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Wicklow County Council

N11/M11 Bus Priority Interim Scheme

Stage 2A Appraisal – Sub-Scheme B Junction 7 (Bray South) – Junction 8 (Kilmacanogue)

Reference: 265455-ARP-GEN-BIS-RP-ZX-0104

C01 | 10 April 2025

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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1. Introduction

This report details the Stage 2A Appraisal for the N11/M11 Bus Priority Interim Scheme (hereafter the *N11/M11 BPIS*). As described in Section 8.4 of the Options Selection Report, the Stage 2A Appraisal represents the second step in the revised Stage 2 Assessment Process. Having advanced a number of options in each sub-scheme through the long-list sifting exercise[1], the purpose of the Stage 2A Appraisal is to identify a singular preferred option for closing intermediate junctions and accesses and providing facilities for active travel within each of Sub-Schemes B and C.

This report specifically focuses on the section of Sub-Scheme B between Junction 7 (Bray South) and Junction 8 (Kilmacanogue).

The overall process for completing the Stage 2 Project Assessment Matrix is illustrated in Figure 1-1.



Figure 1-1 Stage 2 Project Assessment Process

[1] The details of the long-list sifting exercises are separately presented in Appendices 8-2, 8-3 and 8-4 to the Option Selection Report.

2. Stage 2A Appraisal Methodology

2.1 Overview

The Stage 2A Appraisal was carried out in accordance with the TII Project Manager's Manual for Major National Roads Projects (PE-PMG-02042), TII Project Appraisal Guidelines (PAG) Unit 7.0 Multi-Criteria Analysis (PE-PAG-02031), with additional guidance sourced from other TII PAG units as required. The assessments were carried out against the six Common Appraisal Framework (CAF)[2] criteria of:

- Economy
- Safety
- Environment
- Accessibility and Social Inclusion
- Integration
- Physical Activity

While the long-list sifting exercise previously assessed northbound and southbound options within each sub-scheme separately, it is considered necessary at Stage 2A to combine the northbound and southbound options into singular '*Measures'* to allow an appropriate overall comparative assessment. This is considered necessary as the overall preferred option for a given sub-scheme will depend on the combined impacts of individual northbound and southbound options together, which will vary with different combinations. In certain cases, Stage 2A 'Measures' were also defined on the basis of specific points of difference between options advanced from the long-list option sifting.

In the section of Sub-Scheme B between Junction 7 (Bray South) and Junction 8 (Kilmacanogue), two northbound options were progressed from the long-list sifting exercise as presented in Table 2-1. When examined, only one point of differentiation was evident across the northbound options – concerning the proposed treatment of the Glencormick/Avoca Service Road. Accordingly, the 'Measures' comparatively assessed northbound in Sub-Scheme B between Junction 7 and Junction 8 focussed solely on the differing treatments at these two access points. Two separate measures have been assessed at Stage 2A concerning the treatment of the Glencormick / Avoca Service Road.

As discussed in Section 8.3.2 of the Option Selection Report, the construction of the southbound parallel service road through Kilmacanogue has removed all direct accesses to the N11 mainline in the southbound direction. In consideration of the spatial constraints imposed by the construction of the service road, it has been determined that southbound bus priority measures will not extend south of Junction 7 (Bray South), with buses merging into the general traffic lanes beyond this point. Furthermore, it is considered that safe provision for pedestrians and cyclists between Junction 7 and Junction 8 is likely to be best served by the Kilmacanogue to Southern Cross Greenway Scheme (separately being progressed by Wicklow County Council). On the basis that the N11/M11 BPIS proposes to retain the existing N11 road configuration southbound through Kilmacanogue, the Stage 2A appraisal of measures is confined to the northbound direction only.

[2] Department of Transport Common Appraisal Framework (CAF) for Transport Projects and Programmes (October 2020). It is noted that the Transport Appraisal Framework (TAF) was published by the Department of Transport in June 2023 and replaces the CAF. The requirements of the revised TAF guidance will be applied as the N11/M11 BPIS Project moves to the next phases (i.e. Phase 3 and subsequent phases).

Table 2-1 Summary of Long-list Sifting Outcomes - Junction 7 (Bray South) to Junction 8 (Kilmacanogue)

Option / Alternative	Name	Outcome of Sifting Exercise	
Junction 7-8 Northbound			
Option 1	Closure of Glencormick / Avoca Service Road	Option Discounted	✗
Option 1A	Retention of Glencormick / Avoca Service Road for all traffic	Progress option and assess in further detail as part of Stage 2A	✓
Option 2	Retention of Glencormick / Avoca Service Road for buses only, with Rockfield Park to Junction 8 Connection	Progress option and assess in further detail as part of Stage 2A	✓

It is noted also that along the northbound carriageway between Junction 7 and Junction 8, the are no other direct accesses onto the N11 mainline with the exception of the Woodlands Academy access just south of Junction 7 (Bray South). As noted in Section 8.3.2 of the Option Selection Report, it is proposed that this access is permanently closed and an alternative access to the Woodlands Academy is provided via a new link off the L1001 Kilcroney Lane, as indicated in .

