DART+ Depot - MCA Stage 1

	Parameter		Criteria	Sub-Criteria (Quantitative/ Qualitative)		Option 26 Allerswood	Rating	Option 28 Maynooth East	Rating	Option 30 Maynooth West	Rating	Option 32 Kilcock West	Rating	Option 33 Kilcock West Site 3	Rating	Option 39 Hazelhatch West	Rating	Option 40 Castleditton	Rating	Option 41 Whitechurch	Rating	Option 42 Sallins	Rating
1	Transport User Benefits and Other Economic Impacts	1.1	Alignment with Customer Requirements Specification	Empty Running, Connection to Mainline, Configuration		3 – Slightly Negative Impact	3	2 – Negative Impact	2	5 – Slightly Positive Impact	5	3 – Slightly Negative Impact	3	5 – Slightly Positive Impact	5	5 – Slightly Positive Impact	5	5 – Slightly Positive Impact	5	5 – Slightly Positive Impact	5	3 – Slightly Negative Impact	3
					Empty running (Distance and travel time to the city centre)	Distance to the city centre - 16 kms	5	Distance to the city centre - 22.4 kms	5	Distance to the city centre - 29 kms	3	Distance to the city centre - 35 kms	3	Distance to the city centre - 34 kms	3	Distance to the city centre - 18 kms	5	Distance to the city centre - 23 kms	5	Distance to the city centre - 25 kms	5	Distance to the city centre - 32 kms	3
					Rail access, number of turnbacks, crossover requirement, access complexity	Access to the Maynooth line. One turn-back necessary to access M3 Parkway, Hazelhatch, Northern Line; 2 turn-backs to access Heuston. In case Maynooth side access is not possible (Royal Canal bridge issues).	3	Access to the Maynooth line. One turn-back necessary to access M3 Parkway, Hazelhatch, Northern Line; 2 turn-backs to access Heuston. In case Maynooth side access is not possible. Turnback facilities necessary at Maynooth.	2	Access to the Maynooth line. One turn-back necessary to access M3 Parkway, Hazelhatch, Northern Line; 2 turn-backs to access Heuston. Additional turnback necessary at Kilcock.	5	Access to the Maynooth line. One turn-back necessary to access M3 Parkway, Hazelhatch, Northern Line; 2 turn-backs to access Heuston. Requires extension of the twin track electrified railway by 1.7km to the site. It also impacts on the level crossing at Ferns Bridge	3	Access to the Maynooth line. One turn-back necessary to access M3 Parkway, Hazelhatch, Northern Line; 2 turn-backs to access Heuston.	5	Access to the Hazelhatch suburban line, access assumed to be in Heuston direction (secondary access in the Sallins and Naas direction possible). One turn-back necessary to access Maynooth, M3 Parkway, Northern lines.	5	Access to the Kildare line, access assumed to be in Heuston direction (secondary access in the Sallins and Naas direction possible). One turn-back necessary to access Maynooth, M3 Parkway, Northern lines. Extension of electrification, 4.5km, of the line to Castledillon will be necessary of this option is to be progressed.	5	Access to the Kildare line, access assumed to be in Heuston direction (secondary access in the Sallins and Naas direction possible). One turn-back necessary to access Maynooth, M3 Parkway, Northern lines.	5	Access to the Kildare line, access assumed to be in Heuston direction. One turn-back necessary to access Maynooth, M3 Parkway, Northern lines. Possible bottleneck on the Hazelhatch - depot section (15 kms); low chance of building the separate "blow" line through Sallins because of the adjacent urban development.	2
					Configuration (Site Size, Gradient Along Site)	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. However, the facilities configuration is not ideal (service slab in parallel to stabling) **Gradient:** Moderate slope	2	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. However, the facilities configuration is not ideal (service slab in parallel to stabling). The location of this site would require trains to depart to the west to enter service. This will require supplementaly facilities west of Maynooth station to accommodate turnbacks. This will present challenges at the site access and Maynooth with drivers having to dismount to commence service. **Gradient:** Moderate slope	1	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. **Gradient:** Moderate slope	6	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. Option effects existing level crossing and adjacent canal lock. Option 33 adjacent has better configuration **Gradient:** Moderate slope	2	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. **Gradient:** Moderate slope	6	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. However, the facilities configuration is not ideal (service slab in parallel to stabling) **Gradient:** Moderate slope	3	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. **Gradient:** Moderate slope	6	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. **Gradient:** Moderate slope	6	**Configuration:** The dimensions of the plot allows for the track alignment and facilities configuration requested as per last IE CMS CRS from 01/10/2024. **Gradient:** Steep slope	5
		1.2	Transport Costs and Operational Characteristics	Capital Cost Estimates, OPEX Cost Estimates, Release of DMUs to other lines, Demand		5 – Slightly Positive Impact	5	5 – Slightly Positive Impact	5	5 – Slightly Positive Impact	5	3 – Slightly Negative Impact	3	3 – Slightly Negative Impact	3	2 – Negative Impact	2	2 – Negative Impact	2	2 – Negative Impact	2	1 – Highly Negative Impact	1
					Capital Cost Estimates	Estimated Capital Cost = 105 %		Estimated Capital Cost = 100 %		Estimated Capital Cost = 104 %		Estimated Capital Cost = 130 %		Estimated Capital Cost = 120 %		Estimated Capital Cost = 115 %		Estimated Capital Cost = 128 %		Estimated Capital Cost = 136 %		Estimated Capital Cost = 173 %	
					OPEX Cost Estimates	Estimated Operational Cost = 100%		Estimated Operational Cost = 100%		Estimated Operational Cost = 100%		Estimated Operational Cost = 124%		Estimated Operational Cost = 113%		Estimated Operational Cost = 115%		Estimated Operational Cost = 127%		Estimated Operational Cost = 135%		Estimated Operational Cost = 171%	
					Release of DMUs to other lines, Latent Demand	No Add electrified twin track; Twin ended depot, 2No. Bridges required over Royal Canal Located on Dunboyne Line, (Higher latent passenger demand than SW and Coastal, more DMUs released to other lines) CCE Compound Required		No Add electrified twin track; Twin ended depot - not practicable. Located on Maynooth Line, (Higher latent passenger demand than SW and Coastal, more DMUs released to other lines) CCE Compound Required		No Additional twin track or electrification required to reach site, Twin ended depot, Located on Maynooth Line, (Higher latent passenger demand than SW and Coastal, more DMUs released to other lines) CCE Compound Required		1.7km Add electrified twin track; Twin ended depot, Located on Maynooth Line, (Higher latent passenger demand than SW and Coastal, more DMUs released to other lines) CCE Compound Required		7.67km add electrified twin track; Twin ended depot, Located on Maynooth Line, (Higher latent passenger demand than SW and Coastal, more DMUs released to other lines) CCE Compound Required		3.8km Add electrified twin track; Add Substation Twin ended depot, Located on Southwest Line, (Higher latent passenger demand than Coastal, Lower than West, fewer DMUs released to other lines) CCE Compound Required		6.8km Add electrified twin track; Add Substation Twin ended depot, Located on Southwest Line, (Higher latent passenger demand than Coastal, Lower than West, fewer DMUs released to other lines) CCE Compound Required		8.9km Add electrified twin track; 2 Add Substations Twin ended depot, Located on Southwest Line, (Higher latent passenger demand than Coastal, Lower than West, fewer DMUs released to other lines) CCE Compound Required		17.9km Add electrified twin track; 3 Add Substations Single ended depot, Located on Southwest Line, (Higher latent passenger demand than Coastal, Lower than West, fewer DMUs released to other lines) CCE Compound Required	
		1.3	Change of Land Value	Positive or Negative impacts on Land Value consequent the depot delivery emabling the introduction of the DART+ service		7 – Highly positive Impact	7	7 – Highly positive Impact	7	7 – Highly positive Impact	7	7 – Highly positive Impact	7	7 – Highly positive Impact	7	7 – Highly positive Impact	7	7 – Highly positive Impact	7	7 – Highly positive Impact	7	7 – Highly positive Impact	7
					Change in Land Value	The introduction of the DART+ service will lead to an increase in property values proximal to the railway. This is impact is across the whole of the DART+ Network and arises from the delivery of a depot. The outcome is independent of site location. The positive impact rating is common for all options.

