

DART+ West - MCA Stage 2								
Ashtown Level Crossing Assessment								
Parameter	Criteria	Sub-Criteria (Quantitative/Qualitative)	Option 2	Option 3	Option 4 & 4b	Option 6		
			<p>Under Rail and Canal Mill Lane: This option would entail re-routing Ashtown Road along its old alignment (pre Royal Canal) on Mill Lane and passing under both the railway and the Royal Canal. The option can accommodate a cross section of a 6.5m carriageway with 2m footpaths on both sides and 2.5m two-way cycle track on the eastern side. An at-grade turning head and drop-off will be provided to the south of Ashtown Station.</p> <p>The length of the option is approximately 150m on the northern side and 300m south of the rail line. The option would drop to an approximate level of 37.5m above MSL under the rail which is at a level of 45.6m above MSL at the crossing point. On the southern side a separate pedestrian and cyclist link and link to the riding school are proposed to maintain access for non-motorised use these would have cross section of 4.0m.</p> <p>It is feasible to cross at this location, as it is upstream of the double lock on the canal and the canal is at the same approximate level as the adjacent railway. This option would require some property acquisition and modifications to existing accesses.</p>	<p>Overbridge on Mill Lane This option would entail re-routing Ashtown Road along its old alignment (pre Royal Canal) on Mill Lane and passing over both the railway and the Royal Canal. The option can accommodate a cross section of a 6.5m carriageway with 2m footpaths on both sides and 2.5m two-way cycle track on the eastern side. An at-grade turning head and drop-off will be provided to the south of Ashtown Station.</p> <p>The length of the option is approximately 300m each side of the rail line and canal. The option would rise to an approximate deck level of 52.9m OD which is at a level of 45.6m OD at the crossing point. On the southern side a separate pedestrian and cyclist link and link to the riding school are proposed to maintain access for non-motorised use these would have cross section of 4.0m.</p> <p>It is feasible to cross at this location, as it is upstream of the double lock on the canal and the canal is at the same approximate level as the adjacent railway. This option would require some property acquisition and modifications to existing accesses. It would pass through the grounds of the listed Ashton House.</p>	<p>This option is considered in combination with Option 4 described with 4 a. and also includes a pedestrian cycle overbridge structure with a 4m wide cross section (Option 4B) over the canal and railway. It include the demolition of the existing cable stayed footbridge at the level crossing and the station footbridge to provide space for the proposed bridge.</p> <p>The proposed bridge would cross the rail and Canal at a level of approximately 50.0m above MSL where the rail is at a level of 44.8m above MSL and the canal at a level of 39.4m above MSL.</p>	<p>This option would cross the railway and canal approximately 250m east of the existing level crossing. It incorporates a tightly curves plan layout which facilitates a link to the existing Ashtown road at the train station. The link would traverse the green area between Ashtown Station and Martin Savage Park and would climb to cross over the railway and canal to tie into the new circulation roads through the Pelletstown Development. The option can accommodate a cross section of a 6.5m carriageway with 2m footpaths and 1.75m cycle tracks on both sides.</p> <p>The option would bridge over the railway and canal with approach gradients of 6% either side. The rail level at the crossing is approximately 42.1m above MSL and the canal at 39.3m above MSL with the bridge level over the railway at 50.00m above MSL. The road level crests to a height of 52.0m above MSL, 60m south of the rail line before descending over the rail and canal. The option can be walled or can be constructed with open embankments to provide a softer texture to the scheme. The provision of landscaped embankments would result in a need for more land acquisition.</p> <p>There would also be impacts on Martin Savage park home to St Oliver Plunket's GAA club to the south and would be located within zoned housing development land within the Ashtown - Pelletstown SDZ to the north of the rail line and canal.</p>		
1	Economy	1.1	Construction and Land Cost	Assessment of cost of construction of option, land costs, acquisition costs and temporary works	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
					Construction cost impacts are high due to direct impacts on canal and existing rail and more difficult construction. Land costs lower than option to east into zoned lands.	This option requires a crossing of the canal and railway on skew and an extended road alignment through the listed Ashton House property to facilitate a tie in to the north of the canal and railway.	Additional pedestrian / cycle overbridge required in Ashtown. Some realignment and improvement works required on River Road. A two or three span bridge configuration is anticipated here requiring construction activity between the canal and the railway	Construction costs lowest for option but impact on zoned lands to the north and impact on sports facilities to the south would result in higher costs.
