

Wicklow County Council

**N11/M11 Junction 4 to Junction 14  
Improvement Scheme**

**Appendix D13 – Accessibility and  
Social Inclusion**

265455-ARP-HGN-SWI-RP-CH-0002

C01 | 6 December 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 265455

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# Document Verification

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# 1 Introduction

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This report documents the Stage 2 Project Appraisal Matrix assessment of options under the criterion of Accessibility and Social Inclusion. Under this criterion, scheme options are assessed and evaluated in recognition of the likely benefits to those suffering from social deprivation, geographic isolation and mobility and sensory deprivation.

Government policy in respect of the socially excluded is presented in the *Roadmap for Social Inclusion 2020 – 2035*<sup>1</sup>. The document outlines a number of key ambitions, goals and commitments in respect of making Ireland the most socially inclusive country in the EU. Targets within the Roadmap are set against a number of metrics including housing, employment, income, healthcare, early learning and social integration, and recognise that:

- As a small regional economy, Ireland’s capacity to reduce poverty and improve social inclusion is heavily dependent on international trade and investment, particularly with the wider European economy; and
- Access to quality transport services, along with the integration of rural transport services with other public transport services is a key ambition in terms of delivering enhanced accessibility to health, education and employment services. Public transport services in particular provide key supports to ensuring that marginalised groups, older people and people with disabilities can access such critical services.

The Accessibility and Social Inclusion assessment is undertaken in accordance with TII Project Appraisal Guidelines (PAG) Unit 7: Multi-Criteria Analysis<sup>2</sup>, and focuses on the following two key areas:

- Deprived Geographical Areas; and
- Vulnerable Groups.

The assessment of each option includes both a qualitative and quantitative rating based on the seven-point scale below adopted from TII PAG.

- 7 – Major or highly positive;
- 6 – Moderately positive;
- 5 – Minor or slightly positive;
- 4 – Not significant or neutral;
- 3 – Minor or slightly negative;

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<sup>1</sup> Government of Ireland, Roadmap for Social Inclusion 2020 – 2025, Ambition, Goals, Commitments. Available from: <https://www.gov.ie/pdf/?file=https://assets.gov.ie/46558/5cca3d74aa934fe780cc521ddbe477a7.pdf#page=1>.

<sup>2</sup> Transport Infrastructure Ireland (2016) Project Appraisal Guidelines for National Roads Unit 7.0 – Multi Criteria Analysis PE-PAG-02031. Available from: <https://www.tiipublications.ie/library/PE-PAG-02031-01.pdf>.

- 2 – Moderately negative; or
- 1 – Major or highly negative

Using the impacts scores and professional judgement, a determination has been made as to whether each option is considered ‘Preferred’, ‘Intermediate’ or ‘Least Preferred’.

## 2 Deprived Geographical Areas

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### 2.1 Corridor Assessment

An assessment of the Stage 2 options under this criterion should acknowledge that while significant challenges to transport provision exist, the study area for the N11/M11 Scheme lies entirely within the Greater Dublin Area (GDA) as defined in the National Transport Authority’s *Transport Strategy for the Greater Dublin Area 2016 – 2035*. Although existing transport infrastructure is unable to meet the high levels of demand, it is acknowledged that local and regional connectivity is, in a relative sense, significantly better than may be the case in more rural, remote and socially excluded locations.

To gain an appreciation for the relative affluence or disadvantage across the study area, the 2016 Pobal HP Deprivation Index<sup>3</sup> has been consulted. Based on 2016 census data information, **Figure 1** indicates that the majority of the study area is within the *marginally above – affluent* level according to this index. Some areas of relative disadvantage are present – these being typically confined to more urban areas and towns.

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<sup>3</sup> 2016 Pobal HP Deprivation Index. Available From:  
<https://maps.pobal.ie/WebApps/DeprivationIndices/index.html>. [Accessed: 23 March 2021]

