and the acquisition of two houses.	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	<b>Long Term Maintenance costs</b>	Ongoing annual maintenance costs associated with varied options moving them	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>
					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	<b>Traffic Functionality /economic benefit</b>	Benefits to vehicular traffic through reduction in journey time lengths and delays through removal of level crossings. Consideration of potentially longer routes for traffic.	<b>Comparable to other options</b>	<b>Comparable to other options</b>
					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	<b>Transport Integration</b>	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.	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>		
			Reduction in local permeability. Reduced access to Royal Canal Cycle Route.	Reduction in local permeability. Access to Royal Canal Cycle Route maintained		

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2	Integration	2.2	<b>Land Use Integration</b>	Impact on land use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local and regional planning documents.	<p><b>Comparable to other options</b></p> <p>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.</p>	<p><b>Comparable to other options</b></p> <p>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.</p>
		2.3	<b>Geographical Integration</b>	Impact on improvement of external links. Desire to link various geographical – mostly neutral due to localised nature of the level crossings. Overall electrification scheme would be highly positive.	<p><b>Comparable to other options</b></p> <p>No significant effect on geographical integration.</p>	<p><b>Comparable to other options</b></p> <p>No significant effect on geographical integration.</p>
		2.4	<b>Other Government Policy Integration</b>	Integration with the other Government policy such as the NPF and RSES.	<p><b>Comparable to other options</b></p> <p>This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF- (NS04), RSES &amp; GDA Transport Strategy). However would not meet Smarter Travel policy.</p>	<p><b>Comparable to other options</b></p> <p>This option would support the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF- (NS04), RSES &amp; GDA Transport Strategy). However would not meet Smarter Travel policy.</p>
		3.1	<b>Noise and Vibration</b>	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.	<p><b>Comparable to other options</b></p> <p>Removes vehicle traffic emissions. Likely to have some short-term construction impacts.</p>	<p><b>Comparable to other options</b></p> <p>Removes vehicle traffic emissions. Likely to have some short-term construction impacts.</p>

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3	Environment	3.2	<b>Air Quality and Climate</b>	Local air quality effects. No of number of receptors within 50m.	<b>Comparable to other options</b> Removes vehicle traffic therefore requiring longer trips on alternative routes for some traffic, however removes localised traffic impacts. Some short-term construction impacts.	<b>Comparable to other options</b> 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	<b>Landscape and Visual (including light)</b>	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.	<b>Significant comparative advantage over other options</b> Loss of local connectivity. Minimal impact on existing landscape or visual characteristics - no likely significant landscape or visual impacts.	<b>Significant comparative disadvantage over other options</b> Significant visual impact on setting of 13th Lock / Deey Bridge (a protected structure and protected view in Kildare Development Plan) and one residential property north of lock.
		3.4	<b>Biodiversity (flora and fauna)</b>	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	<b>Some comparative advantage over other options</b> No direct impacts.	<b>Some comparative disadvantage over other options</b> 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	<b>Cultural, Archaeological and Architectural Heritage</b>	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)	<b>Some comparative advantage over other options</b> No direct impacts likely positive effects to Deey bridge and 13th Lock due to removal of traffic.	<b>Some comparative disadvantage over other options</b> 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	<b>Water Resources</b>	Overall potential significant effects on water resource attributes likely to be affected during construction and operation.	<b>Some comparative advantage over other options</b> Removes vehicular traffic borne pollutants. Minimal construction phase impacts are likely. Some comparative advantages over other options.	<b>Some comparative disadvantage over other options</b> Potential negative impact on surface and groundwater quality during construction phase.

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		3.7	<b>Agriculture and Non-Agricultural</b>	Overall impact on land take & property. Number of properties to be impacted/acquired. Likely temporary or permanent severance effects, etc.	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>
					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	<b>Geology and Soils (including Waste)</b>	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.	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>
				No significant direct impacts.	No significant direct impacts as minimal earthworks are required.	
		3.9	<b>Radiation and Stray Current</b>	Overall likely impact on existing sources of electromagnetic radiation.	<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>
					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	<b>Accessibility &amp; Social</b>	4.1	<b>Impact on Vulnerable Groups</b>	Impacts on low income groups, non-car owners, mobility impaired, visually impaired and people with a disability.	<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>
					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.	Provision of a pedestrian / cycle bridge addresses any local disruption caused by closing the level crossing.
					This relates to a small number of uses of the level crossing	Usage is, however low.
					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	

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	<b>inclusion</b>	4.2	<b>Stations Accessibility</b>	Quantification of increased service levels to the vulnerable groups.	<b>Comparable to other options</b> It is considered that alterations at Blakestown will not significantly affect access to stations in the locality	<b>Comparable to other options</b> It is considered that alterations at Blakestown will not significantly affect access to stations in the locality
		4.3	<b>Social Inclusion</b>	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).	<b>Comparable to other options</b> 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. There are no community facilities affected by closure of this level crossing.	<b>Comparable to other options</b> 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. There are no community facilities affected by closure of this level crossing.
5	<b>Safety</b>	5.1	<b>Rail Safety</b>	Safety for Rail users – removal of LC positive in this respect	<b>Comparable to other options</b> 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	<b>Comparable to other options</b> 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	<b>Vehicular Traffic Safety</b>	Quality of Access for these road users, lengths of diversions, removal of interface with rail and other modes of transport	<b>Comparable to other options</b> 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	<b>Comparable to other options</b> 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
		5.3	<b>Pedestrian, Cyclist and Vulnerable Road user Safety</b>	Quality of Access for these road users. removal of interfaces	<b>Some comparative disadvantage over other options</b> 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.	<b>Some comparative advantage over other options</b> Original Distance from access to farm to R148 junction 270m retained.

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6	Physical Activity	6.1	<b>Connectivity to adjoining cycling facilities</b>	Analysis of the extent that the scheme connects with cycle tracks.	<p><b>Some comparative disadvantage over other options</b></p> <p>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.</p>	<p><b>Some comparative advantage over other options</b></p> <p>Severance overcome by provision of direct replacement.</p>
		6.2	<b>Permeability and local access opportunity</b>	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	<p><b>Some comparative disadvantage over other options</b></p> <p>Cross Railway journey = nil as crossing remains in place; Inaccessible when crossing is closed.</p> <p>Diversion for cars, pedestrians and cyclists when level crossing closed 0.6km East and 1.6km West</p> <p>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.</p>	<p><b>Some comparative advantage over other options</b></p> <p>Severance overcome by provision of direct replacement.</p>
			Criteria		Do Minimum	Option 1
1			<b>Economy</b>		<b>Significant comparative advantage over other options</b>	<b>Significant comparative disadvantage over other options</b>
2			<b>Integration</b>		<b>Significant comparative disadvantage over other options</b>	<b>Significant comparative advantage over other options</b>
3			<b>Environment</b>		<b>Some comparative advantage over other options</b>	<b>Some comparative disadvantage over other options</b>
4			<b>Accessibility and social inclusion</b>		<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>
5			<b>Safety</b>		<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>
6			<b>Physical Activity</b>		<b>Some comparative disadvantage over other options</b>	<b>Some comparative advantage over other options</b>
			<b>Preferred</b>		<b>Yes</b>	<b>No</b>