		1.2	Long Term Maintenance costs	Ongoing annual maintenance costs associated with varied options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
					A fixed bridge will reduce maintenance requirements over a level crossing or other mechanical solution. Bridge option would determine overall maintenance costs.	A fixed bridge will reduce maintenance requirements over a level crossing or other mechanical solution. Bridge option would determine overall maintenance costs. The likely need for elevated approach ramps along the northern approach to the bridge from the level crossing results in an additional ongoing maintenance cost	A fixed bridge will reduce maintenance requirements over a level crossing or other mechanical solution. Bridge option would determine overall maintenance costs, 2No. In this case.	An overbridge would increase the maintenance requirements over a level crossing, though it would not be significantly more so than other options
		1.3	Traffic Functionality /economic benefit	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 advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
					Improvement in journey times; potential for induced trips; potential to increase congestion at Ashtown Roundabout as a result of induced traffic.	Improvement in journey times; potential for induced trips; potential to increase congestion at Ashtown Roundabout as a result of induced traffic.	Some increase in journey time; potential for induced trips. Journey Time deterioration - 7% on opening vs existing, 19% on opening vs replacement route	Improvement in journey times; potential for induced trips; potential to increase congestion on surrounding road network as a result of induced traffic.

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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 advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options
				Improved interchange between modes, subject to satisfactory access to train station platforms. General reduction in journey times. The route is largely on the desire line of transport customers. Cycle track provided	Improved interchange between modes, subject to satisfactory access to train station platforms. General reduction in journey times. The route is largely on the desire line of transport customers. Cycle track provided	Improved interchange between modes, subject to satisfactory access to train station platforms. General reduction in journey times. Bus services may be impacted as a result of the proposed diversion along the narrow River Road. Cycle track provided.	Improved interchange between modes, subject to satisfactory access to train station platforms. General reduction in journey times. There may be severance to existing connectivity on the northern side of the canal and railway as a result of the construction of the required approach ramps. Slightly more circuitous route for pedestrians & cyclists. Cycle track provided.	
		2.2	Land Use Integration	Impact on land use strategies and regional and local plans. Assessment of support for land use factors local land use and planning. Inclusion of project in relevant local planning documents.	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options
				Underbridge online option on mill lane: At local planning policy level, a small section of this option is located on DCC (DP) lands close to Ashtown Station, zoned Z11 and also contains the conservation area of the Royal Canal. The remainder of this option is located in FDP area; relevant zoning includes "High Technology" (to the south of the Canal) and travel north of the canal into the start of a large area of land zoned "High Amenity". This option is within close proximity to the future Navan Road Parkway LAP (map based objective: LAP 13.B) and is likely to support overall land use and transport planning integration. Subject to further design and traffic data.	Overbridge on Mill Lane: At local planning policy level, Option 3 is similar to Option 2, however its entire extent is located within the FDP area only; relevant zoning includes "High Technology" (to the south of the Canal). This route travels along the eastern boundary of a large area of land zoned "High Amenity" (north of the canal). The introduction of a new overbridge in a High Amenity area would not work towards "Objective NH51 (FCDP) "Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place". However, for the most part this option follows existing road networks which would reduce the overall impact on those lands. The option travels east of the future Navan Road Parkway LAP (map based objective: LAP 13.B) which would be linked by vehicular, pedestrian and cycle access. This option is likely to work towards overall land use and transport planning integration in this local area. Subject to further design and traffic data.	At local level, the majority Option 4 is located within lands zoned by Fingal DP as "High Amenity". The route travels close to the boundary of the existing Coolmine Rugby Club and could support Fingal DP local map-based Specific Objective 136 "Facilitate pedestrian access from Coolmine Rugby Club grounds over the Canal adjacent to the Phoenix Park Railway Station" However, the introduction of a new road infrastructure in "High Amenity" zoned land would go against Objective NH51 (FCDP) "Protect High Amenity areas from inappropriate development and reinforce their character, distinctiveness and sense of place".	Option 6 is located entirely within the DCDP area. This option is located on lands zoned Z11 'canal, coastal and river amenities' associated with the royal canal and travels along the north edge of the existing Martin Savage Park (GAA pitch) (Z9 zoned - recreational, amenity and open space). North of the Canal it travels through currently a greenfield site, zoned for residential use in the Pelletstown Action Area Plan 2014. This option goes against the LAP residential zoning. Option 6 will have an impact on the functionality of the GAA/ amenity lands and will also impact on the future zoned residential land. On the north side of the canal, Option 6 is routed through a permitted residential development (DCC Ref. 3666/15, ABP ref. PL29N.246373). This option will have a profound impact on this approved development.	
	2.3	Geographical Integration	Alternative level crossing options are mostly neutral in respect of Geographical Integration due to localised nature of the level crossings.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	
			No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.	No significant effect on geographical integration.		
	2.4	Other Government Policy Integration	Integration with the other Government policy such as the NPF and RSES.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	
			This option supports the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF, RSES, GDA Transport Strategy).	This option supports the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF, RSES, GDA Transport Strategy).	This option supports the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF, RSES, GDA Transport Strategy).	This option supports the delivery of the higher level national and regional planning policies regarding the DART Expansion programme (NPF, RSES, GDA Transport Strategy).		

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3.1	Noise and Vibration	Estimated number of sensitive properties within 100m of the works. Options closer to more sensitive locations will have an increased risk of generating a noise impact. However, qualitative criteria are also used where necessary to differentiate between the options.	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
			Moves traffic to rear of apt block from current road layout. This option will introduce additional noise to the rear apartments while also decreasing road traffic noise levels to the apartments currently facing the front of the apartment block. Construction phase of this option will be more significant due to the excavation required. 198 dwellings within 100m.	Moves traffic to rear of apt block from current road layout. This option will introduce additional noise to the rear apartments while also decreasing road traffic noise levels to the apartments currently facing the front of the apartment block. Construction phase of this option will be less significant than Option 2 due to less excavation required. 150 dwellings within 100m.	Operational traffic impacts will affect 2 dwellings. Pedestrian crossing will have impacts during construction. 148 dwellings within 100m of both vehicular route and pedestrian crossing. Only 2 properties within 100m of the vehicular route.	Moves traffic to rear of apt block from current road layout. This option will introduce additional noise to the rear apartments while also decreasing road traffic noise levels to the apartments currently facing the front of the apartment block. 220 dwellings within 100m.	
3.2	Air Quality and Climate	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 disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
			Moves traffic to rear of apt block from current road layout. 130 dwellings within 50m where traffic has been moved from front to back. Embodied carbon for new bridge. Potential for construction phase dust impact is not significant when mitigation measures are put in place.	Pedestrian crossing will have impacts during construction. 52 dwellings within 50m of both vehicular route and pedestrian crossing. Potential for construction phase dust impact is not significant when mitigation measures are put in place.	Pedestrian crossing will have impacts during construction. 31 dwellings within 50m of pedestrian crossing. Pedestrian crossing will have impacts during construction. Only 1 property within 50m of the vehicular route of operational traffic. Two separate bridges will increase embodied carbon for this option. Potential for construction phase dust impact is not significant when mitigation measures are put in place.	Moves traffic to new route away from current route and therefore impacts on properties. 91 dwellings within 50m. This option also brings additional traffic to proximity of a school (highly sensitive receptor). Potential for construction phase dust impact is not significant when mitigation measures are put in place.	