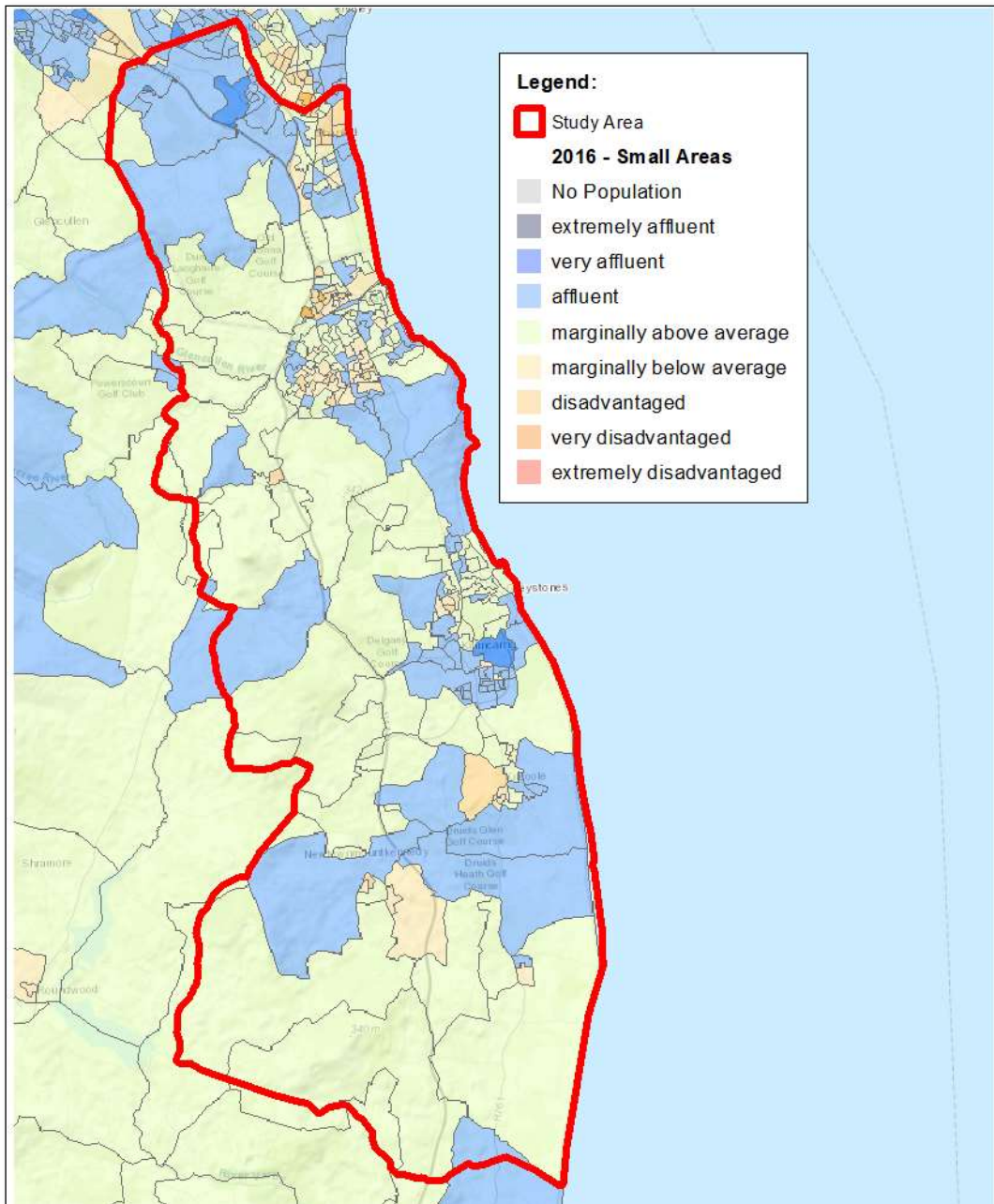


Figure 1 Deprivation index map for N11/M11 Scheme study area

For the corridor assessment, it is noted that the corridors are not very geographically disparate, relative to the wider study area. Off-line corridors (i.e. Cyan and Purple) are focussed closely around the existing N11/M11 route, facilitating a short deviation off the existing route to avoid particular constraints or deficiencies. As such, it is considered that all corridor options will have a similar impact on geographically deprived areas, and all are assigned an impact score of neutral in both the northern and southern sections. The corridor assessment for deprived geographical areas is summarised in **Table 1** and **Table 2** below.

Table 1 Summary of Deprived Geographical Areas assessment for northern section

	Corridor Option 1A (North)	Corridor Option 1B (North)
Score / Impact Level	4 – Not significant or neutral	4 – Not significant or neutral
Preference	Intermediate	Intermediate

Table 2 Summary of Deprived Geographical Areas assessment for southern section

	Corridor Option 1 (South)	Corridor Option 2 (South)	Corridor Option 5 (South)	Corridor Option 6 (South)
Score / Impact Level	4 – Not significant or neutral	4 – Not significant or neutral	4 – Not significant or neutral	4 – Not significant or neutral
Preference	Intermediate	Intermediate	Intermediate	Intermediate

## 2.2 Transport Scenario Assessment

The choice of transport scenario, as distinct from the transport route (corridor), provides a more tangible basis for comparing and evaluating option performance under the Accessibility and Social Inclusion criterion. Both Transport Scenarios 5A and 5B will enhance accessibility to key employment, educational, health and social facilities, both within the study area and to/from the wider GDA. Although both scenarios include a wide range of interventions, given the confined width of the existing transport corridor, the provision of an improved parallel local road network within Scenario 5A is likely to provide greater opportunity to improve accessibility across a variety of journey types and road users. However, both scenarios are considered to offer positives in respect of improved accessibility for deprived areas, whilst noting that the occurrence of deprivation in the study area is relatively low.

