Appendix 5

Options Assessment: Sifting

5 Options Assessment: Sifting

The assessment is based on a two-stage approach:

- Initially a sifting ("Screening of Options Long List") assessment was carried out on all possible route options. This process was a high-level assessment whereby routes were appraised on their ability to provide a bus corridor, and whether they could practically be delivered. A simple pass/fail result was given for each route at this stage.
- The routes that passed Stage 1 were then taken forward and combined into a number of feasible longer routes between points. These were then assessed by a "Multi-Criteria Analysis" process, in which routes were ranked in a comparative manner under a number of criteria.

Screening of Options Long List

The options list generated within Appendix 4: Options Development was measured against the SWOT analysis from Section 4: Baseline Assessment to identify all weaknesses.

The Do Nothing, Do Minimum and Do Something options are assessed for key routes within each area/designation. Broad cross sections were developed for each scenario and assessed for each route.

These options per area of the route, were then assessed as part of a high level "screening" process in order to determine their suitability and the feasibility of their implementation. The sifting exercise identifies whether the cross sections would achieve the scheme objectives and if they would be subject to significant cost and/or impact to achieve these objectives. This assessment stage focused on the immediate constraints by means of the identification of undue traffic delays, environmental issues, economically unjustifiable and require extensive land take.

A simple pass/fail result was given for each option at this stage. This was determined using a high-level qualitative method based on professional judgement and a general appreciation for existing physical conditions/constraints within the study area from available survey information and site visits. Options were considered to fail the sifting process if there were immediate and apparent design issues, economic, social or environmental issues that made them impracticable.

5.1
Options Assessment: Sifting
Proposal 1

Location	Length	Width	Option		Design Feasibility	Pass/Fail
N5 - Old Dublin Road	250m	19m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Feasible	**Pass**
			Option 6	Do Something	Feasible	**Pass**
N5 - Lawn Road	850m	20m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Unfeasible - This provides a level of service below the Do Minimum Scenario	**Fail**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Feasible	**Pass**
N5 - Humbert Way	1200m	16m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Unfeasible - This represents the Do Minimum Scenario	**Fail**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Feasible	**Pass**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
N5 - Westport Road	1600m	16m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Feasible	**Pass**
			Option 6	Do Something	Feasible	**Pass**
Location	**Length**	**Width**	**Option**		**Design Feasibility**	**Pass/Fail**
N84 - Station Road	950m	13m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Feasible	**Pass**
			Option 6	Do Something	Feasible	**Pass**
John Moore Road	750m	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Unfeasible - This represents the Do Minimum Scenario	**Fail**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
Pavillion Road	750m	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Unfeasible - This represents the Do Minimum Scenario	**Fail**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
L1704	750m	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Unfeasible - This represents the Do Minimum Scenario	**Fail**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**

5.2
Options Assessment: Sifting
Proposal 2

Location	Length	Width	Option		Design Feasibility	Pass/Fail
N60 - Breaffy Road	1700m	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Feasible	**Pass**
			Option 6	Do Something	Feasible	**Pass**
Moneen Road (East)	1500	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	**Fail**
Moneen Road (West)	1500	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	**Fail**

5.3
Options Assessment: Sifting
Proposal 3

Location	Length	Width	Option		Design Feasibility	Pass/Fail
Newport Road	1300m	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Unfeasible – This represents the Do Minimum Scenario	**Fail**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	**Fail**
Lannagh Road	1000m	13m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible with the removal of on-street parking (Lannagh Road East) although there will be pinch points where a shared carriageway will be required.	**Pass**
			Option 4	Do Something	Feasible with the removal of on-street parking although there will be pinch points where a shared carriageway will be required.	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	**Fail**
Hopkins Road	300m	16m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible with the removal of on-street parking although there will be pinch points where a shared carriageway will be required.	**Pass**
			Option 4	Do Something	Feasible with the removal of on-street parking although there will be pinch points where a shared carriageway will be required.	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
Stephen Garvey Way	200m	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	**Fail**
Old Westport Road	450m	16	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible - the current vehicular lanes are wider than required and there is an abundance of on street parking adjacent to residences, Mayo University Hospital and GMIT which all have private parking provisions.	**Pass**
			Option 4	Do Something	Feasible - the current vehicular lanes are wider than required and there is an abundance of on street parking adjacent to residences, Mayo University Hospital and GMIT which all have private parking provisions.	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	**Fail**