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5	Safety Impacts	4.7	Zoned Land, Land Use Planning and Spatial Planning	Impacts on strategic land–use planning at a national, regional, or local level.	Policy Review Impact on land use strategies and regional and local plans. Assessment of support for land use factors local land use and planning.	The Fingal CDP 2017-2027 and Kildare CDP 2023-2029 both include a number of policies and objectives which supports the development of rail infrastructure in their respective counties, and each plan includes policies / objectives supporting the development of the Dart + programme. The majority of the site is located within the administrative area of Fingal, zoned as either GB Greenbelt or OS Open Space. There are no explicitly relevant uses listed as permitted in the matrix and therefore the proposal will be assessed in terms of its contribution to achieving the applicable zoning objective and vision and their Compliance / consistency with the policies and objectives of the CDP. A scenic amenity objective also applies to part of these GB and OS lands. The proposed site also includes two parcels of residentially zoned land as part of the Barnhill LAP and the Lesslip Confey Masterplan – There are no explicitly relevant uses listed as permitted and any proposals would be considered on their merits but likely to be found not to be in keeping with the residential objectives. The term 'Depot' is included in the matrix of uses in the Fingal CDP however it is included under the category of 'Warehouse (Wholesale) / Store / Depot' category. While this is not defined in the CDP, it is considered that the use class relates to a warehouse depot as opposed to a bus or rail depot.		At local level, Kildare CDP 2023-2029 supports the development of rail infrastructure and includes specific objectives supporting the development of the Dart + programme with TM OS0 and TM O10 facilitating and supporting the extension of the DART+ line to Kilcock. Lands between the settlements are un-zoned and will be assessed against their merits. The subject lands are largely unzoned and fall under the remit of the CDP. Unzoned land are deemed to be primarily agriculture in the CDP. There is no land use zoning or associated land use matrix for these lands. Under the CDP, the use of unzoned land shall be primarily agriculture, but other uses may be considered. The proposal will therefore be considered on its merits, with the CDP noting that reference will be taken from uses of similar nature indicated in the land use matrix table and in relation to the policies and objectives for the area. In this regard, TM OS0 above is favourable.		At local level, the Kildare CDP2023-2029 supports the development of rail infrastructure and includes specific objectives supporting the development of the Dart + programme with TM OS0 and TM O10 facilitating and supporting the extension of the DART+ line to Kilcock. Lands between the settlements are un-zoned and will be assessed against their merits. The subject lands are largely unzoned and fall under the remit of the CDP. Unzoned land are deemed to be primarily agriculture in the CDP. There is no land use zoning or associated land use matrix for these lands. Under the CDP, the use of unzoned land shall be primarily agriculture, but other uses may be considered. The proposal will therefore be considered on its merits, with the CDP noting that reference will be taken from uses of similar nature indicated in the land use matrix table and in relation to the policies and objectives for the area. In this regard, TM OS0 above is favourable.		The proposed depot site is located within the administrative area of Kildare County Council and Meath County Council. The Kildare CDP 2023-2029 supports the development of rail infrastructure and includes specific objectives supporting the development of the Dart + programme with TM OS0 an TM O10 facilitating and supporting the extension of the DART+ line to Kilcock. Dart + proposals are also supported by the Meath CDP 2021-2027. The lands are largely un-zoned and considered primarily agriculture under the Kildare CDP 2023-2029. Proposals will be assessed against their merits, with TM OS0 of the CDP favourable to the proposed development. The lands previously zoned in the Kilcock LAP 2015-2021 will also be considered under the Kildare CDP with the Council incorporating the land use zoning plans – the land use zoning includes 'heavy commercial vehicle parks' and 'utilities structures' as open for consideration. Proposals for the proposed depot would be considered on their merits and have regard to these uses and the general objectives of the industrial land use zoning class. Lands within the administrative area of Meath are zoned as RA Rural area. "Utility structures" are permitted on this land use class, where utilities include transportation. Transport Depot which is listed as a category under some use classes is not included under RA. The Meath CDP also allows for Uses not specifically listed are to be considered on their merits, and will 'only be permitted if they enhance, complement, are ancillary to, or neutral to the zoning objective".		