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.	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	
			Option will have a very significant impact on boundary trees/woodlands, entrance gates and lodge at Ashton (Ashtown) House, a protected structure (No. 690). Lands of Ashton House and the corridor of the Royal Canal west of Longford Bridge are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan. Very significant visual impact for setting of 10th Lock on Royal Canal. Significant impact due to removal of roadside tree-lined hedgerows leading to railway - significant impact for Ashtown Stables. Further detail required to for full assessment of likely significant impacts.	Option will have a very significant impact on boundary trees/woodlands, entrance gates and lodge at Ashton (Ashtown) House, a protected structure (No. 690). Lands of Ashton House and the corridor of the Royal Canal west of Longford Bridge are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan. Very significant visual impact for setting of 10th Lock on Royal Canal. Significant impact due to removal of roadside tree-lined hedgerows leading to railway - significant impact for Ashtown Stables. Further design detail required for further detailed assessment.	Alignment will have a very significant impact on the landscape character and structure, trees and woodlands of lands between Ashtown Lodge (and its associated lodge) and Coolmine Rugby Club. Alignment will impact existing landscape character of River Road and lands north to the Tolka River. The majority of the lands are laid out in mature parkland with trees, walks, and boundary woodland - all of which will be impacted by the alignment. The lands and the corridor of the Royal Canal are zoned High Amenity and identified as a Nature Development Area in the Fingal Development Plan. Tree and Woodland preservation objectives in Fingal Development Plan apply to the lands. Pedestrian/cycle bridge will have a significant impact on trees/hedgerows along the royal canal and on open space north of Martin Savage Park. The bridge overswings the canal in a visually incongruous manner. Royal canal corridor is a conservation area in the Dublin City Development Plan. Lands south of the canal are zoned open space (Z9) for the protection, provision and improvement of recreational amenity, open space and green networks.	Option will have a significant impact on boundary trees/hedgerows along the railway / canal corridor (a conservation area in the Dublin City Development Plan). Option will have a very significant impact on open space and Oliver Plunket's GAA club/pitches at Martin Savage Park. Options would have a very significant impact on mature tree-lined hedgerow and linear open space between the established residential developments of Kempton Green and Ashbrook. NOTE: Option cuts through a permitted residential development on north side of canal - with very significant implications for the permitted layout (DCC Ref. 3666/15, ABP ref. PL29N.246373 - Active planning application 2596/20) Option will have very significant visual impact for properties at Ashbrook, Kempton Green, and for users of Martin Savage Open Space and the Royal Canal.	

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3	Environment	3.4	Biodiversity (flora and fauna)	Potential compliance/conflict with biodiversity objectives; Indirect impacts on protected species, designated sites; Overall effect on nature conservation resource.	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options
					This option is hydrologically connected to European sites downstream in the Tolka Estuary and Dublin Bay. There is no risk of Likely Significant Effects to this or any other European site. There is potential for impacts to Royal Canal pNHA arising from noise, artificial lighting and impacts to water quality during construction. Demolition of old Mill lane buildings may impact bats.	This option is hydrologically connected to European sites downstream in the Tolka Estuary and Dublin Bay. There is no risk of Likely Significant Effects to this or any other European site. There is potential for impacts to Royal Canal pNHA arising from noise, artificial lighting and impacts to water quality during construction. Demolition of old Mill lane buildings may impact bats. Loss of woodland habitat is anticipated.	This option is hydrologically connected to European sites downstream in the Tolka Estuary and Dublin Bay. There is no risk of Likely Significant Effects to this or any other European site. There is potential for impacts to Royal Canal pNHA arising from noise, artificial lighting and impacts to water quality during construction. Loss of woodland, marsh, treeline and hedgerow habitat is anticipated.	This option is hydrologically connected to European sites downstream in the Tolka Estuary and Dublin Bay. There is potential for impacts to Royal Canal pNHA arising from noise, artificial lighting and impacts to water quality during construction. Permanent loss of habitat and disturbance to Light-bellied Brent Goose (Qualifying Interest of SPAs) which are known forage in significant numbers at Ashtown Playing Pitches.