5.4
Options Assessment: Sifting
Proposal 4

Location	Length	Width	Option		Design Feasibility	Pass/Fail
Turlough Road	1000m	15m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	**Fail**
Upper Thomas Street	500m	12m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Feasible	**Pass**
			Option 3	Do Something	Feasible - Although some quantum of on street parking/loading facilities will need to be retained	**Pass**
			Option 4	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities unfeasible due to space constraints.	**Fail**
			Option 5	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities unfeasible due to space constraints.	**Fail**
			Option 6	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities unfeasible due to space constraints.	**Fail**
Thomas Street/Richard Street/Rush Street/Lucan Street	1000m	13m	Option 1	Do Nothing	Feasible	**Pass**
			Option 2	Do Minimum	Unfeasible - It is noted that Pontoon Road has been recently upgraded to the Do Minimum scenario	**Fail**
			Option 3	Do Something	Feasible	**Pass**
			Option 4	Do Something	Feasible	**Pass**
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	**Fail**
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	**Fail**

5.5
Options Assessment: Sifting
Proposal 5

Location	Design Feasibility	Pass/Fail
Mill Lane Car Park	Feasible	**Pass**
Dunnes Car Park	Feasible	**Pass**
Castle Street Car Park	Feasible	**Pass**
Supervalu Car Park	Feasible	**Pass**
Greenway to Blackfort Manor	Feasible	**Pass**
Greenway to Lannagh Road	Feasible	**Pass**
Churchview Villas to Rathbawn Road	Feasible	**Pass**
Castlebar Primary School to St Joseph's Secondary School to Lawn Park	Feasible	**Pass**
Proposed Active Travel Bridge to Rowan Drive	Feasible	**Pass**
Proposed Active Travel Bridge to Springfield Court	Feasible	**Pass**
Lidl to Davitt College	Feasible	**Pass**
Train Station to Industrial Estate	Feasible	**Pass**
Train Station to Lios na Circe	Feasible	**Pass**
Humbert Way to St Anthonys Special School	Feasible	**Pass**

5.6
Options Assessment: Sifting
Proposal 6

Location	Length	Width	Option		Design Feasibility	Pass/Fail
Rathbawn Road	850m	10m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - no available width	Fail
			Option 4	Do Something	Unfeasible - no available width	Fail
			Option 5	Do Something	Unfeasible - no available width	Fail
			Option 6	Do Something	Unfeasible - no available width	Fail
Pontoon Road	1000m	13m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Unfeasible - It is noted that Pontoon Road has been recently upgraded to the Do Minimum scenario	Fail
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
L5786/Fortville Estate	950m	10m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - no available width	Fail
			Option 4	Do Something	Unfeasible - no available width	Fail
			Option 5	Do Something	Unfeasible - no available width	Fail
			Option 6	Do Something	Unfeasible - no available width	Fail
Sir Ernst Chain Road	650m	13m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
Pound Road	650m	10m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - no available width	Fail
			Option 4	Do Something	Unfeasible - no available width	Fail
			Option 5	Do Something	Unfeasible - no available width	Fail
			Option 6	Do Something	Unfeasible - no available width	Fail
Upper Chapel Street	250m	13m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 5	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 6	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 7	Do Something	Feasible - There are alternatives to on-street parking	Pass
Main Street	350m	10m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
			Option 4	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
			Option 5	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
			Option 6	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
			Option 7	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
New Antrim Street	350m	7m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - no available width to provide dedicated cycle facilities.	Fail
			Option 4	Do Something	Unfeasible - no available width to provide dedicated cycle facilities.	Fail
			Option 5	Do Something	Unfeasible - no available width to provide dedicated cycle facilities.	Fail
			Option 6	Do Something	Unfeasible - no available width to provide dedicated cycle facilities.	Fail
			Option 7	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail

Location	Length	Width	Option		Design Feasibility	Pass/Fail
Tucker Street	200m	10m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
			Option 4	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
			Option 5	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
			Option 6	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
			Option 7	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
Spencer Street	250m	13m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 5	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 6	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 7	Do Something	Feasible - There are alternatives to on-street parking	Pass
Moneen Road Industial Esta	750m	13m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail