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Wicklow County Council

N11/M11 Bus Priority Interim Scheme

Stage 2A Appraisal - Sub-Scheme C, Junction 8 (Kilmacanogue) to Junction 9 (Glenview)

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C01 | 10 April 2025

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Ove Arup & Partners Ireland Limited
One Albert Quay
Cork
T12 X8N6
Ireland
arup.com

ARUP

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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-Scheme B and C.

This report specifically focuses on Sub-Scheme C – Junction 8 (Kilmacanogue) to Junction 9 (Glenview).

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



Figure 1-1 Stage 2 Project Appraisal 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 the section of Sub-Scheme C between Junction 8 (Kilmacanogue) and Junction 9 (Glenview), one southbound option and five northbound options were progressed from the long-list sifting exercise as presented in Table 2-1 .

When examined, only two points of differentiation were evident across all northbound options – concerning the proposed treatment of the existing L95111 Moorepark Service Road and the Quill Road Junction respectively. Accordingly, the 'Measures' comparatively assessed in Sub-Scheme C focussed solely on the differing treatments at these two access points. Two measures have been assessed on the treatment of the Moorepark merge / diverge and four measures have been assessed on the treatment of Quill Road Junction / Donnelly's Lane.

Table 2-1 Summary of Long-list Sifting Outcomes - Junction 8 (Kilmacanogue) to Junction 9 (Glenview)

Option / Alternative	Name	Outcome of Sifting Exercise	
Junction 8-9 Southbound			
Option 1	Minor Junction Closures	Progress option and assess in further detail as part of Stage 2A	✓
Junction 8-9 Northbound			
Option 1	Minor Junction Closures	Progress option and assess in further detail as part of Stage 2A	✓
Option 1A	Minor Junction Closures – Variation A	Progress option and assess in further detail as part of Stage 2A	✓
Option 1B	Minor Junction Closures – Variation B	Option Discounted	✗

[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).

Option / Alternative	Name	Outcome of Sifting Exercise	
Option 2	Junction 9 Connection to Quill Road Link Road	Progress option and assess in further detail as part of Stage 2A	✓
Option 2A	Junction 9 Connection to Quill Road Link Road – Variation A	Progress option and assess in further detail as part of Stage 2A	✓
Option 2B	Junction 9 Connection to Quill Road Link Road – Variation B	Progress option and assess in further detail as part of Stage 2A	✓

3. Stage 2A Measures

As outlined above, six separate Measures have been assessed at Stage 2A over the section of Sub-Scheme C between Junction 8 (Kilmacanogue) and Junction 9 (Glenview) based on the combinations of the northbound options. Detailed descriptions of the Measures concerning the proposed treatment of the existing L95111 Moorepark Service Road and the proposed treatment if the Quill Road Junction are provided in the sections below and schematic layouts are presented in Appendix A.

3.1 Moorepark Service Road

3.1.1 Measure 1

Measure 1 involves the retention of the L95111 Moorepark merge and diverge open to traffic, with modifications to allow for a Through Junction Running (TJR) treatment for buses the use the service road.

3.1.2 Measure 2

Measure 2 involves the closure of the L95111 Moorepark Service Road merge and diverge from the mainline access. A new link road is proposed which provides alternative access for the Moorepark residences to Quill Road.

3.2 Quill Road Junction/Donnelly's Lane

3.2.1 Measure 1

Measure 1 involves the closure of the N11 Quill Road Junction which allows for the provision of full bus priority through this section. Traffic is diverted north to Junction 8 (Kilmacanogue) via Quill Road to access the N11. It is noted that the existing Donnelly's Lane is a privately owned road and is not permitted for use by general traffic. Hence, with the closure of the N11 Quill Road Junction, the use of Donnelly's Lane would not provide an alternative access to the N11 via Junction 9 (Glenview) under this measure.

3.2.2 Measure 2

Measure 2 proposes the retention of the N11 Quill Road Junction with a modified Through Junction Running Arrangement for buses. The retention of the junction means full bus priority cannot be achieved through this section of the N11, however diversions to Junction 8 (Kilmacanogue) and Donnelly's Lane can be avoided.

3.2.3 Measure 3

Measure 3 involves the Closure of the N11 Quill Road Junction and an upgrade / widening of Donnelly's Lane to accommodate any traffic diversions from the closure of Quill Road to access the N11 via Junction 9 (Glenview).

3.2.4 Measure 4

Measure 4 involves the closure of the N11 Quill Road Junction and provision of a new link road between Quill Road and Junction 9 (Glenview) to accommodate any diversions from the closure of the N11 Quill Road Junction. The off-line link road alleviates some of the spatial constraints associated with the proposals in Measure 3 to implement widening along the existing Donnelly's Lane.

4. Stage 2A Appraisal Summary

4.1 Moorepark Service Road

An overall summary table of the outcomes of the assessments of Measures at the L95111 Moorepark Service Road in Sub-Scheme C is presented in Table 4-1. For further details on the assessments, refer to Appendix B.

Table 4-1 Sub-Scheme C (J8-J9) Moorepark Measures Overall Summary

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

As outlined in Table 4-1, Measure 2 is preferred over Measure 1. Measure 2 is preferred in relation to the Safety, Accessibility and Social Inclusion and Integration criteria as the closure of the Moorepark Service Road removes conflict points between buses and merging / diverging general traffic. Additionally, the provision of a new access road to Quill Road offers a safer and more attractive alternative than the mainline hard shoulder for non-motorised users to access the locality.

It should be noted that Measure 2 is least preferred from an Environmental perspective, due to the potential impact to Kilmacanogue Marsh pNHA. The proposed Moorepark Access Road may have a direct impact on an area of Alluvial Woodland (a priority Annex I habitat of international importance) in Kilmacanogue Marsh pNHA. Further assessments will be required in future stages to fully capture the magnitude of these impacts and determine appropriate mitigation measures to either limit or remove impact on the sites.

4.2 Quill Road Junction/Donnelly's Lane

An overall summary the assessment at Quill Road / Donnelly's Lane is presented in Table 4-2. For further details on the assessments, refer to Appendix B.

Table 4-2 Sub-Scheme C (J8-J9) Quill Road/Donnelly's Lane Measures Overall Summary

Assessment Criteria	Measure 1	Measure 2	Measure 3	Measure 4
Economy	Preferred	Intermediate	Intermediate	Least Preferred
Safety	Least Preferred	Intermediate	Least Preferred	Preferred
Environment	Intermediate	Preferred	Intermediate	Least Preferred
Accessibility & Social Inclusion	Intermediate	Intermediate	Intermediate	Preferred
Integration	Intermediate	Least Preferred	Intermediate	Preferred

Assessment Criteria	Measure 1	Measure 2	Measure 3	Measure 4
Physical Activity	Intermediate	Intermediate	Intermediate	Intermediate
Overall Preference	**Intermediate**	**Preferred**	**Least Preferred**	**Intermediate**

As outlined in Table 4-2, the assessments concluded that Measure 2 is preferred. Retaining the existing N11 Quill Road junction with modifications to allow for TJR can be achieved with relatively minor interventions within the existing pavement boundary. Although the retention of the junction creates two potential conflict points between buses and general traffic, the existing geometry in this area is of an appropriate standard, with sight distance to / from the junction achieving compliance. Furthermore, traffic volumes currently using the junction are relatively low. As such, the retention of the junction is not expected to pose a significant safety hazard, nor impede bus priority to any significant degree.

The closure of the N11 Quill Road Junction in Measure 1 would force diverted traffic north along Quill Road, which has limited capacity to cater for additional volumes, particularly HGV movements looking to access the nearby quarries. This would adversely affect safety for both motorised and non-motorised users as well as having negative impacts from an Accessibility and Social Inclusion perspective relative to Measure 2. The potential for illegal manoeuvres along Donnelly's Lane under Measure 1 would also have further negative impacts from a Safety perspective, relative to Measure 2.

Substantial additional cost and environmental impacts were associated with Measure 3 and Measure 4, which involved an upgrade / provision of an alternative link for Donnelly's Lane, and these measures ranked poorly overall.

5. Conclusion

The outcome of the Stage 2A Appraisal has determined that the following measures are preferred in respect of the Moorepark Service Road and Quill Road junctions respectively:

- At Moorepark, Measure 2 is preferred which involves the closure of the L95111 Moorepark Service Road merge and diverge from the N11 mainline. A new link road is proposed which provides alternative access for the Moorepark residences to Quill Road.
- At Quill Road, Measure 2 is preferred which proposes the retention of the N11 Quill Road Junction with a modified Through Junction Running Arrangement for buses.

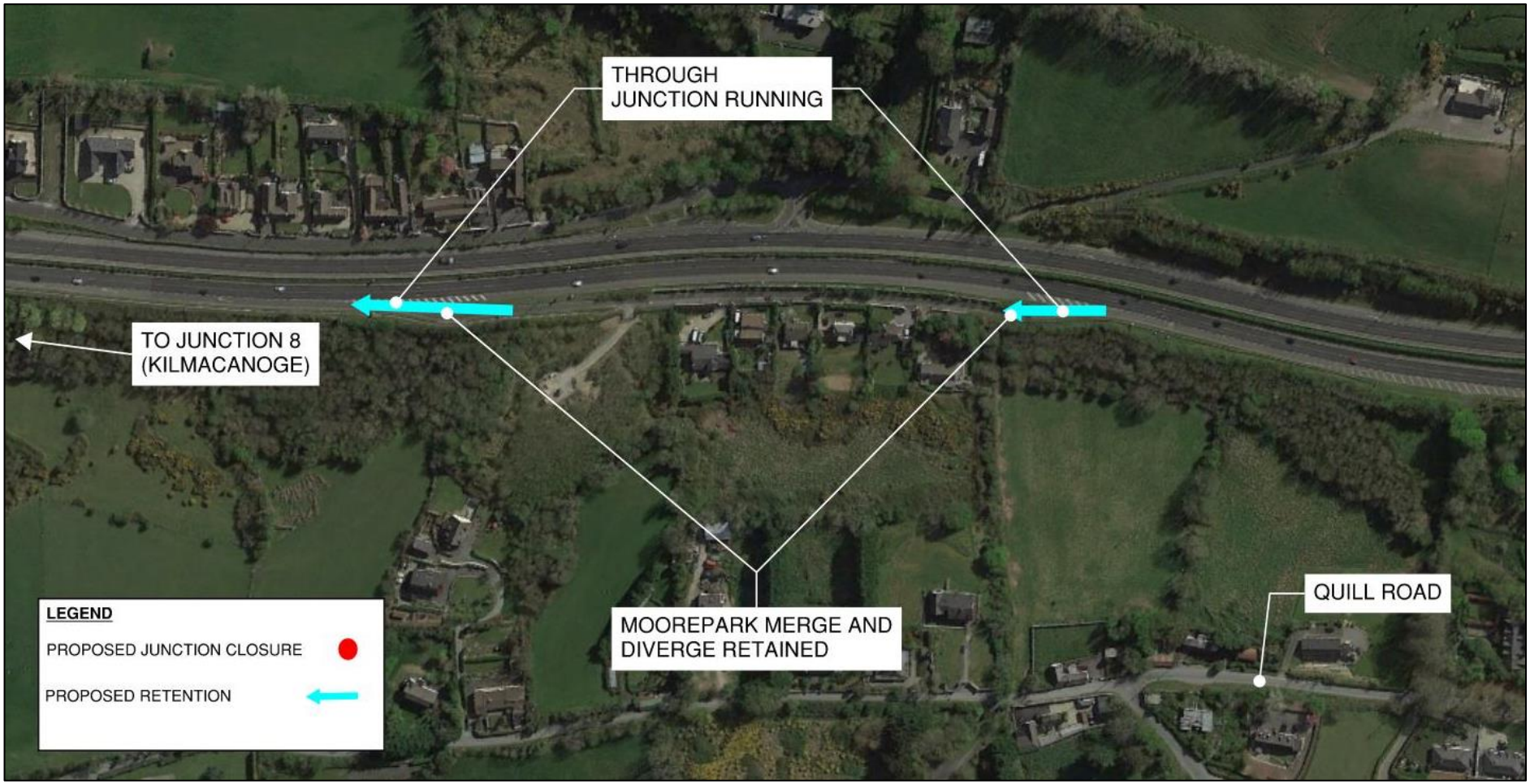
As previously noted in Section 2.1, the treatment of the Moorepark and Quill Road junctions represent the only two points of differentiation across all northbound options advanced from the long-list assessment.

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 C between Junction 8 (Kilmacanogue) and Junction 9 (Glenview). Accordingly, these options will be incorporated into the overall design of Sub-Scheme C and advanced to the final step of the Stage 2 Project Appraisal, i.e. Stage 2B.

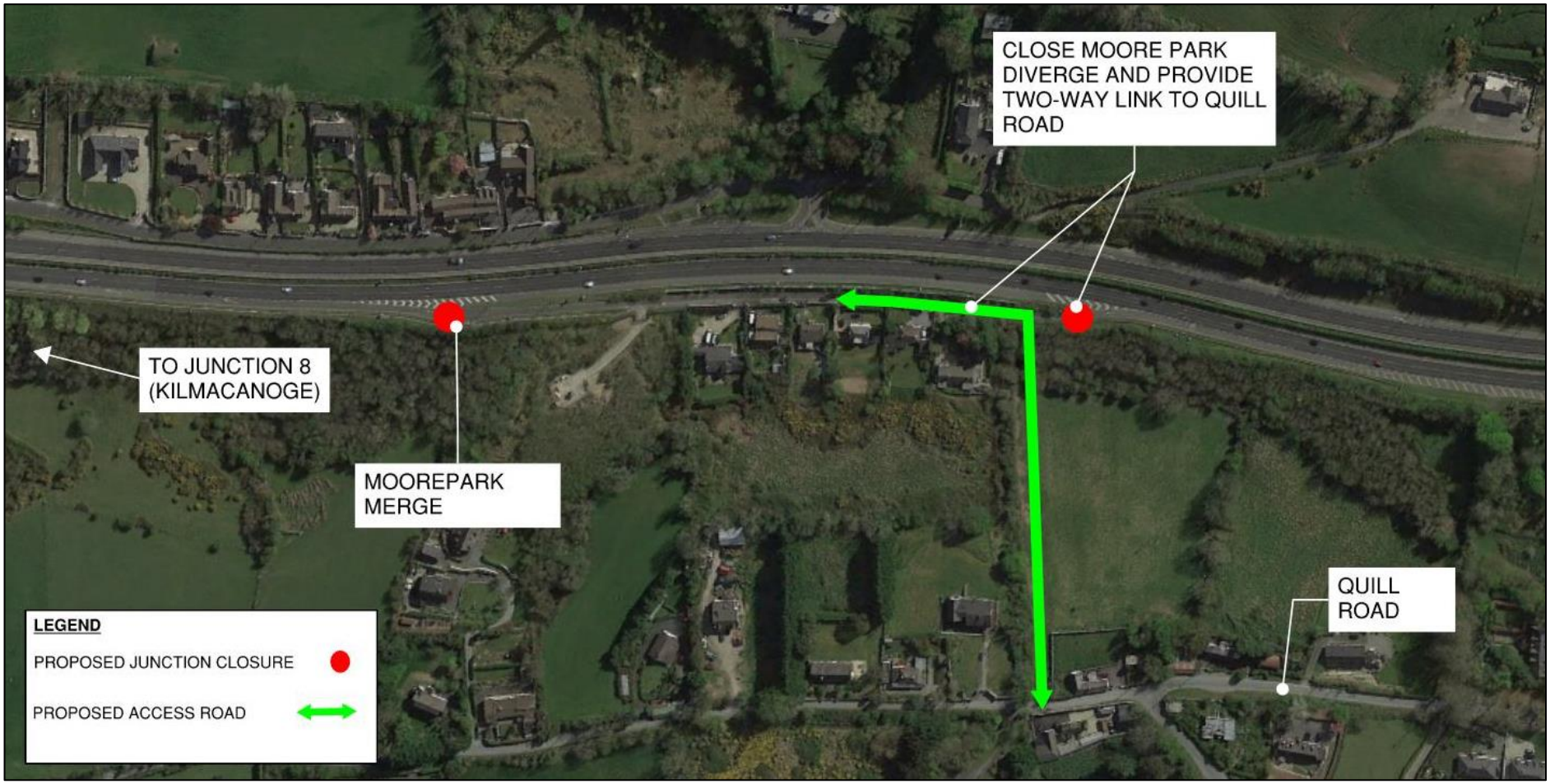
Appendix A

Measure Schematics

Moorepark Service Road – Measure 1



Moorepark Service Road – Measure 2



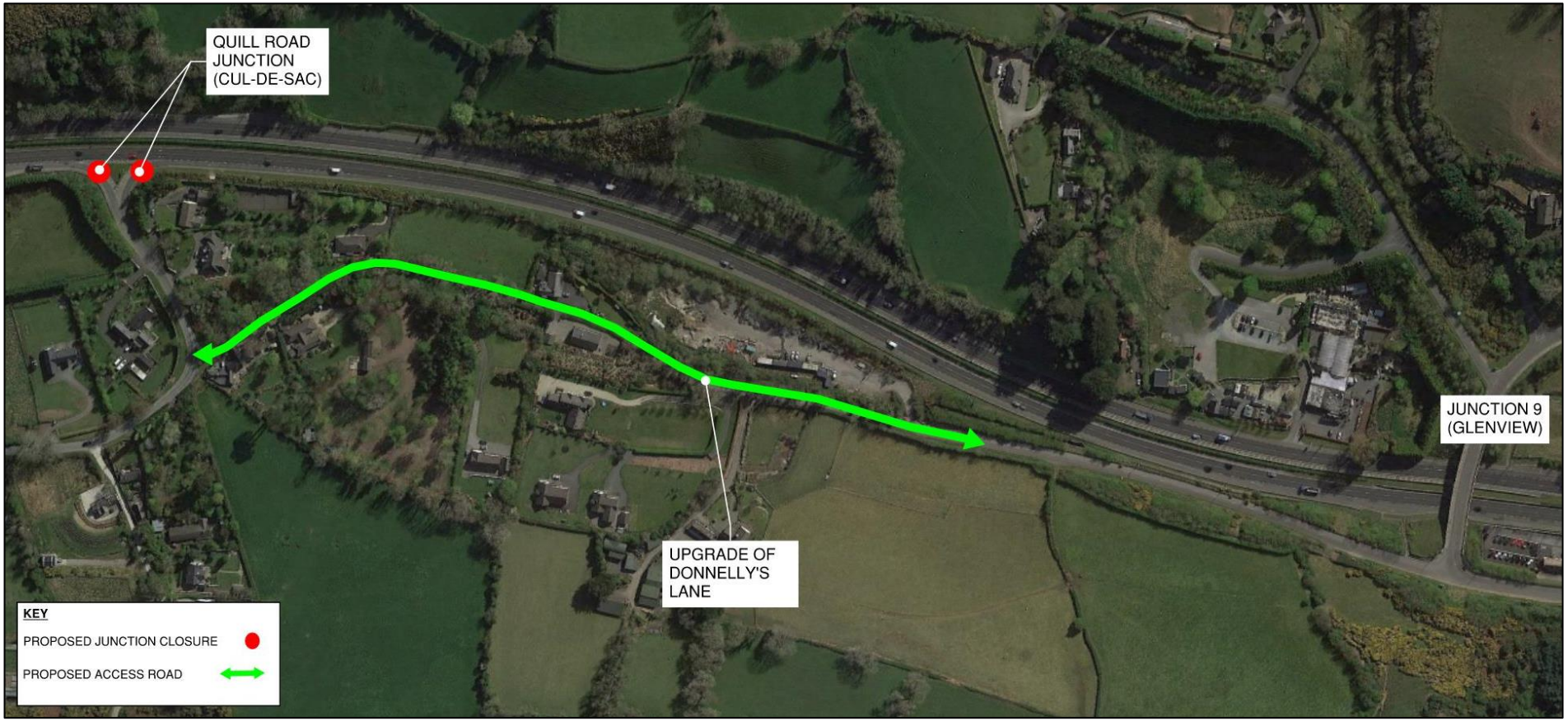
Quill Road Junction/Donnelly's Lane – Measure 1



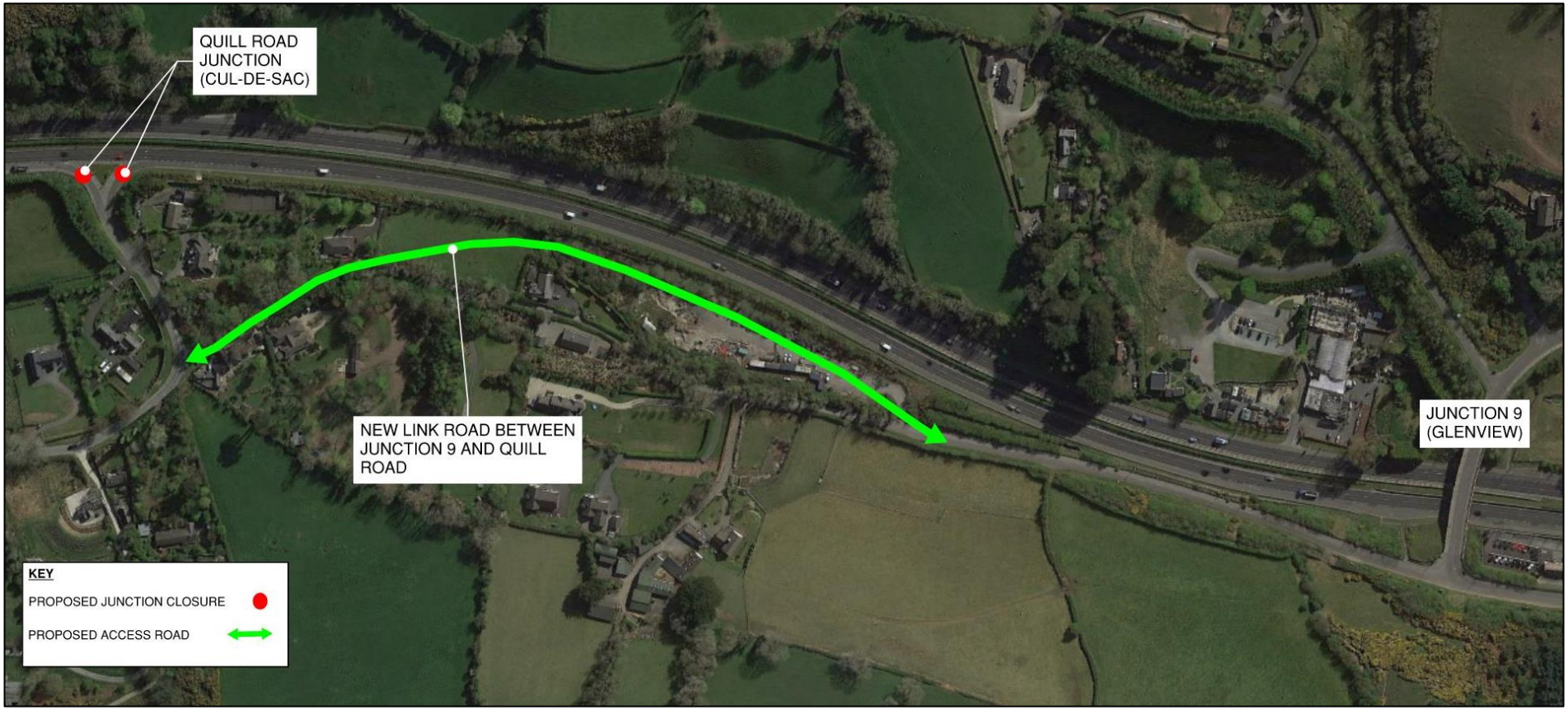
Quill Road Junction/Donnelly's Lane – Measure 2



Quill Road Junction/Donnelly's Lane – Measure 3



Quill Road Junction/Donnelly's Lane – Measure 4



Appendix B

Stage 2A Appraisal

B.1 Moorepark Service Road

	Measure 1 – Retain Moorepark Sercice Road with modified TJR treatment		Measure 2 – Close Service Road and provide alternative access via new access road to Quill Road	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
Environment				
Biodiversity	The proposed Through Junction Running treatment at Moorepark Service Road avoids direct impact on any natural habitats within Kilmacanogue Marsh pNHA and as such, the proposed design remains within the existing pavement boundary here. Potential impacts to vegetation in the verge may occur during construction stage due to minor vegetation clearance.	**Preferred**	The proposed access road connecting the residential properties at Moorepark to Quill Road impacts directly upon the Kilmacanogue Marsh pNHA and will directly impact on an area of Alluvial Woodland [91E0*] within the site – a priority Annex I habitat of international importance. The access road also runs immediately adjacent to, but avoids any direct impact on the Great Sugar Loaf pNHA. A stream providing hydrological connectivity between the Great Sugar Loaf pNHA and Kilmacanogue Marsh pNHA is not expected to be impacted. Furthermore, the proposed access road crosses over an existing culvert running parallel to the N11, which also provides a hydrological link to Kilmacanogue Marsh pNHA, however, it is envisaged that the existing culvert can be retained. Given the ecological value of the site, the loss of any priority Annex I habitat – Alluvial Woodland [91E0*] could contravene objectives in the existing Wicklow County Development Plan 2016 – 2022 (NH5 (CPO17.7)) and the current Draft Wicklow County Development Plan 2021-2027 (CPO 17.7) related to the protection of pNHA sites: *'To maintain the conservation value of all proposed and future Natural Heritage Areas (NHAs) and to protect other designated ecological sites in Wicklow.'* As a result of the direct impact to a priority Annex I habitat within Kilmacanogue Marsh pNHA, the impact added to Sub-Scheme C by the Moorepark Access Road would be one of international significance. However, there is the potential for compensatory planting to be included to mitigate the impact of habitat removal, which could reduce the impact associated with the access road on Kilmacanogue Marsh pNHA to one of Local Importance. The viability and success of any compensatory planting strategy would depend on a suitable location being available within the site, which is contiguous with other alluvial woodland habitat and suitable for the creation of alluvial woodland habitat (i.e. the correct hydrological/hydrogeological conditions exist or can be created). This is to be confirmed with further investigations in future stages.	**Least Preferred**
Soils and geology	As the proposed design stays within the existing edge of pavement and there are no proposed changes to the road level, there are no Soils and Geology impacts expected with the retention of the Moorepark Service Road. Minor earthworks may result in the generation of material for reuse or disposal to a suitably licensed facility. This measure is therefore the Preferred of the two.	**Preferred**	While the vertical alignment of the proposed access road follows the existing terrain as closely as possible with expected fill depths not exceeding 1.8m, it will generate earthworks volumes for both importation and removal from site. Measure 2 will also result in the loss of topsoil within a greenfield site and as such negatively impacts the Soils and Geology of the area and is therefore classified as Least Preferred.	**Least Preferred**
Hydrogeology	Poor aquifers underlie the proposed measure. These are considered to be of low importance. Kilmacanogue Marsh pNHA is identified within the proposed measure; this is valued on an international scale, so is of extremely high importance. An Annex 1 habitat (Alluvial woodland [91E0*]) has been identified there. As the proposed design stays within the existing edge of pavement and there are no proposed changes to the road level, there are no hydrogeological impacts expected with the retention of the Moorepark Service Road. This measure is therefore the Preferred of the two.	**Preferred**	The inclusion of the Moorepark Service Road connecting the residential properties at Moorepark to Quill Road impacts directly upon the Kilmacanogue Marsh pNHA and will directly impact on an area of Alluvial Woodland [91E0*] within the site – a priority Annex I habitat of international importance. Given the hydrogeological value attributed to the site, any impact on its constituent habitats is considered to be a highly negative impact. As noted in the Biodiversity assessment, there is the potential for compensatory planting to be included to mitigate the impact of habitat removal.	**Least Preferred**
Hydrology	The proposed design is within the existing edge of pavement. Consequently, there is no expected increase in impermeable area (pavement) which may lead to an increase in surface water runoff to streams and Kilmacanogue Marsh pNHA.	**Preferred**	The proposed new Moorepark/Quill Road Link crosses the Kilmacanogue stream and works can potentially impacts on an existing culvert at its tie-in point to Moorepark. The Kilmacanogue Marsh pNHA has an ecological value of international importance and hence may have hydrological impact if not mitigated. Section 50 consent will also be required for the new culvert.	**Intermediate**
Landscape and visual	Construction of the Through Junction Running (TJR) treatments shall be contained within the boundary of the existing pavement and is therefore expected to have little impact on Landscape & visual constraints. Some minor impacts to vegetation in the verge may be expected during construction.	**Preferred**	The construction of a new link through a greenfield site requires clearing of existing vegetation and is expected to have a larger potential impact on Landscape & visual constraints than the alternative measure which remains within the existing pavement boundary.	**Least Preferred**
Air quality and climate	Minimal local traffic variations are likely and a negligible effect on air quality is expected at receptors in proximity.	**Intermediate**	Minimal local traffic variations are likely and a negligible effect on air quality is expected at receptors in proximity.	**Intermediate**
Noise and vibration	The TJR treatments adjacent to the mainline - aside from during construction - are expected to have a negligible effect on Noise and vibration.	**Intermediate**	The proposed Moorepark Service Road will serve local movements to the existing residences within Moorepark only. Aside from some impacts during construction, is expected to have a negligible effect on noise and vibration.	**Intermediate**
Human beings	Residential amenity would not be directly impacted, but Moorepark would continue to be isolated from the wider community given the lack of connectivity to Quill Road and the poor facilities for walking and cycling, and consequent poor journey amenity.	**Least Preferred**	The new road will provide a safe link for pedestrians and cyclists, away from the mainline, providing a positive impact on journey amenity and reducing the level of severance between Moorepark residents and the surrounding area/schools/amenities/etc. The connection would reduce the sense of isolation currently felt by Moorepark residents.	**Preferred**
Archaeology, architectural and cultural heritage	The Through Junction Running treatment maintains the use of existing pavement, and as such will not affect any archaeological, architectural or cultural heritage sites. This is the preferred option.	**Preferred**	The proposed link road is located within a greenfield area and as such has the potential to impact on previously unrecorded archaeological remains. For this reason, it is considered to be the least preferred option. No specific impacts are predicted upon the architectural or cultural heritage resource.	**Least Preferred**
Material assets – agriculture	There are no expected impacts on agricultural material assets with this measure as the proposed design remains within the existing pavement boundary.	**Preferred**	The proposed Moorepark Service Road will be constructed through an area of good quality land with a higher agricultural potential.	**Least Preferred**

	Measure 1 – Retain Moorepark Sercice Road with modified TJR treatment		Measure 2 – Close Service Road and provide alternative access via new access road to Quill Road	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
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 edge of pavement.	**Intermediate**	There are no expected impacts to non-agricultural material assets with this option.	**Intermediate**
Safety				
Collision Reduction	The retention of the Moorepark Service Road shall require a departure from standards against TII Publication DN-GEO-03087. It also retains two points of conflict between buses and general road users. Retention of the northbound merge/diverge provides for continued good vehicle accessibility to and from the mainline for Moorepark residents, although journey amenity (safety) is compromised by the fast-moving traffic and the bus lane would exacerbate this.	**Least Preferred**	The closing of intermediate accesses and junctions is mandatory requirement as outlined in TII Publication DN-GEO-03087. Closing Moorepark Service Road improves the safety of all road users and removes two points of conflict between buses and general traffic.	**Preferred**
Security	It is noted that a segregated two-way active travel facility is proposed adjacent to the southbound carriageway. Notwithstanding, there is nothing prohibiting active travel users accessing the Moorepark residences from utilising the existing N11 shoulder. Retaining the Moorepark Service Road would negatively impact on the security of vulnerable road users who choose to use the shoulder however, which will now be shared with buses.	**Least Preferred**	Active travel users accessing the Moorepark residences can utilise the proposed new offline access road to connect to Quill Road. From a vulnerable road users' perspective, this option provides considerably safer access to and from the Moorepark residences than the current scenario for which access is only provided via a narrow footpath along the N11 dual carriageway. The link road will have a positive effect on safety by permitting Moorepark residents to access Kilmacanogue more safely via Quill Road.	**Preferred**
Physical Activity				
Health and Recreation Benefits	Physical Activity is not expected to be a differentiator between the options as for all SS-C options it is expected that an on-line, off-road active travel facility shall be provided adjacent to the southbound carriageway.	**Intermediate**	Physical Activity is not expected to be a differentiator between the options as for all SS-C options it is expected that an on-line, off-road active travel facility shall be provided on the southbound carriageway.	**Intermediate**
Economy				
Transport Efficiency and Effectiveness	The retention of Moorepark Service Road will result in a reduction in the extent of bus priority. Buses will have to share the shoulder with merging/diverging traffic at the Moorepark merge and diverge.	**Least Preferred**	The closure of Moorepark Service Road means full bus priority may be achieved through this area. Buses will have exclusive access to the shoulder and will not have to contend with general traffic.	**Preferred**
Cost	The costs associated with this option are not expected to be significant. Costs accrued will primarily arise from resurfacing of existing pavement and new line marking.	**Preferred**	The new access road between Quill Road and Moorepark is expected to cost more than Measure 1 due to the additional new full depth pavement construction, earthworks, drainage and partial property acquisition costs associated with the measure.	**Least Preferred**
Wider Economic Impacts	This criterion is not considered to be a differentiator between the measures.	**Intermediate**	This criterion is not considered to be a differentiator between the measures.	**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 option 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 option as Intermediate.	**Intermediate**
Accessibility and Social Inclusion				
Deprived Geographical Areas	The retention of Moorepark Service Road will result in a lower extent of bus priority on the scheme. Overall, however, this option is expected to have a negligible effect on Deprived Geographical Areas.	**Intermediate**	The closure of Moorepark Service Road means full bus priority may be achieved through this area. Notwithstanding, this option is not expected to significantly affect deprived geographical areas.	**Intermediate**
Vulnerable Groups	The retention of the diverge and merge will offer no improvement or benefit to the community or vulnerable groups living in Moorepark, Consequently, the community of Moorepark would remain somewhat isolated with the N11 dual providing the sole point of access for vehicles and pedestrians/cyclists alike.	**Least Preferred**	The inclusion of a new link to Quill Road will allow for greater pedestrian access and permeability between Moorepark residences and the surrounding area, where currently no feasible pedestrian connectivity currently exists. The new link will provide relief from severance and provide for a positive impact on accessibility and social inclusion, especially for more vulnerable residents.	**Preferred**
Integration				
Transport Integration	This measure is least preferred as merging/diverging traffic at Moorepark detracts from the extent of bus priority which may be achieved which results in an adverse impact on the 'Support for sustainable transport modes' Transport Integration sub-criterion.	**Least Preferred**	This measure achieves a greater extent of bus priority as the closure of Moorepark merge/diverge means buses do not have to share the shoulder space with general traffic.	**Preferred**
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 intermediate junctions will result in greater instability in mainline traffic	**Least Preferred**	Closing the Moorepark Service Road 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**

	Measure 1 – Retain Moorepark Sercice Road with modified TJR treatment		Measure 2 – Close Service Road and provide alternative access via new access road to Quill Road	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
	flow and a lower extent of bus priority, thus achieve less regional accessibility and as such this measure is Least Preferred.			
Government Policy Integration	Both measures for the treatment of Moorepark align with government policy in that both promote a modal shift from private cars to more sustainable transport modes by providing buses with an advantage over general traffic.	**Intermediate**	Both measures for the treatment of Moorepark align with government policy in that both promote a modal shift from private cars to more sustainable transport modes by providing buses with an advantage over general traffic.	**Intermediate**
Integration with N11/M11 J4 to J14 Scheme	The N11/M11 J4 to J14 Scheme preferred option proposes closure of the Moorepark Service Road, and therefore this measure is not aligned with the future scheme.	**Least Preferred**	The N11/M11 J4 to J14 Scheme preferred option recommends the closure of Moorepark Service Road and provision of a new link back to Quill Road. This measure therefore aligns well with the future scheme.	**Preferred**

B.2 Quill Road

	Measure 1 – Close Quill Road LILO and Do Nothing with Donnelly's Lane		Measure 2 – Retain Quill Road LILO and Do Nothing with Donnelly's Lane		Measure 3 – Close Quill Road LILO and upgrade existing Donnelly's Lane		Measure 4 – Close Quill Road LILO and provide new link road from Junction 9 (Glenview) to Quill Road	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
Environment								
Biodiversity	There are no significant biodiversity impacts associated with this measure as the majority of works are contained within existing pavement. Some remedial works are required to close the junction, but these are expected to be minor in nature and should not extend outside the edge of existing pavement. There are no potential impacts to vegetation expected at the Quill Road LILO junction. The proposed Kilmurry Grove Access Road will result in some minor localised vegetation loss, with no other biodiversity impacts expected with this access road.	**Preferred**	This is essentially a Do-Minimum measure. There are minimal impacts to biodiversity as the proposed design involves only minor modifications to the LILO arrangement to allow for TJR – remaining within existing edge of pavement – and the proposed Kilmurry Grove – Quill Link Road. There are no potential impacts to vegetation expected at the Quill Road LILO junction. The proposed Kilmurry Grove Access Road will result in some minor localised vegetation loss, with no other biodiversity impacts expected with this access road.	**Preferred**	There are no significant biodiversity impacts associated with this option. An online upgrade is typically preferable to an offline new road from an environmental perspective. The proposed Kilmurry Grove Access Road will result in some minor localised vegetation loss, with no other biodiversity impacts expected with this access road.	**Intermediate**	There is a potential slight impact to the culverted Kilmacanogue stream (EPA code: 10K03) where the proposed link borders it adjacent to the N11 north of Junction 9 (Glenview) Proposed new Kilmurry Grove – Quill Link Road and new link road to Junction 9 (Glenview) will likely result in some localised vegetation loss. Vegetation impacts associated with the provision of this measure are likely to be greatest compared with the other measures due to the proposed new link road from Junction 9 (Glenview) to Quill Road which is largely offline.	**Least Preferred**
Soils and geology	The proposed works do not extend above or below the existing road level and remain within the edge of existing pavement. Therefore, Soils and geology is not expected to be a differentiator for this measure.	**Intermediate**	The proposed works do not extend above or below the existing road level and remain within the edge of existing pavement. Therefore, Soils and geology is not expected to be a differentiator for this measure.	**Intermediate**	The upgrade to Donnellys lane is an online upgrade and is not expected to extend beyond or below the current road level. Therefore, Soils and geology is not expected to be a differentiator between the options.	**Intermediate**	While there are no major constraints impacted by the new link road however fill material will be required and material for disposal offsite is expected to be generated. Therefore, this measure is Least Preferred.	**Least Preferred**
Hydrogeology	Poor aquifers underlie the proposed measure. These are considered to be of low importance. There is a potential impact to a well located on land associated with a residence on Donnelly's Lane. Further investigations will be required to identify the exact location and potential impacts to the well. There were no other expected potential hydrogeological impacts identified associated with the proposed new link road. As such, Measure 1 is determined as Preferred.	**Preferred**	Poor aquifers underlie the proposed measure. These are considered to be of low importance. There is a potential impact to a well located on land associated with a residence on Donnelly's Lane. Further investigations will be required to identify the exact location and potential impacts to the well. There were no other expected potential hydrogeological impacts identified associated with the proposed new link road. As such, Measure 2 is determined as Preferred.	**Preferred**	Poor aquifers underlie the proposed measure. These are considered to be of low importance. There is a potential impact to a well located on land associated with a residence on Donnelly's Lane. Further investigations will be required to identify the exact location and potential impacts to the well. Small volumes of cuttings are expected within the upgrades of the Donnelly's Lane, which may have a negative impact on the hydrogeological constraints. As such, Measure 3 is determined as Intermediate.	**Intermediate**	Poor aquifers underlie the proposed measure. These are considered to be of low importance. There is a potential impact to a well located on land associated with a residence on Donnelly's Lane. Further investigations will be required to identify the exact location and potential impacts to the well. There may be a potential impact to the culverted Kilmacanogue stream (10K03) depending on the depth of the culvert below the proposed design. This measure will probably have more cuttings associated within the upgrades of the Donnelly's Lane, especially regarding the Kilmacanogue stream. Therefore, Measure 4 is determined as the Least Preferred of the four.	**Least Preferred**
Hydrology	Minor increase in surface runoff as measure involves upgrade of existing road and closure of junctions. No other potential hydrological impacts identified.	**Preferred**	This measure involves retaining the existing junctions, upgrade of existing link roads, etc. and is not anticipated to have a negative impact. No other potential hydrological impacts were identified with this measure.	**Preferred**	Online widening of the existing road will increase the extent of the impermeable area of the road which may lead to increased runoff and drainage requirements if not mitigated.	**Intermediate**	More surface runoff than Measure 1 due to the significant increase in impermeable surface and subsequent drainage requirements if not mitigated.	**Least Preferred**
Landscape and visual	There are no significant Landscape and Visual impacts associated with any of the measures. A closure of Quill Road can be seen as a benefit from a Landscape and Visual perspective as the newly reclaimed space previously occupied by the junction could be replanted with trees and vegetation.	**Preferred**	There are no significant L&V impacts with any of the measures. A retention of Quill Road LILO will have neither a positive or negative effect on Landscape and visual constraints.	**Preferred**	There are no significant L&V impacts with any of the measures however an online upgrade is typically preferred over a new road through a greenfield site from an L&V perspective. Notwithstanding, the online upgrade may result in some minor impacts to trees and vegetation where widening is required.	**Intermediate**	There are no significant L&V impacts with any of the measures however additional clearing of vegetation is required for this measure. Measure 4 also runs through a greenfield site which is undesirable from a L&V perspective.	**Least Preferred**
Air quality and climate	Minimal local traffic variations are likely and a negligible effect on air quality is expected at receptors in proximity.	**Intermediate**	No impacts on air quality or climate are expected as the current scenario will be retained.	**Intermediate**	Minimal local traffic variations are likely and a negligible effect on air quality is expected at receptors in proximity.	**Intermediate**	Minimal local traffic variations are likely and a negligible effect on air quality is expected at receptors in proximity.	**Intermediate**

