

# APPENDIX D: SECTION 1 - RENMORE ROAD JUNCTION SUBSET DETAILED MCA

Stage 2		Renmore Road / Dublin Road Junction				
Assessment Criteria	Sub-Criteria	Option 1A	Option 1B	Option 1C	Option 3A	Option 3B
Economy	Capital Cost	Wider cross sections requiring more land take and costing more to construct than Options 3A & 3B.	Wider cross sections requiring more land take and costing more to construct than Options 3A & 3B. In addition Option 1B would require purchasing and demolishing the property of 18 Dublin Road.	Wider cross sections requiring more land take and costing more to construct than Options 3A & 3B.	Narrower cross section.	Narrower cross section.
	Rank					
	Bus Journey Time and Reliability	All options have the same overall route and level of provision for buses, so are similar for average journey time, however as Options 3A and 3B don't provide a dedicated right turn lane for general traffic, the junction capacity will be reduced and this will slightly increase the wait times at the junction for these options. Therefore Options 1A, 1B and 1C perform best for this criteria.	All options have the same overall route and level of provision for buses, so are similar for average journey time, however as Options 3A and 3B don't provide a dedicated right turn lane for general traffic, the junction capacity will be reduced and this will slightly increase the wait times at the junction for these options. Therefore Options 1A, 1B and 1C perform best for this criteria.	All options have the same overall route and level of provision for buses, so are similar for average journey time, however as Options 3A and 3B don't provide a dedicated right turn lane for general traffic, the junction capacity will be reduced and this will slightly increase the wait times at the junction for these options. Therefore Options 1A, 1B and 1C perform best for this criteria.	All options have the same overall route and level of provision for buses, so are similar for average journey time, however as Options 3A and 3B don't provide a dedicated right turn lane for general traffic, the junction capacity will be reduced and this will slightly increase the wait times at the junction for these options. Therefore Options 1A, 1B and 1C perform best for this criteria.	All options have the same overall route and level of provision for buses, so are similar for average journey time, however as Options 3A and 3B don't provide a dedicated right turn lane for general traffic, the junction capacity will be reduced and this will slightly increase the wait times at the junction for these options. Therefore Options 1A, 1B and 1C perform best for this criteria.
Rank						
Integration	Land Use Integration	All routes follow the existing road, while they do involve some widening of the road carriageway, no changes in land use of the area is anticipated as a result of any of the route options.  For this reason all options score equally for this criterion.	All routes follow the existing road, while they do involve some widening of the road carriageway, no changes in land use of the area is anticipated as a result of any of the route options.  For this reason all options score equally for this criterion.	All routes follow the existing road, while they do involve some widening of the road carriageway, no changes in land use of the area is anticipated as a result of any of the route options.  For this reason all options score equally for this criterion.	All routes follow the existing road, while they do involve some widening of the road carriageway, no changes in land use of the area is anticipated as a result of any of the route options.  For this reason all options score equally for this criterion.	All routes follow the existing road, while they do involve some widening of the road carriageway, no changes in land use of the area is anticipated as a result of any of the route options.  For this reason all options score equally for this criterion.
	Rank					
	Transport Integration	Options 1A, 1B & 1C perform better than Options 3A & 3B for transport integration as they provide a right turn movement for general traffic entering Renmore from Dublin Road.  It is likely that Options 3A & 3B by not having the right turn lane could cause outbound traffic to be stuck behind a single vehicle that is trying to turn right, and then preventing outbound traffic from moving during that green light sequence.	Options 1A, 1B & 1C perform better than Options 3A & 3B for transport integration as they provide a right turn movement for general traffic entering Renmore from Dublin Road.  It is likely that Options 3A & 3B by not having the right turn lane could cause outbound traffic to be stuck behind a single vehicle that is trying to turn right, and then preventing outbound traffic from moving during that green light sequence.	Options 1A, 1B & 1C perform better than Options 3A & 3B for transport integration as they provide a right turn movement for general traffic entering Renmore from Dublin Road.  It is likely that Options 3A & 3B by not having the right turn lane could cause outbound traffic to be stuck behind a single vehicle that is trying to turn right, and then preventing outbound traffic from moving during that green light sequence.	Options 1A, 1B & 1C perform better than Options 3A & 3B for transport integration as they provide a right turn movement for general traffic entering Renmore from Dublin Road.  It is likely that Options 3A & 3B by not having the right turn lane could cause outbound traffic to be stuck behind a single vehicle that is trying to turn right, and then preventing outbound traffic from moving during that green light sequence.	Options 1A, 1B & 1C perform better than Options 3A & 3B for transport integration as they provide a right turn movement for general traffic entering Renmore from Dublin Road.  It is likely that Options 3A & 3B by not having the right turn lane could cause outbound traffic to be stuck behind a single vehicle that is trying to turn right, and then preventing outbound traffic from moving during that green light sequence.
	Rank					
	Cyclist Integration	All options provide a continuous dedicated cycle track for both inbound and outbound cyclists through the junction.  As the level of provision is the same for all options, they perform equally for this criterion.	All options provide a continuous dedicated cycle track for both inbound and outbound cyclists through the junction.  As the level of provision is the same for all options, they perform equally for this criterion.	All options provide a continuous dedicated cycle track for both inbound and outbound cyclists through the junction.  As the level of provision is the same for all options, they perform equally for this criterion.	All options provide a continuous dedicated cycle track for both inbound and outbound cyclists through the junction.  As the level of provision is the same for all options, they perform equally for this criterion.	All options provide a continuous dedicated cycle track for both inbound and outbound cyclists through the junction.  As the level of provision is the same for all options, they perform equally for this criterion.
	Rank					
Pedestrian Integration	All options provide a continuous footpaths and crossings on all arms of the junction for pedestrians.  As the level of provision is the same for all options, they perform equally for this criterion.	All options provide a continuous footpaths and crossings on all arms of the junction for pedestrians.  As the level of provision is the same for all options, they perform equally for this criterion.	All options provide a continuous footpaths and crossings on all arms of the junction for pedestrians.  As the level of provision is the same for all options, they perform equally for this criterion.	All options provide a continuous footpaths and crossings on all arms of the junction for pedestrians.  As the level of provision is the same for all options, they perform equally for this criterion.	All options provide a continuous footpaths and crossings on all arms of the junction for pedestrians.  As the level of provision is the same for all options, they perform equally for this criterion.	
Rank						
Accessibility and Social Inclusion	Vulnerable groups	As this sub section is just for a single junction this criterion is not applicable	As this sub section is just for a single junction this criterion is not applicable	As this sub section is just for a single junction this criterion is not applicable	As this sub section is just for a single junction this criterion is not applicable	As this sub section is just for a single junction this criterion is not applicable
Rank						
Safety	Road Safety	All options provide segregated cycle lanes and footpaths, as well as signalised pedestrian crossings.  No road safety issues are anticipated as a result of any of these options.  Therefore all options perform equally for this criterion.	All options provide segregated cycle lanes and footpaths, as well as signalised pedestrian crossings.  No road safety issues are anticipated as a result of any of these options.  Therefore all options perform equally for this criterion.	All options provide segregated cycle lanes and footpaths, as well as signalised pedestrian crossings.  No road safety issues are anticipated as a result of any of these options.  Therefore all options perform equally for this criterion.	All options provide segregated cycle lanes and footpaths, as well as signalised pedestrian crossings.  No road safety issues are anticipated as a result of any of these options.  Therefore all options perform equally for this criterion.	All options provide segregated cycle lanes and footpaths, as well as signalised pedestrian crossings.  No road safety issues are anticipated as a result of any of these options.  Therefore all options perform equally for this criterion.
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Stage 2		Renmore Road / Dublin Road Junction				
Assessment Criteria	Sub-Criteria	Option 1A	Option 1B	Option 1C	Option 3A	Option 3B
Environment	Archaeological, Architectural and Cultural Heritage	None	None	None	None	None
	Rank					
	Biodiversity	SPA and SAC boundary within 550m of western most section of the route. QI/SCI species potentially within disturbance distance. Tree removal (with potential root features (PRFs)) could disturb/impact bat species (roosts) and birds if undertaken during the breeding season. Appropriate mitigation needed. Tree constraints survey would be needed by arb specialist prior to any removal considerations. Non-native flora species present along the northern section of the junction.	As option 1A Including removal of dwelling with potential bat roost features could disturb/impact bat species (roosts). Appropriate mitigation needed.	As option 1A Non-native species also present within hospital grounds. Greater number of young trees removed. Non-native flora species also present within the gardens to the south	As option 1A Less grassland removed from north-western section of the crossroads	As option 1C Fewer mature trees removed from the carpark.
	Rank					
	Soils and Geology	All options require widening of the road cross section and related earthworks. However no significant issues or impacts are anticipated as a result of any of the options. For this reason all options score equally for this criterion.	All options require widening of the road cross section and related earthworks. However no significant issues or impacts are anticipated as a result of any of the options. For this reason all options score equally for this criterion.	All options require widening of the road cross section and related earthworks. However no significant issues or impacts are anticipated as a result of any of the options. For this reason all options score equally for this criterion.	All options require widening of the road cross section and related earthworks. However no significant issues or impacts are anticipated as a result of any of the options. For this reason all options score equally for this criterion.	All options require widening of the road cross section and related earthworks. However no significant issues or impacts are anticipated as a result of any of the options. For this reason all options score equally for this criterion.
	Rank					
	Landscape and visual	Requirement to set back stone walls and hedgerows including property on 18 Dublin Rd. Requirement for tree removal in area with limited replanting capacity (northern verge).	Requirement to set back stone walls and hedgerows. Requirement for demolition of property on 18 Dublin Rd. Requirement for tree removal in area with limited replanting capacity (northern verge).	Requirement to set back stone walls and hedgerows including property on 18 Dublin Rd. Requirement for tree removal and driveways from properties west of Duggan's Spar.	Requirement to set back stone walls and hedgerows including property on 18 Dublin Rd. Requirement for tree removal in area with limited replanting capacity (northern verge).	Requirement for tree removal including on the south western corner. Scores better than the other options due to the retention of the front of the property on 18 Dublin Rd.
	Rank					
	Noise, vibration and air quality	Air Quality - Provides a right hand turning lane, which should improve junction congestion and thereby reduce emissions. However it requires widening the junction close to the residential property at 18 Dublin Road. Noise - Requires widening the junction close to the residential property at 18 Dublin Road and bus lane would move marginally closer to residential property north of junction.	Air Quality - Provides a right hand turning lane, which should improve junction congestion and thereby reduce emissions. It involves demolition of the residential property at 18 Dublin Road, thereby removing the impact of widening the junction as per Option 1a. Noise - Involves demolition of the residential property at 18 Dublin Road, thereby removing the impact of widening the junction as per Option 1a.	Air Quality - Provides a right hand turning lane, which should improve junction congestion and thereby reduce emissions. This avoids widening the junction close to the residential property at 18 Dublin Road as per Option 1a, with the widening instead to the south where residential properties would be impacted. Noise - Avoids widening the junction close to the residential property at 18 Dublin Road as per Option 1a, with the widening instead to the south - bus lane would encroach marginally closer to residence south-west	Air Quality - Reduces the junction widening proposed in Options 1a-1c by omitting the right hand turn lane and would therefore likely not see a reduction in congestion. Widening of the junction would still occur close to the residential property at 18 Dublin Road. Noise - Reduces the junction widening proposed in Options 1a-1c by omitting the right hand turn lane. Widening of the junction would still occur close to the residential property at 18 Dublin Road.	Air Quality - Similar to Option 3a, though instead it widens the junction towards the south closer towards Bon Secours Hospital. Noise - Similar to Option 3a, though instead it widens the junction towards the south - however traffic (Bus) lane remains at similar distance at NSRs south-west
	Rank					
Land Use and Built Environment	Options 1A, 1B and 1C have a wider cross section than Options 3A & 3B so in general are more impactful. Between 1A 1B & 1C the difference is which side of the road the widening of the carriageway takes place. Option 1A widens partially to either side of the carriageway, this is likely to impact the driveway & front garden of the property to the north, meaning that the parking space would be removed or re-located to the east of the property. It would also impact approximately 3 spaces in the car park adjacent to Duggan's Spa, and would have minor impacts to the properties to the west of the car park, but likely still allow them to keep their parking. On balance this is worse than the impacts for Options 3A & 3B, but better than the impact of Options 1B and 1C. So overall this option performs in the middle for Land Use and the built environment.	Options 1A, 1B and 1C have a wider cross section than Options 3A & 3B so in general are more impactful. Between 1A 1B & 1C the difference is which side of the road the widening of the carriageway takes place. Option 1B widens to the north side of the carriageway only. This means there would be no impacts to the south of the carriageway, however, this would require the purchase and demolition of the property 18 Dublin Road. This is a severe impact, meaning that this option performs the worst for this criterion	Options 1A, 1B and 1C have a wider cross section than Options 3A & 3B so in general are more impactful. Between 1A 1B & 1C the difference is which side of the road the widening of the carriageway takes place. Option 1C widens the carriageway to the south side of the road only, meaning no impacts occur to the north of the carriageway. However this would impact 7-10 parking spaces in the car park adjacent to Duggan's Spa, and would cause impacts to the properties to the west likely impacting the parking there too. This is a severe impact and worse than the impact of Option 1A. For this reason this option performs worse than Option 1A for Land Use and the built environment	Options 1A, 1B and 1C have a wider cross section than Options 3A & 3B so in general are more impactful. Between 3A 3B the difference is which side of the road the widening of the carriageway takes place. Option 3A widens the carriageway to the north side of the road only, meaning no impacts occur to the south of the carriageway. This is likely to impact the driveway & front garden of the property to the north, meaning that the parking space would be removed or re-located to the east of the property. On balance the impacts of 3A & 3b are roughly equal, and better than the impacts of Options 1A, 1B & 1C, meaning that 3A & 3B perform best for this criterion.	Options 1A, 1B and 1C have a wider cross section than Options 3A & 3B so in general are more impactful. Between 3A 3B the difference is which side of the road the widening of the carriageway takes place. Option 3B widens the carriageway to the south side of the road only, meaning no impacts occur to the north of the carriageway. This would likely impact approximately 3 spaces in the car park adjacent to Duggan's Spa, and would have minor impacts to the properties to the west of the car park, but likely still allow them to keep their parking. On balance the impacts of 3A & 3b are roughly equal, and better than the impacts of Options 1A, 1B & 1C, meaning that 3A & 3B perform best for this criterion.	
Rank						
Climate and Carbon	Allows for a right hand turning lane, which improves bus lane performance.	Allows for a right hand turning lane, which improves bus lane performance, however there would be embodied carbon impacts associated with the required demolition of the property on 18 Dublin Road	Allows for a right hand turning lane, which improves bus lane performance, but requires more land take than Option 1a which increases the embodied carbon impact.	Does not provide a right hand turning lane, thereby reducing the accommodation for buses.	Does not provide a right hand turning lane, thereby reducing the accommodation for buses.	
Rank						