The Kildare CDP 2023-2029 supports the development of rail infrastructure and includes specific objectives supporting the development of the Dart + programme with TM OS0 an TM O10 facilitating and supporting the extension of the DART+ line to Kilcock. Dart + proposals are also supported by the Meath CDP 2021-2027. The lands are largely un-zoned and considered primarily agriculture under the Kildare CDP 2023-2029. Proposals will be assessed against their merits, with TM OS0 of the CDP favourable to the proposed development. The lands previously zoned in the Kilcock LAP 2015-2021 will also be considered under the Kildare CDP with the Council incorporating the land use zoning plans – the land use zoning includes 'heavy commercial vehicle parks' and 'utilities structures' as open for consideration. Proposals for the proposed depot would be considered on their merits and have regard to these uses and the general objectives of the industrial land use zoning class. Lands within the administrative area of Meath are zoned as RA Rural area. "Utility structures" are permitted on this land use class, where utilities include transportation. Transport Depot which is listed as a category under some use classes is not included under RA. The Meath CDP also allows for Uses not specifically listed are to be considered on their merits, and will 'only be permitted if they enhance, complement, are ancillary to, or neutral to the zoning objective".		This option is within the administrative boundary of Kildare County Council. At local level, Kildare CDP 2023-2029 supports the development of the DART+ Programme through Objective TM O10 and Objective TM O50. The subject lands within Kildare are unzoned lands deemed to be primarily agriculture in the CDP. There is no land use zoning or associated land use matrix for these lands. Under the CDP, the use of unzoned land shall be primarily agriculture, but other uses may be considered. The proposal within Kildare will therefore be considered on its merits, with the CDP noting that reference will be taken from uses of similar nature indicated in the land use matrix table and in relation to the policies and objectives for the area. In this regard, TM O50 above is favourable. There are no site specific objectives applicable to the site.

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		7.6	Air Quality	Impact on sensitive properties	Estimated number of sensitive receptors (residential properties, community facilities etc) likely to be affected by transport related air quality impacts with the project within 50m, 100m, 200m and 300m bands.	TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 1048 no. of receptors within 200m of the proposed depot boundary, 1037 of these are residential. The remaining are community (7) or commercial (4) receptors. This is one of the sites with the greatest number of receptors. There are a number of community facilities located within 200m of the depot site, namely Confey GAA Club. The Royal Canal pNHA is located within 50m of the site boundary and has the potential to be affected by road traffic impacts. This option would involve the closure of the R142 and R149 which may result in rerouting of road traffic and additional related GHG emissions.		TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 23 no. of receptors within 200m of the proposed depot boundary, 12 of these are residential. The remaining are community (2) or commercial (9) receptors. The Royal Canal and Rye Water Valley/Carton pNHA is located within 50m of the site boundary and has the potential to be affected by road traffic impacts.		TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 401 no. of receptors within 200m of the proposed depot boundary, 390 of these are residential. The remaining are community (1) or commercial (10) receptors. This is one of the sites with the second greatest number of receptors within 50m of the boundary. There are a number of community facilities located within 200m of the depot site, namely North Kildare Sports Club and Gheel Autism Unit. The Royal Canal pNHA is located within 50m of the site boundary and has the potential to be affected by road traffic impacts.		TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 28 no. of receptors within 200m of the proposed depot boundary, 18 of these are residential. The remaining are community (0) or commercial (8) receptors. The Royal Canal pNHA is located within 50m of the site boundary, however due to its location it is not likely to be significantly affected by road traffic impacts as a result of the project.		TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 182 no. of receptors within 200m of the proposed depot boundary, 12 of these are residential. The remaining are community (165) or commercial (5) receptors. There are a number of community facilities located within 200m of the depot site, namely Parke House Nursing home and Kilcock cemetery. The Royal Canal pNHA is located within 50m of the site boundary, however due to its location it is not likely to be significantly affected by road traffic impacts as a result of the project.		TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 41 no. of receptors within 200m of the proposed depot boundary, 36 of these are residential. The remaining are community (0) or commercial (5) receptors.		TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 20 no. of receptors within 200m of the proposed depot boundary, 16 of these are residential. The remaining are community (0) or commercial (4) receptors.		TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 29 no. of receptors within 200m of the proposed depot boundary, 21 of these are residential. The remaining are community (1) or commercial (7) receptors.		TAF score neutral due to rating likely to remain "good" from a "good" baseline according to the scorecard if traffic modelling conducted. However, this option will facilitate the DART+ programme, removing diesel trains and promote modal shift from private cars which is beneficial. Regarding TII criteria, there are 12 no. of receptors within 200m of the proposed depot boundary, 10 of these are residential. The remaining are community (0) or commercial (2) receptors.	