		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 disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options
					Direct impacts on gate lodge, entrance and demesne associated with Ashton House (RPS 0690). Indirect impacts on mill and outbuildings (RPS 691) and Pelletstown House (structure of architectural merit). Potential indirect impacts on Royal Canal (RPS No. 944a) and the Royal Canal 10th Lock (RPS No. 944b). Potential to encounter archaeological deposits that may survive in undeveloped areas and path of former road way.	Direct impacts on gate lodge, entrance and demesne associated with Ashtown House (RPS No. 0690). Indirect impacts on mill and outbuildings (RPS No. 691) and Pelletstown House (structure of architectural merit). Potential indirect impacts on Royal Canal (RPS No. 944a) and the Royal Canal 10th Lock (RPS No. 944b). Potential to encounter archaeological deposits that may survive in undeveloped areas and path of former road way.	Direct impacts on River Tolka and former demesne landscapes associated with Ashbrook (RPS No. 941) & Ashtown Lodge. Potential for indirect impacts on the Royal Canal (RPS No. 944a). Potential to encounter on archaeological deposits that may survive in undeveloped areas.	No direct impacts predicted upon sites/structures subject to statutory protection. Potential for indirect impacts on the Royal Canal (RPS No. 944a). Potential to encounter archaeological deposits that may survive within 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	Some comparative advantage over other options
					Underpass excavations pose potential risk to Groundwater quality.	This option has the potential to impact on water quality of the Royal Canal during the construction phase of the overbridge. Has some comparative advantage over other options.	Works in the vicinity of the river Tolka are within floodplain creating potential increase in flood risk to neighbouring lands. Creates potential pathway for pollutants to Tolka River resulting on negative impacts to Water Quality. This option has the potential to impact on water quality of the Royal Canal during the construction phase of the overbridge.	This option has the potential to impact on water quality of the Royal Canal during the construction phase of the overbridge. Has some comparative advantage over other options.
		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 disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options
					The non-agricultural impact will involve the acquisition of one residential property and a commercial property. The agricultural impact will have a profound impact on an equine holding (Ashtown Riding Stables).	The non-agricultural impact will involve the acquisition of one residential property and a commercial property. The agricultural impact will have a profound impact on an equine holding (Ashtown Riding Stables).	Direct impacts on non-agricultural property include impacts to property curtilage (garden) and community / amenity lands. Minor direct impact on agricultural property.	Option 6 will have direct impacts on amenity lands with a significant impact on the use of one sports pitch (St. Oliver Plunkett GAA club) and permitted planning permission which is yet to be developed. (DCC Ref. 3666/15, ABP ref. PL29N.246373 - Active planning application 2596/20))

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3.8	Geology and Soils (including Waste)	Soils and Geology and likely impact on geological resources based on preliminary/likely construction details. Soil or topsoil resources to be developed/removed. Existing information relating to potential to encounter contaminated land. High-level assessment based on the likely structures/ works required and the potential for ground contamination due to historic landfills, pits and quarries.	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	Some comparative advantage over other options	
			Underbridge option means that some materials may arise, which could possibly be suitable for reuse elsewhere on the project (Minor positive). This is balanced by an associated impact of interfering with the canal and existing railway, which may require specific materials be imported. Involves other geotechnical risks to design and construction which would require further studies and design information.	Overbridge options require increased fill import to the site (Minor negative).	Overbridge options require increased fill import to the site (Minor negative).	Overbridge options require increased fill import to the site (Minor negative).	Overbridge options require increased fill import to the site (Minor negative). Chance of additional earthworks requirements on approach to river to the Tolka River (Minor negative).
3.9	Radiation and Stray Current	Overall likely impact on existing sources of electromagnetic radiation.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	
			It is assumed that the routing of the cabling, the location of existing substations, hubs etc. along the line will be changed or impacted by the selection of any of the options over the entire project. All Do-Something options are comparable from an EMI perspective at this stage in the assessment.	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	4.1	Impact on Vulnerable Groups	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
			Road traffic diverted distance route is 572m (1.1x diversion route). Local ped/cycle access maintained along ramped access through underpass, ~340m diversion.	Road traffic diverted distance route is 750m (1.4 x diversion route) steep gradients on north side of option will be a disadvantage to vulnerable road users. Local ped/cycle access maintained along ramped access over proposed bridge - ~400m diversion	Road traffic diverted distance route is 2.5km (1.4 x diversion route) steep gradients on north side of option will be a disadvantage to vulnerable road users. Local ped/cycle access maintained along ramped access over proposed bridge - ~400m diversion	Diverted distance route is 650m (1.4 x diversion route).	
