



**Appendix G**  
MCA Table  
Section 3.2C1

Cycling Loughlinstown  
Roundabout to  
Stonebridge Road  
Options

<b>MCA Section 3.2C1 - Cycling Loughlinstown Roundabout to Stonebridge Road</b>				
Assessment Criteria	Assessment Sub-Criteria	Previous MCA	New Option	New Option
		EPR Option (Section 2 - Sub-section St Anne's to Loughlinstown Roundabout) Dublin Road	Scheme Option 3.2C1 (M11 Cycle Track)	Scheme Option 3.2C2 (Dublin Rd Cycle Route)
<b>Economy</b>	1.a. Capital Cost	0.9km  Would require 660m2 (220m x 3m) dense site clearance. Additional private land purchase beyond the alternatives would be required along 325m of the route, including from private dwellings and a school. Potential additional lands costs to provide a relocated playing pitch for the school.	0.8km in total  Would require 2575m2 (515m x 5m) of dense site clearance and cycle track provision. Private land purchase not considered necessary as entirely along motorway verge.	0km in total  No lands required
	Rank			
	1.b. Transport Reliability and Quality (Journey Time)	Cycle priority provided along segregated tracks that will not impede the reliability of bus journey times	Cycle priority provided along segregated adjacent tracks that will not impede the reliability of bus journey times	Cyclists would need to share bus lanes and general traffic lanes, potentially slowing traffic along narrow sections of road
	Rank			
<b>Integration</b>	2.a. Land Use Integration	Links residential areas along Dublin Rd to educational attractors on Stonebridge Rd	Does not link any specific planned or current residential, educational, commercial or leisure development areas along the route	Cyclists using main road which would link planned or current residential and educational attractors along the route
	Rank			
	2.b. Residential Population and Employment Catchments	This option directly serves the adjacent housing along Dublin Rd and the two schools along the route	This option would not be directly accessible to people in this area and would require travel along a road without direct cycle provision to get to the new cycle route	No specific cycle provision but cyclists along the main route would use the road along with rest of traffic
	Rank			
	2.c. Transport Network Integration	Cyclists on new route can park at cycle parking facilities and take other forms of public transport along the route	Cyclists on this route are not in a position to park and ride on other modes of public transport as no connections available	Cyclists on road would be able to park and use other modes of public transport along main route
	Rank			
	2.d. Cycle Network Integration	Segregated cycle tracks provided alongside bus lanes. This cycle route is in accordance with the GDA CNP	Segregated cycle track provided adjacent to the M11, which is in accordance with the GDA CNP, although adjacent to the GDA CNP route. This provides link to and infrastructure Stonebridge Rd which is part of GDA CNP Inter Urban Route D4	Route would align with the GDA CNP Primary Route. However no specific cycle segregation provided.
Rank				
<b>Accessibility &amp; Social Inclusion</b>	2.e. Traffic Network Integration	Options are equal for this criteria	Options are equal for this criteria	Options are equal for this criteria
	Rank			
	3.a. Key Trip Attractors (Education/Health/Commercial/Employment)	This option directly links the adjacent housing along Dublin Rd and the two schools along the route	This option does not link the Dublin Rd houses to the adjacent schools, nor to the wider trip attractors along the network	Although not segregated cycle facilities, this option directly links the adjacent housing along Dublin Rd and the two schools along the route

	Rank			
	3.b. Deprived Geographic Areas	Options are equal for this criteria	Options are equal for this criteria	Options are equal for this criteria
	Rank			
<b>Safety</b>	4.a. Road Safety	This option provides toucan crossings. Beyond that it passes in front of 4 driveways and the entrance to an apartment block. It passes through 1 other junction on Stonebridge Rd with a toucan crossing provided.	This option has a common toucan crossing with the EPR option. Beyond that it runs on a cycle track with no other interfaces adjacent to the M11 until it has to cross Stonebridge Rd to continue to the next section, via a proposed toucan crossing.	This option has a toucan crossing after Loughlinstown roundabout to cater for cyclists from the two way cycle track around the roundabout. Cyclists would share the carriageway with buses or general traffic.
	Rank			
<b>Environment</b>	5.a. Archaeology and Cultural Heritage	Requires the widening of the existing carriageway into planted motorway verge, and into private gardens with old walls	Requires the construction of a two way cycle track along a newly planted verge of the M11, with little anticipated impact	No additional impact resulting from this option
	Rank			
	5.b. Architectural Heritage	Requires the widening of the existing carriageway into planted motorway verge, and into private gardens, including the associated impact on old property boundary walls	Requires the construction of a two way cycle track along a newly planted verge of the M11, with little anticipated impact	No additional impact resulting from this option
	Rank			
	5.c. Flora & Fauna	Tree line of approx. 225m affected along Dublin Rd	Tree line of approx. 525m affected adjacent to the M11	No additional impact resulting from this option
	Rank			
	5.d. Soils and Geology	Widening of existing road into adjacent properties seen as less invasive as the majority of affected land has been landscaped and/or built on previously	This option considered more invasive due to need to impact a wider width of dense and established trees for the cycle track and construction widths	No additional impact resulting from this option
	Rank			
	5.e. Hydrology	Options are equal for this criteria	Options are equal for this criteria	Options are equal for this criteria
	Rank			
	5.f. Landscape and Visual	This option involves additional road widening beyond the alternative of approx. 3m along the Dublin Rd. Land take from 5 gardens is required along some of the route. Replanting could be provided in the front gardens.	This option requires removal of established trees for the entire length, thinning the screening tree line of 10 back gardens and 1 housing development from the M11. Some but not all properties may have space for replanting in their back gardens.	No additional impact resulting from this option
Rank				
5.g. Air Quality	Options are equal for this criteria	Options are equal for this criteria	Options are equal for this criteria	
Rank				
5.h. Noise and Vibration	Options are equal for this criteria	Options are equal for this criteria	Options are equal for this criteria	
Rank				
5.i Land Use Character	On Dublin Road, requiring land take	On verge along M11, no real impact on land use character or private lands	No additional impact resulting from this option	
Rank				