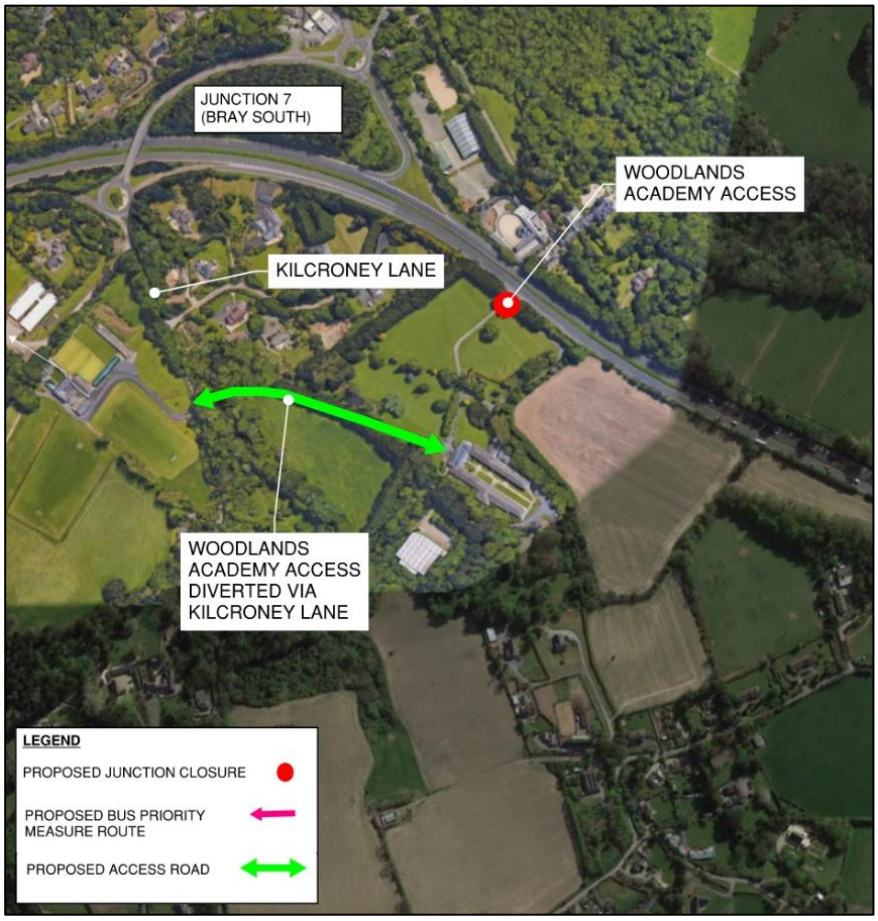


Figure 2-1 Proposed Alternative Access to Woodlands Academy

While the closure of the existing N11 direct access to the Woodlands Academy is common across all northbound options and is therefore not a point of difference between them, it is important that the impacts of the alternative access to the Woodlands Academy are considered in the overall appraisal of Sub-Scheme B. Further details are presented in Section 5.

3. Stage 2A Measures

As outlined above, two separate Measures have been assessed at Stage 2A over the section of Sub-Scheme B between Junction 7 (Bray South) and Junction 8 (Kilmacanogue) based on the combinations and points of differentiation between the northbound options. Detailed descriptions of the Measures concerning the proposed treatment of the Glencormick/Avoca Service Road are provided in the sections below and schematic layouts are presented in Appendix A.

3.1 Glencormick / Avoca Service Road – Measure 1

Measure 1 involves the retention of the Glencormick / Avoca Service Road with access maintained to the mainline for buses and general traffic (consistent with Option 1A from the long-list sifting assessment). Buses must share the parallel service road with general traffic wishing to access Avoca and Glencormick, thus reducing the level of bus priority which can be achieved here. A schematic layout of Measure 1 is included in Appendix A.

3.2 Glencormick / Avoca Service Road – Measure 2

Measure 2 proposes the retention of the Glencormick / Avoca parallel service road for use by buses only (consistent with Option 2 from the long-list sifting assessment). A new access road is proposed through Rockfield Park for general traffic wishing to access Avoca from Junction 8. The L1019 Glencormick Road becomes a cul-de-sac accessible from Junction 7 via the L1001 Kilcroney lane. Consequently, full bus priority can be achieved through this section of the N11. A schematic layout of Measure 2 is included in Appendix A.