	4.2	Stations Accessibility	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	
			Quantification of increased service levels to the vulnerable groups. Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station	Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station	Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station	Station Accessibility is addressed for all level crossing options in proximity to a station This option does not significantly affect access to the station	
4.3	Social Inclusion	Service levels impacts including severance of community groups; Severance from community facilities consequent on an option.	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	
			This option does not cause community severance. This option does not curtail access to community amenities Diverted distance route is 572m (1.1x diversion route). Option slightly better than other options as the diversions for non motorised users are shorter.	This option does not cause community severance. This option does not significantly affect access to community amenities Diverted distance route is 750m (1.4 x diversion route).	Diverted distance route 2.5km (4.8x diversion route) but existing vehicular route severed. Local access is maintained for non motorised users Community facilities affected by reduced access include Shopping facilities, Giraffe Childcare, Pelletstown Educate Together National School - North of the railway and Halfway House, Ashtown Post Oddice St Dominics College, Meaghers Pharmacy, Daughters of Charity - south of the railway.	This option does not cause community severance. This option does not curtail access to community amenities Diverted distance route is 650m (1.3 x diversion route).	

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5	Safety	5.1 Rail Safety	Safety for Rail users – removal of Level crossings is considered a significant safety enhancement	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
				This option removes the railway level crossing, a characteristic which is considered positive 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.	This option removes the railway level crossing, a characteristic which is considered positive 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.
		There is no significant construction activity along the railway associated with the level crossing removal	There is no significant construction activity along the railway associated with the level crossing removal	There is no significant construction activity along the railway associated with the level crossing removal	There is no significant construction activity along the railway associated with the level crossing removal		
	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	Comparable to other options	Comparable to other options
			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	
	5.3 Pedestrian, Cyclist and Vulnerable Road user Safety	Quality of Access for these road users, removal of interfaces	Some comparative advantage 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
Diverted distance route is 572m (1.1x diversion route).			Diverted distance route is 750m (1.4x diversion route) steep gradients on north side of option will be a disadvantage to vulnerable road users.	Diverted distance route 2.5km (4.8x diversion route) but existing vehicular route severed.	With the incorporation of a pedestrian / cycle bridge in this option, any impact on pedestrians, cyclists and vulnerable road users is significantly reduced. Detour ~400m	Diverted distance route is 650m (1.3 x diversion route).	
6	Physical Activity	6.1 Connectivity to adjoining cycling facilities	Analysis of the extent that the scheme connects with cycle tracks.	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
				This option supports good linkage between existing and proposed cycle facilities	This option supports good linkage between existing and proposed cycle facilities	This option supports good linkage between existing and proposed cycle facilities	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 areas/key attractions related to active mode	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options
			Diversion for cyclists when level crossing closed 0.3km	Diversion for cyclists when level crossing closed 0.4km	Diversion for cyclists when level crossing closed 0.3km	Diversion for cyclists when level crossing closed 0.65km	
The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.	The principal high amenity greenspace in the vicinity of the existing train station is the Royal canal. This access is maintained by the proposed bridge scheme.				
	Criteria		Option 2	Option 3	Option 4 & 4b	Option 6	
1	Economy		Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	
2	Integration		Some comparative advantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	
3	Environment		Significant comparative disadvantage over other options	Significant comparative disadvantage over other options	Significant comparative advantage over other options	Significant comparative disadvantage over other options	
4	Accessibility and social inclusion		Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	Some comparative disadvantage over other options	
5	Safety		Some comparative advantage over other options	Some comparative disadvantage over other options	Some comparative advantage over other options	Some comparative disadvantage over other options	
6	Physical Activity		Comparable to other options	Comparable to other options	Comparable to other options	Comparable to other options	
	Preferred		Yes	No	No	No	