		7.7	Electromagnetic Compatibility	Electromagnetic Compatability Impact on sensitive local receptors	Estimated number of potential receptors (residential properties, sensitive commercial properties etc) 100m either side of the outermost depot rail line.	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4	4 – Neutral Impact No likely significant impacts on equipment susceptible to electromagnetic interference. Guideline limits for exposure to electromagnetic fields will not be exceeded for at any of the receptors in the current baseline environment.	4
	Assessment Summary																						
1	**Transport User Benefits and Other Economic Impacts**					5 – Slightly Positive Impact	5.2	5 – Slightly Positive Impact	5.0	6 – Positive Impact	5.6	5 – Slightly Positive Impact	4.8	5 – Slightly Positive Impact	5.2	5 – Slightly Positive Impact	5.0	5 – Slightly Positive Impact	5.0	5 – Slightly Positive Impact	5.0	4 – Neutral Impact	4.4
2	**Accessibility Impacts**					3 – Slightly Negative Impact	3.0	4 – Neutral Impact	3.5	4 – Neutral Impact	4.0	3 – Slightly Negative Impact	3.0	4 – Neutral Impact	4.0	3 – Slightly Negative Impact	3.0	4 – Neutral Impact	4.0	3 – Slightly Negative Impact	2.5	4 – Neutral Impact	4.0
3	**Social Impacts**					6 – Positive Impact	6.0	6 – Positive Impact	6.0	6 – Positive Impact	6.0	7 – Highly positive Impact	7.0	7 – Highly positive Impact	7.0	6 – Positive Impact	6.0	6 – Positive Impact	6.0	6 – Positive Impact	6.0	6 – Positive Impact	6.0
4	**Land Use Impacts**					2 – Negative Impact	2.0	3 – Slightly Negative Impact	3.1	3 – Slightly Negative Impact	3.1	3 – Slightly Negative Impact	2.9	4 – Neutral Impact	3.6	3 – Slightly Negative Impact	2.9	3 – Slightly Negative Impact	3.3	3 – Slightly Negative Impact	2.4	3 – Slightly Negative Impact	3.1
5	**Safety Impacts**					5 – Slightly Positive Impact	4.5	5 – Slightly Positive Impact	4.5	6 – Positive Impact	5.5	5 – Slightly Positive Impact	4.5	5 – Slightly Positive Impact	4.5	5 – Slightly Positive Impact	4.5	4 – Neutral Impact	4.0	4 – Neutral Impact	4.0	4 – Neutral Impact	4.0
6	**Climate Change Impacts**					4 – Neutral Impact	3.5	4 – Neutral Impact	4.0	3 – Slightly Negative Impact	3.0	4 – Neutral Impact	3.5	4 – Neutral Impact	3.5	4 – Neutral Impact	4.0	3 – Slightly Negative Impact	3.0	4 – Neutral Impact	3.5	4 – Neutral Impact	4.0
7	**Local Environment Impacts**					3 – Slightly Negative Impact	2.4	3 – Slightly Negative Impact	2.6	3 – Slightly Negative Impact	2.4	2 – Negative Impact	2.3	2 – Negative Impact	2.4	3 – Slightly Negative Impact	2.9	2 – Negative Impact	2.3	3 – Slightly Negative Impact	2.7	3 – Slightly Negative Impact	2.6
	Overall Rating					4 – Neutral Impact	3.8	4 – Neutral Impact	4.1	4 – Neutral Impact	4.2	4 – Neutral Impact	4.0	4 – Neutral Impact	4.3	4 – Neutral Impact	4.0	4 – Neutral Impact	3.9	4 – Neutral Impact	3.7	4 – Neutral Impact	4.0
	Progress To Stage 2					No	27	No	29	Yes	30	No	28	Yes	30	No	28	No	28	No	26	No	28