4. Stage 2A Appraisal Summary

An overall summary of the outcomes of the assessments of measures in Sub-Scheme B from Junction 7 (Bray South) to Junction 8 (Kilmacanogue) is presented in Table 4-1. For further details on the assessments, refer to Appendix B.

Table 4-1 Sub-Scheme B (Junction 7 - Junction 8) Overall Summary

Assessment Criteria	Measure 1	Measure 2
Economy	Intermediate	Intermediate
Safety	Preferred	Least Preferred
Environment	Preferred	Least Preferred
Accessibility & Social Inclusion	Preferred	Least Preferred
Integration	Least Preferred	Preferred
Physical Activity	Preferred	Least Preferred
Overall Preference	**Preferred**	**Least Preferred**

As outlined in Table 4-1, Measure 1 is preferred over Measure 2. Measure 1 has a lower environmental impact as the proposed design remains within the existing road boundary. It is noted that Measure 2 involves the provision of a new access road through Rockfield Park, a residential area which would see increased traffic volumes. This increase in local traffic can be expected to have negative impacts from a Safety, Accessibility and Social Inclusion and Physical Activity perspective, and therefore Measure 1 is preferred under each of these criteria.

While Measure 1 achieves slightly less continuous bus priority, the Glencormick / Avoca service road merge and diverge is not expected to pose significant delay to buses passing through the service road during the weekday morning peak.

Given the preference for Measure 1, it is concluded from the Stage 2A appraisal that Option 1 (Southbound) in combination with Option 2 (Northbound) is the preferred option overall for closing intermediate junctions and accesses and providing facilities for active travel within Sub-Scheme B between Junction 7 (Bray South) and Junction 8 (Kilmacanogue). Accordingly, these options will be incorporated into the overall design of Sub-Scheme B and advanced to the final step in the Stage 2 Project Appraisal, i.e. Stage 2B.

5. Assessment of Woodlands Academy Access

As previously discussed, it is proposed to close the existing N11 direct access to the Woodlands Academy and provide an alternative access via the L1001 Kilcroney Lane as shown in Figure 2-1. While this is not a differentiator between the northbound options, the environmental impacts of the proposed alternative access for the Woodlands academy have been assessed in isolation and will contribute to the overall assessments of the revised Sub-Scheme B layout. The qualitative assessment of the proposed Woodlands Academy Access Road against the various environmental sub-criteria is summarised in Table 5-1. At this stage in Phase 2, the primary aim of the assessment is to determine whether or not environmental impacts of significance exist, to an extent which could preclude consideration of this option as a viable alternative access. The assessments and design of this alternative access road will be subject to further analysis in future stages.

Table 5-1 Woodland Academy Link Road

Environment Sub-Criteria	Qualitative Assessment
Biodiversity	This option will result in localised severance and loss of woodland and treeline habitat between the Woodlands Academy and Kilcroney Lane.
Soils and geology	The alternative access for the Woodlands academy will result in the loss of topsoil within a greenfield site and, as such, negatively impacts the Soils and Geology of the area. Earthworks and retaining walls (generally in cut) may also be required to accommodate the new link road. There is one historic pit noted in the area of the proposed link road. It is possible that this pit was backfilled with unsuitable variable material that could be contaminated and be an unsuitable bearing stratum. This potentially unsuitable material may need to be removed and disposed to a suitably licensed facility.
Hydrogeology	At the tie-in with the L1001 Kilcroney Lane, the option lies on a high groundwater vulnerability zone.
Hydrology	At the tie-in with the L1001 Kilcroney Lane, there are recurring past flood events following heavy rainfall indicating a drainage system capacity issue (Kilcroney Lane Recurring).
Landscape and visual	The proposed Woodlands Academy Access Road lies within a greenfield site and will require some clearing of vegetation, however no other additional Landscape and visual impacts have been identified.
Air quality and Climate	The proposed access is relatively short and caters for low traffic volumes in/out of the Woodlands Academy. It is not expected to have an impact on Air quality or climate.
Noise and vibration	The proposed access is expected to serve low traffic volumes in/out of the Woodlands Academy and therefore is expected to have a negligible effect on Noise and vibration.
Human beings (Population)	The proposed access provides a safer connection in/out of the Woodland Academy. There are no major impacts expected on Human Beings constraints.
Archaeology, architectural and cultural heritage	The proposed access runs through a greenfield site and therefore has the potential to result in negative impacts upon previously unrecorded archaeological remains that may survive in this area. Furthermore, the access road will be located within a demesne landscape associated with Wingfield House (now Woodlands Academy). A new road through this landscape would result in a significant negative impact on the character of the designed grounds. The proposed new route will also run to Wingfield House (a protected structure, Ref.: 07-12). The construction and operation of the road may result in a significant impact on the setting of the structure.
Material assets (Agriculture)	The proposed Woodlands Academy Access Road will be constructed through an area of good quality land with a higher agricultural potential.
Material assets (Non-Agriculture)	The proposed new link road may have impacts on the water trunk main on the northern edge of the L1001 Kilcroney Lane. The exact extent of this impact will be investigated in future stages should Sub-Scheme B progress to Phase 3.

6. Conclusion

The outcome of the Stage 2A Appraisal has determined that Measure 1 is the preferred treatment at the Glencormick/Avoca Service Road. This measure involves the retention of the Glencormick/Avoca Service Road with access maintained to the N11 mainline for buses and general traffic. Buses must share the parallel service road with general traffic wishing to access Avoca and Glencormick, thus reducing the level of bus priority which can be achieved here.

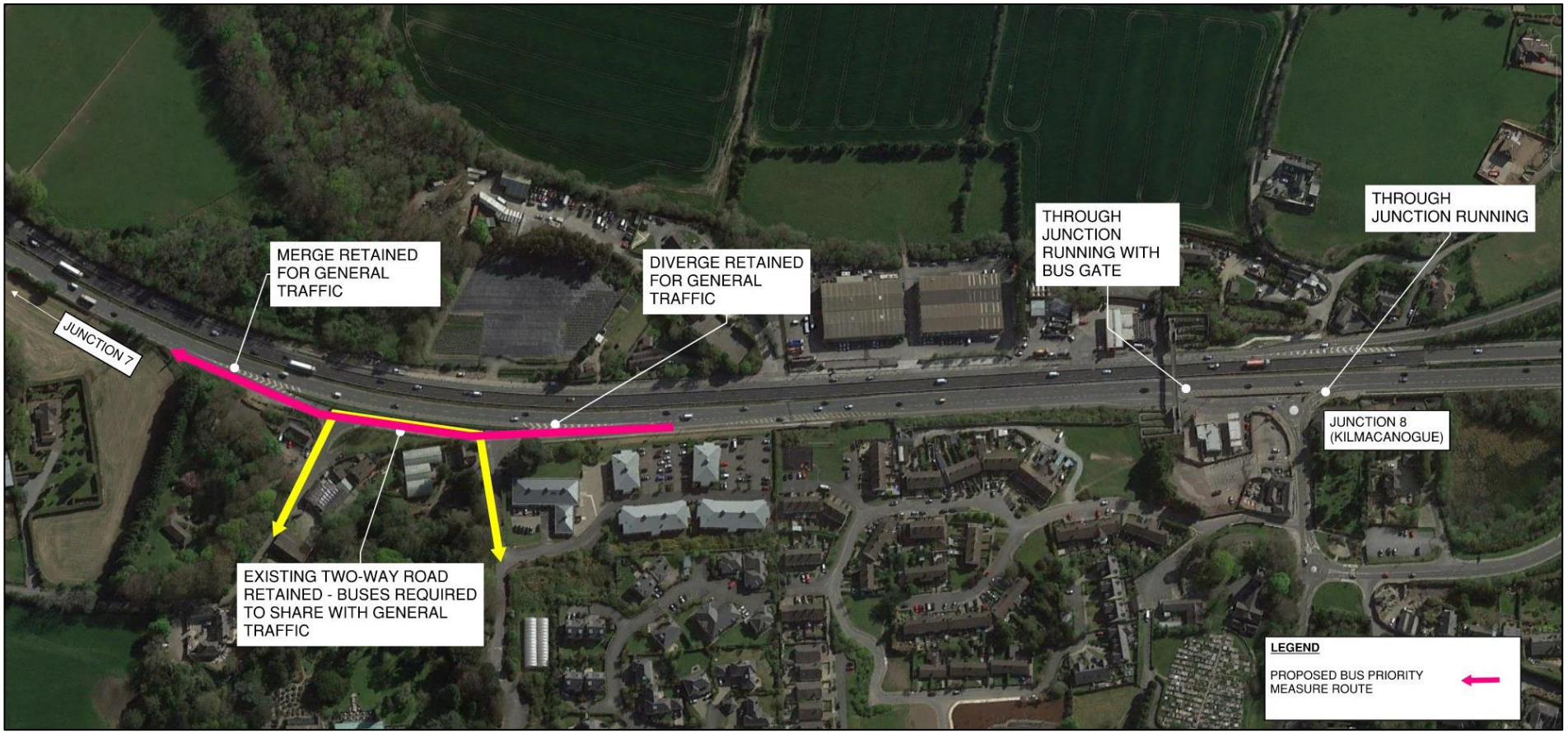
As previously noted in Section 2.1, the treatment of the Glencormick/Avoca Service Road represents the only point of difference between across the northbound options advanced from the long-list sifting assessment.