It can be expected that the provision of bus service enhancements within Scenario 4 should improve accessibility to and from geographically deprived areas. A public transport solution would have a significant positive impact in facilitating the movement of people without (or with limited) access to a private car, including marginalised groups, older people or people with disabilities. The transport scenario assessment for deprived geographical areas is summarised in **Table 3** below.

Table 3 Summary of Deprived Geographical Areas assessment for transport scenarios

	Transport Scenario 5A	Transport Scenario 5B	Transport Scenario 4
Score / Impact Level	5 – Minor or slightly positive	5 – Minor or slightly positive	6 – Moderately positive
Preference	Intermediate	Intermediate	Preferred

### 3 Vulnerable Groups

At a macro level, any enhancement to the N11/M11 route will improve access to and from the GDA for the towns along the corridor – strengthening connections to key jobs, facilities and social opportunities. At a more local level, benefits can also be expected through the improvements to local connectivity within and across the study area. Given the limited variability between the corridor options, it is considered that there is little to distinguish between them and as such, all corridor options are considered neutral under this criterion.

Within the context of addressing accessibility and social inclusion at a local level, the constituent elements of the scheme design and in particular, any public transport component, will play a key role. Both Transport Scenarios 5A and 5B would facilitate enhanced connectivity at a local level, by virtue of improving existing sub-standard and restricted movement junction layouts. However, the addition of the parallel linkages in Scenario 5A would provide greater opportunity to enhance the fragmented regional and local road network and reduce existing severance impacts than that of Scenario 5B. The specific interventions proposed within Scenario 5A will improve east-west connectivity across the N11/M11, which currently presents a barrier to inter-community travel.

Significant positive effects could also be realised by pedestrians and cyclists who would be better able to utilise these parallel roads as a safer alternative to the high speed mainline. For this reason, Scenario 5A is considered to offer a marginal improvement over 5B when assessed against this criterion. In consideration of delivering improved accessibility for vulnerable groups, such as those without access to private car and those with mobility or sensory impairment, Scenario 4 is considered to be the best performing transport scenario overall. The options assessment for vulnerable groups is presented in **Table 4**, **Table 5** and **Table 6** below.

Table 4 Summary of Vulnerable Groups assessment for northern section

	Corridor Option 1A (North)	Corridor Option 1B (North)
Score / Impact Level	4 – Not significant or neutral	4 – Not significant or neutral



	<b>Corridor Option 1A (North)</b>	<b>Corridor Option 1B (North)</b>
Preference	Intermediate	Intermediate

Table 5 Summary of Vulnerable Groups assessment for southern section

	<b>Corridor Option 1 (South)</b>	<b>Corridor Option 2 (South)</b>	<b>Corridor Option 5 (South)</b>	<b>Corridor Option 6 (South)</b>
Score / Impact Level	4 – Not significant or neutral	4 – Not significant or neutral	4 – Not significant or neutral	4 – Not significant or neutral
Preference	Intermediate	Intermediate	Intermediate	Intermediate

Table 6 Summary of Vulnerable Groups assessment for transport scenarios

	<b>Transport Scenario 5A</b>	<b>Transport Scenario 5B</b>	<b>Transport Scenario 4</b>
Score / Impact Level	5 – Minor or slightly positive	4 – Not significant or neutral	6 – Moderately positive
Preference	Intermediate	Least Preferred	Preferred

### 3.1 References

Government of Ireland, Roadmap for Social Inclusion 2020 – 2025, Ambition, Goals, Commitments. Available from:

<https://www.gov.ie/pdf/?file=https://assets.gov.ie/46558/5cea3d74aa934fe780cc521ddbe477a7.pdf#page=1>

Transport Infrastructure Ireland (2016) Project Appraisal Guidelines for National Roads Unit 7.0 – Multi Criteria Analysis PE-PAG-02031. Available from: <https://www.tiipublications.ie/library/PE-PAG-02031-01.pdf>.

2016 Pobal HP Deprivation Index. Available From:

<https://maps.pobal.ie/WebApps/DeprivationIndices/index.html>. [Accessed: 23 March 2021]

