



Appendix F
MCA Table
Section 1F

Leeson St Lower
(St Stephen's
Green) Options

MCA Section 1F - Leeson St Lower (St Stephen's Green)			
Assessment Criteria	Assessment Sub-Criteria	EPR Option	New Option 1
		Scheme Option 1F1 (general traffic and reduced footways)	Scheme Option 1F2 (bus gate, retain existing footways)
Economy	1.a. Capital Cost	Minor carriageway improvements over 250m on approach to St. Stephen's Green junction (Kerb replacement and drainage relocation to accommodate footpath narrowing and cycle track works). Minor junction works at Hatch St/Leeson St Lower and St. Stephen's Green / Leeson St Lower.	Minor carriageway improvements on Leeson St Lower Minor junction works at Leeson St Lower / Hatch St Lower, Earlsfort Terrace / Hatch St Lower and St. Stephen's Green / Leeson St Lower. Kerb and drainage adjustments along Leeson St Lower to accommodate local footpath widening and cycle track works.
	Rank		
	1.b. Transport Reliability and Quality	Buses have priority over general traffic at the St. Stephen's Green junction, but still have to allow for a general traffic phase, which will reduce the journey time reliability of buses on this section.	Buses are the only motorised traffic using the St. Stephen's Green junction from Leeson St Lower so the available signal time is fully dedicated to them.
	Rank		
Integration	2.a. Land Use Integration	Same for both options over this short distance as no difference between bus routes	Same for both options over this short distance as no difference between bus routes
	Rank		
	2.b. Residential Population and Employment Catchments	Same for both options over this short distance as no difference between bus routes	Same for both options over this short distance as no difference between bus routes
	Rank		
	2.c. Transport Network Integration	Same for both options over this short distance as no difference between bus routes	Same for both options over this short distance as no difference between bus routes
	Rank		
	2.d. Cycle Network Integration	Same for both options over this short distance as no difference between segregated cycle routes	Same for both options over this short distance as no difference between segregated cycle routes
	Rank		
	2.e. Traffic Network Integration	General traffic has a slightly shorter route from Hatch St Lower junction on Lower Leeson St to St. Stephen's Green.	General traffic will have an additional approx. 270m to travel between Hatch St Lower and St. Stephen's Green, via Hatch St Lower and Earlsfort Terrace. Beyond the immediate links, there is no appreciable impact on wider traffic flows.
	Rank		
Accessibility & Social Inclusion	3.a. Key Trip Attractors (Education/Health/Commercial/Employment)	Same for both options over this short distance as no difference between bus routes	Same for both options over this short distance as no difference between bus routes
	Rank		
	3.b. Deprived Geographic Areas	Same for both options over this short distance as no difference between bus routes	Same for both options over this short distance as no difference between bus routes
	Rank		
Safety	4.a. Road Safety	Reduced footpath widths are required at the Leeson St. Lower / St. Stephen's Green junction to provide for segregated cycle tracks as well as the three traffic lanes. This is a very busy pedestrian section. Straight ahead and left turning general traffic interacts with right turning cyclists.	Segregated cycle tracks can be provided without reducing footpath widths, which provides vulnerable road users with more usable safe space. Removal of general traffic between Hatch St and St. Stephen's Green on Lower Leeson St. No left turning general traffic from Leeson St Lower to Earlsfort Terrace interacting with straight ahead cyclists (same for removal of straight ahead general traffic and right turning cyclists).
	Rank		
Environment	5.a. Archaeology and Cultural Heritage	Same for both options over this short distance	Same for both options over this short distance
	Rank		
	5.b. Architectural Heritage	Requires removal of heritage granite kerbs to provide segregated cycle tracks and reduced footpath widths alongside dedicated bus lane.	No impact on existing heritage granite kerbs.
	Rank		
	5.c. Flora & Fauna	Same for both options over this short distance	Same for both options over this short distance
	Rank		
	5.d. Soils and Geology	Same for both options over this short distance	Same for both options over this short distance
	Rank		
	5.e. Hydrology	Same for both options over this short distance	Same for both options over this short distance
	Rank		

Environment	5.f. Landscape and Visual	Removal of existing heritage granite kerbs would be required to fit the necessary cycle tracks in at the approach to St. Stephen's Green along Leeson St Lower	There is no requirement to remove the existing heritage granite kerbs.
	Rank		
	5.g. Air Quality	General traffic and associated air quality impacts will remain on Leeson St Lower	General traffic will be removed from the heavily pedestrianised section of Leeson St Lower on the approach to St. Stephen's Green junction, and from outside the two schools on this section of road
	Rank		
	5.h. Noise and Vibration	Same for both options over this short distance	Same for both options over this short distance
	Rank		
	5.i Land Use Character	Same for both options over this short distance	Same for both options over this short distance
	Rank		