Accordingly, it is concluded that Option 1A (Northbound) in combination with Option 1 (Southbound) is the preferred option overall for closing intermediate junctions and accesses and providing facilities for active travel within Sub-Scheme B between Junction 7 (Bray South) and Junction 8 (Kilmacanogue). Accordingly, these options will be incorporated into the overall design of Sub-Scheme B and advanced to the final step of the Stage 2 Project Appraisal, i.e. Stage 2B.

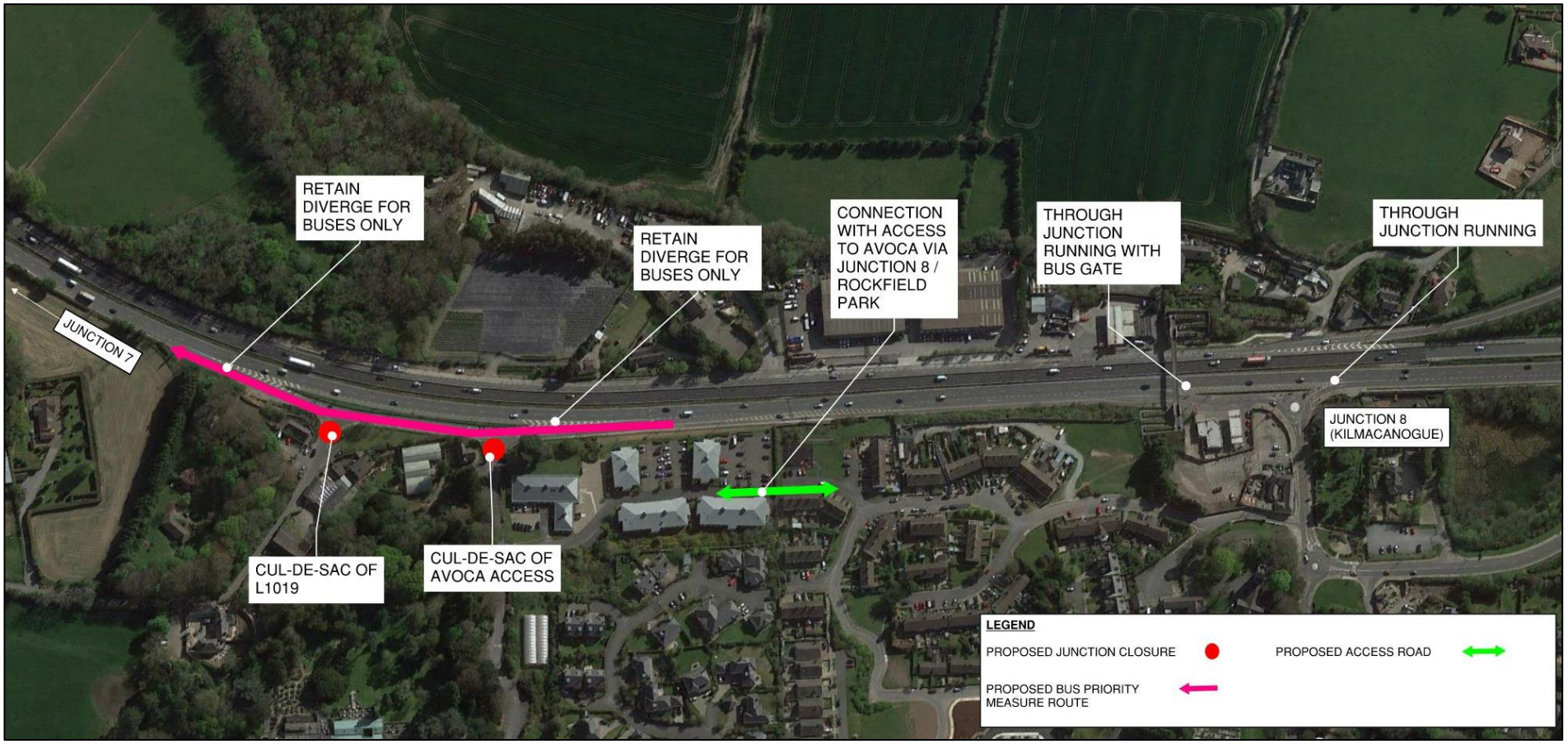
Appendix A

Measure Schematics

Glencormick/Avoca Service Road – Measure 1



Glencormick/Avoca Service Road – Measure 2



Appendix B

Stage 2A Appraisal

	Measure 1 – Retention of Glencormick / Avoca Service Road for all traffic		Measure 2 – Retention of Glencormick / Avoca Service Road for buses only, with Rockfield Park to Junction 8 Connection	
	Qualitative Assessment	Qualitative Score	Qualitative Assessment	Qualitative Score
Environment				
Biodiversity	The proposed works do not involve widening beyond the existing road edge therefore there are no additional Biodiversity impacts are expected for this measure.	**Intermediate**	The proposed works do not impact any known Biodiversity constraints and therefore no additional Biodiversity impacts are expected for this measure.	**Intermediate**
Soils and geology	There are no soils and geology impacts expected with the retention of the Glencormick/Avoca Service Road, as the proposed design does not exceed the existing road level and remains within the edge of existing pavement.	**Intermediate**	The proposed works do not impact any known Soils and geology constraints and therefore no additional impacts are expected for this measure.	**Intermediate**
Hydrogeology	Poor aquifers underlie the proposed measure, though these are considered to be of low importance. Kilmacanogue Marsh (pNHA) is located adjacent to Junction 8 (Kilmacanogue), however, the proposed works will not compromise this ecological site. There are no Hydrogeology impacts expected for this measure. The proposed design involves minor differences between both Measure 1 and 2, therefore, the two measures have equal preference.	**Intermediate**	Poor aquifers underlie the proposed measure, though these are considered to be of low importance. Kilmacanogue Marsh (pNHA) is located adjacent to Junction 8 (Kilmacanogue), however, the proposed works will not compromise this ecological site. There are no Hydrogeology impacts expected for this measure. The proposed design involves minor differences between both Measure 1 and 2, therefore, the two measures have equal preference.	**Intermediate**
Hydrology	There are no Hydrology impacts expected for this measure as the works proposed remain within the existing edge of pavement.	**Intermediate**	There are no Hydrology impacts expected for this measure.	**Intermediate**
Landscape and Visual	There are no Landscape and visual impacts expected with this measure which retains the existing scenario.	**Preferred**	The proposed works do not impact any known L&V constraints, however there may be a negative visual impact on residential community (Rockfield Park) who will no longer be isolated in their residential area given the proposed link connection to Junction 8.	**Least Preferred**
Air quality and climate	The proposed works do not involve widening beyond the existing road edge and are not expected to increase traffic volumes adjacent to sensitive receptors. Therefore, no Air quality and climate impacts are likely for this measure.	**Preferred**	The new link is expected to result in some increase in traffic volumes through the Rockfield Park residential roads which would divert traffic closer to sensitive receptors and therefore has the potential for negative air quality impacts at these locations.	**Least Preferred**
Noise and vibration	At the Glencormick/Avoca Service Road, the proposed works do not involve widening beyond the existing road edge and are not expected to increase traffic volumes	**Preferred**	The new access road is expected to result in an increase in traffic volumes through the Rockfield Park residential roads, as well as the local road network connecting Glencormick via Kilcroney Lane / Junction 7 (Bray	**Least Preferred**

	Measure 1 – Retention of Glencormick / Avoca Service Road for all traffic		Measure 2 – Retention of Glencormick / Avoca Service Road for buses only, with Rockfield Park to Junction 8 Connection	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
	adjacent to sensitive receptors and therefore a neutral noise impact is associated with this measure.		South). This can be expected to increase traffic related noise adjacent to sensitive receptors	
Human beings	This measure retains the diverge and merge as per the existing scenario with the addition of buses using the service road before merging onto the mainline. It has been evaluated that this measure has no additional impact on Human Beings constraints within Sub-Scheme B. Direct access to businesses is maintained, including the Avoca shop and restaurant which is popular with people traveling on the N11. Access to residences on the L1019 is maintained.	**Preferred**	The proposed link road connects Avoca and the Glencormick Business Park to Junction 8 (Kilmacanogue) via Rockfield Park. This will increase traffic volumes through the residential area of Rockfield Park introducing a severance impact within what is currently a cul-de-sac. There would be a negative impact on the general amenity of residents and on local journey amenity, including at the junction with the R755. Additionally, traffic is expected to increase on the local road network connecting to Glencormick via Kilcroney Lane / Junction 7 (Bray South). There would be a moderate negative effect on connectivity for residents on the lower section of the L1019 at Glencormick.	**Least Preferred**
Archaeology, architectural and cultural heritage	The proposed works at the Glencormick/Avoca Service Road do not involve widening to construct new pavement and therefore no impacts are expected upon the archaeological, architectural or cultural heritage resource, as the measure is located within the existing road infrastructure.	**Intermediate**	The proposed works at this location do not involve widening to construct new pavement and therefore no impacts are expected upon the archaeological, architectural or cultural heritage resource, as the measure is located within the existing road infrastructure. The new link through Rockfield park is not expected to impact upon archaeological, architectural or cultural heritage constraints.	**Intermediate**
Material assets – agriculture	There are no expected impacts on agricultural material assets associated with the proposals at the Glencormick/Avoca Service Road as the proposed design remains within the existing pavement boundary.	**Intermediate**	There are no expected impacts on agricultural material assets with this measure as the proposed access road is located in a built area.	**Intermediate**
Material assets – non-agriculture	There are no expected impacts to non-agricultural material assets with this measure as the proposed design remains within the existing pavement boundary.	**Preferred**	The proposed measure involves a connection between the Glencormick Business Park and Rockfield Park and this is expected to have an impact on the following material assets: kerbs, footpath on Rockfield Park, boundary wall that would need to be demolished, and any other material assets impacted when excavating to construct new pavement.	**Least Preferred**
Safety				
Collision Reduction	The retention of the parallel road with junctions open and the bus sharing the northbound lane with general traffic shall require a departure from standards against the DN-GEO-	**Preferred**	The closing of intermediate accesses and junctions is a mandatory requirement in DN-GEO-03087. Closing the Avoca and Glencormick	**Least Preferred**

	Measure 1 – Retention of Glencormick / Avoca Service Road for all traffic		Measure 2 – Retention of Glencormick / Avoca Service Road for buses only, with Rockfield Park to Junction 8 Connection	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
	03087. It also retains two points of conflict between buses and general traffic. Notwithstanding this, no major safety concerns are known with the current arrangement, and this does not result in an increase in traffic in residential areas. On a relative basis this arrangement is expected to be safer for all road users compared to Measure 2.		junctions improves the safety of all road users and removes two points of conflict between buses and general traffic on the parallel road. However, the closure of the current access and diversion through Rockfield Park will increase traffic volumes on the residential/local road. This road is currently designed for local access only. This can be expected to have a major negative impact on the safety of all road users in the residential area unless significant upgrades are made to the Rockfield park road.	
Security	Measure 1 retains the existing scenario in relation to the security of vulnerable road users and as such is the preferred option over Measure 2.	**Preferred**	The proposed link road between Avoca and Rockfield Park will negatively affect the security of all road users in the residential area currently segregated from general traffic. Increased traffic through the residential housing estate is expected to decrease the security of vulnerable road users.	**Least Preferred**
Physical Activity				
Health and Recreation Benefits	Physical Activity is not expected to be a differentiator between the measures within Sub-Scheme B between Junction 7 (Bray South) and Junction 8 (Kilmacanogue). It is considered that safe provision for pedestrians and cyclists between Junction 7 and Junction 8 is likely to be best served by the Kilmacanogue to Southern Cross Greenway Scheme (separately being progressed by Wicklow County Council).	**Preferred**	Physical Activity is not expected to be a differentiator between the measures within Sub-Scheme B between Junction 7 (Bray South) and Junction 8 (Kilmacanogue). It is considered that safe provision for pedestrians and cyclists between Junction 7 and Junction 8 is likely to be best served by the Kilmacanogue to Southern Cross Greenway Scheme (separately being progressed by Wicklow County Council). However, introducing a new link through the residential zone would have a negative impact on the community health and recreation activity.	**Least Preferred**
Economy				
Transport Efficiency and Effectiveness	The retention of the Avoca and Glencormick junctions would impede bus priority to a degree, as buses are required to share the parallel road section with traffic accessing/egressing from these junctions. It is expected that bus speeds would need to reduce through this location given the presence of the accesses. This may cause slight delays and less reliable bus journey times.	**Least Preferred**	The closure of the Avoca and Glencormick junctions means full bus priority may be achieved through the parallel service road leading to increased bus priority when compared to Measure 1. The closure of the junction to general traffic on the mainline will also result in greater stability in flow due to increased weaving lengths between junctions.	**Preferred**

	Measure 1 – Retention of Glencormick / Avoca Service Road for all traffic		Measure 2 – Retention of Glencormick / Avoca Service Road for buses only, with Rockfield Park to Junction 8 Connection	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
Cost	The costs associated with this measure are not expected to be significant as the design remains within the existing pavement. Costs accrued will primarily arise from resurfacing of existing pavement and new line marking.	**Preferred**	The new link between Glencormick Business Park / Avoca and Rockfield Park is expected to cost significantly more on a relative basis. This will include new full depth pavement with associated land costs and line marking.	**Least Preferred**
Wider Economic Impacts	Both Measures are considered to have a negligible impact against the Wider Economic Impacts criterion.	**Intermediate**	Both Measures are considered to have a negligible impact against the Wider Economic Impacts criterion.	**Intermediate**
Funding Impacts	It is expected that the N11/M11 BPIS will be funded under the TII Capital Projects funding stream. As such, it is considered appropriate to rank each measure as Intermediate.	**Intermediate**	It is expected that the N11/M11 BPIS will be funded under the TII Capital Projects funding stream. As such, it is considered appropriate to rank each measure as Intermediate.	**Intermediate**
Accessibility and Social Inclusion				
Deprived Geographical Areas	The retention of Avoca and Glencormick junctions will result in a lower extent of bus priority on the scheme. Overall, however, this measure is expected to have a negligible effect on Deprived Geographical Areas.	**Intermediate**	The closure of Avoca and Glencormick junctions means full bus priority may be achieved through this area leading to faster bus journey times. Notwithstanding this, this measure is not expected to significantly affect deprived geographical areas.	**Intermediate**
Vulnerable Groups	Measure 1 retains the Avoca parallel road in its current form and as such is not expected to provide either a positive or negative effect on Vulnerable Groups. The measure is therefore assessed as Preferred over Measure 2.	**Preferred**	Measure 2 retains the Avoca parallel road for the use of buses only. Introducing a new link through the Rockfield residential area however will have a negative impact on the community which is currently segregated from general traffic. Increased traffic through the residential area will lead to higher risk of vehicle and pedestrian collisions. Therefore, Measure 2 is Least Preferred.	**Least Preferred**
Integration				
Transport Integration	The retention of the Avoca and Glencormick junctions results in a slight reduction in bus priority as buses are required to share the parallel road section with general traffic. This may cause slight delays and less reliable bus journey times, and therefore a relatively less preferred outcome for the Transport Integration sub-criterion.	**Least Preferred**	This measure achieves a greater extent of bus priority as the closure of the Avoca and Glencormick junctions means buses do not have to share the parallel road space with general traffic, and therefore may yield a preferred outcome for the Transport Integration sub-criterion.	**Preferred**

	Measure 1 – Retention of Glencormick / Avoca Service Road for all traffic		Measure 2 – Retention of Glencormick / Avoca Service Road for buses only, with Rockfield Park to Junction 8 Connection	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
Land Use Integration	Neither measure is expected to be a differentiator in relation to the Land use integration criterion.	**Intermediate**	Neither measure is expected to be a differentiator in relation to the Land use integration criterion.	**Intermediate**
Geographical Integration	The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of the country to the year 2040. One of the National Strategic Outcomes within this framework relates to Enhanced Regional Accessibility. In this regard, retaining the parallel road will result in greater instability in mainline traffic flow and a lower extent of bus priority, thus achieving less regional accessibility and as such this measure is Least Preferred.	**Least Preferred**	The closure of the parallel road to general traffic but retaining for buses only will result in greater stability of mainline flow and a larger extent of bus priority, thus achieving more enhanced regional accessibility and as such this measure is Preferred.	**Preferred**
Government Policy Integration	Both measures align with government policy in that both promote a modal shift to more sustainable means of transport and reduce reliance on private cars. Measure 1 and 2 are therefore both considered Intermediate.	**Intermediate**	Both measures align with government policy in that both promote a modal shift to more sustainable means of transport and reduce reliance on private cars. Measure 1 and 2 are therefore both considered Intermediate.	**Intermediate**
Integration with N11/M11 J4 to J14 Scheme	The N11/M11 J4 to J14 Scheme preferred option recommended to close the Junction 8 (Kilmacanogue) merge and redivert traffic onto a parallel road to north of the Avoca / Glencormick junction. The proposed measure at Glencormick / Avoca does not create a constraint for the development of the future N11/M11 J4-J14 Scheme.	**Intermediate**	The N11/M11 J4 to J14 Scheme preferred option recommended to close the Junction 8 (Kilmacanogue) merge and redivert traffic onto a parallel road until north of Glencormick junction. The proposed measure at Avoca/Glencormick does not preclude / create a constraint for the development of the future N11/M11 Scheme.	**Intermediate**