	Measure 1 – Close Quill Road LILO and Do Nothing with Donnelly's Lane		Measure 2 – Retain Quill Road LILO and Do Nothing with Donnelly's Lane		Measure 3 – Close Quill Road LILO and upgrade existing Donnelly's Lane		Measure 4 – Close Quill Road LILO and provide new link road from Junction 9 (Glenview) to Quill Road	
	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
Noise and vibration	While no new construction is proposed along Donnelly's Lane, the closure of Quill Road LILO may divert additional traffic volumes to (illegally) use the local access road as a rat run – this would result negative impacts to residents from a noise perspective similar to those associated with Measure 3.	**Least Preferred**	There are no positive or negative potential impacts associated with noise and vibration of this option. During construction, as the only works proposed is implementation of the Through Junction Running treatment through Quill Road junction, noise and vibration is expected to be minimal.	**Preferred**	There are no significant sensitive constraints impacted by this option. Increases in traffic volumes however are expected along the upgraded Donnelly's Lane due to the closure of Quill Road LILO and this will be carried within a few metres of residential properties. Noise and vibration during construction of the upgraded road may also be significant for residents in the vicinity.	**Least Preferred**	There are no significant sensitive constraints impacted by either option. This option however will carry increased traffic volumes further from existing residential properties along Donnelly's Lane. Additional noise and vibration may occur during construction as well as along the new link during operation resulting from increased traffic volumes.	**Intermediate**
Human beings	This option will divert significant volumes of traffic north to Junction 8 (Kilmacanogue) or south to Junction 9 (Glenview) without the infrastructure to facilitate it, negatively affecting the connectivity of residents in the southern part of Quill Road especially. Additionally, Donnelly's Lane is privately owned by the residents living there and may experience increased illegal through traffic as a result of the closure of Quill Road LILO. Negative impacts to residential and journey amenity and neighbourhood severance are likely.	**Least Preferred**	This measure proposes the existing scenario with the retention of Quill Road LILO and Donnelly's Lane. There are no expected positive or negative impacts when compared to the baseline scenario with this measure.	**Preferred**	This option will involve widening the current Donnelly's Lane to 5.5m pavement width. Increases in traffic volumes along Donnelly's Lane are expected, in the near vicinity of homes which will lead to a loss of residential amenity, while the upgrade itself could reduce the attractiveness of the road for walking. The measure also potentially impacts two residential properties which may need to be partially acquired as space for the upgraded cross section is extremely limited.	**Least Preferred**	This measure takes the expected increase in traffic volumes using Donnelly's Lane due to the closure of Quill Rd LILO - away from residential properties and allows the narrowest section of the existing Donnelly's Lane to be retained for local access and pedestrian/cyclist use only. A negative impact would apply to one property where the link goes behind the house, but this is slight due to the light traffic volumes the link will carry. Minor impacts may be expected at the tie in to Donnelly's Lane at the northern end but these may be mitigated through retaining walls, narrowing of the cross section and amending the alignment of the existing road.	**Intermediate**
Archaeology, architectural and cultural heritage	No new works outside the existing edge of pavement are proposed. As such the measure will not affect any archaeological, architectural or cultural heritage sites. This is the preferred option	**Preferred**	No new works outside the existing edge of pavement are proposed. As such the measure will not affect any archaeological, architectural or cultural heritage sites. This is the preferred option	**Preferred**	Whilst this option comprises the widening of an existing lane, it is possible that associated works (along the northern section) may impact on an ecclesiastical site located to the northeast of the lane. The site comprises a church, graveyard, ecclesiastical enclosure and building (RMP WI008-013001-4) and is further protected with a Preservation Order and as such is considered to be a site of national significance. Although the exact nature and extent of archaeological remains is unknown impacts may be significant in nature.	**Intermediate**	The proposed new link between Junction 9 (Glenview) and Quill Road is located within a greenfield area and as such has the potential to impact on previously unrecorded archaeological remains. The measure also passes adjacent to an ecclesiastical site, comprising a church, graveyard, ecclesiastical enclosure and building (RMP WI008-013001-4). The site is further protected with a Preservation Order and as such is considered to be a site of national significance. Although the exact nature and extent of archaeological remains is unknown impacts may be significant in nature. This is the least preferred option.	**Least Preferred**
Material assets – agriculture	There are no significant potential impacts to agricultural constraints resulting from the closure of Quill Road and retention of Donnelly's Lane. Access along the existing Donnelly's Lane remains unchanged (it is quite narrow).	**Intermediate**	There are no significant material assets – agriculture constraints impacted by the retention of Quill Road LILO and Donnelly's Lane. HGVs and farm machinery accessing land in the vicinity may remain using Quill Road LILO.	**Preferred**	There are no significant material assets – agriculture constraints impacted by the online upgrade of Donnelly's Lane.	**Intermediate**	The proposed new link road potentially impacts an area of 'Good Land' along its offline section and shall be constructed on a greenfield site. The new link however will provide improved access for HGVs and farm machinery.	**Intermediate**
Material assets – non-agriculture	There are no negative or positive potential impacts to non-agricultural assets resulting from the closure of Quill Road and retention of Donnelly's Lane.	**Preferred**	There are no negative or positive potential impacts to non-agricultural assets resulting from the retention of Quill Road and Donnelly's Lane.	**Preferred**	Minor impacts may be expected to residential properties and gardens arising from the widened cross section proposed along the existing Donnelly's Lane. These may be mitigated to an extent through retaining walls, narrowing of the cross section and amending the alignment of the existing road.	**Intermediate**	There is a potential impact to ~310m of a Gas Network Ireland transmission main beneath the proposed alignment. Potential minor impacts to properties are also expected at the tie in of the new link to Donnelly's Lane at its northern end.	**Least Preferred**
Safety								

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	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
Collision Reduction	Closing Quill Road LILO will reduce the number of conflict points between buses and general traffic. Diverted vehicles however will be forced to either travel north to Junction 8 (Kilmacanogue) or along the existing Donnelly's Lane – which narrows to approx. 2.5m at some locations. A large number of HGVs also use the junction to access the quarry located to the west. The increased traffic (particularly HGVs) on the existing Donnelly's Lane could lead to an increased likelihood of collisions and an overall reduction in safety.	**Least Preferred**	Retaining Quill Road LILO junction will result in additional conflict points between buses and vehicles at the junction. Retaining Quill Road with access to the N11 will mean an upgrade or replacement of Donnelly's Lane is not necessary. Considering the above, the measure is expected to have a better overall safety outcome than Measure 1 as traffic will not be required to divert through unsuitable sections of Quill Road / Donnelly's Lane.	**Intermediate**	Closing Quill Road LILO will reduce the number of conflict points between buses and general traffic. An upgrade of Donnelly's Lane will carry traffic on a slightly widened cross section however the standard of alignment which may be achieved is governed by existing constraints and may lead to a low level of SSD. Furthermore, Donnelly's Lane is privately owned by the residents who may object to an upgrade and subsequent increase in traffic volumes using the road.	**Intermediate**	Closing Quill Road LILO will reduce the number of conflict points between buses and general traffic. Furthermore, a new link between Junction 9 (Glenview) and Quill Road will carry the diverted traffic on along a wider cross section and favourable alignment.	**Preferred**
Security	The retention of Donnelly's Lane alongside the closure of Quill Road LILO may result in a significant increase of illegal through traffic along the narrow existing Donnelly's Lane. As such, vulnerable road users such as pedestrians and cyclists using the road may be at increased risk.	**Least Preferred**	This measure retains Donnelly's Lane as a local access road only. As such, the existing scenario is maintained, and Non-Motorised Users may continue to use the lane with the same levels of traffic and therefore safety as now. Consequently, this measure is scored Intermediate.	**Intermediate**	An upgrade of Donnelly's Lane alongside the closure of Quill Road LILO would result in an increase of through traffic along Donnellys lane. As such, vulnerable road users such as pedestrians and cyclists using the road may be at increased risk.	**Least Preferred**	The provision of a new link road from Junction 9 (Glenview) to Quill Road will mean the existing Donnelly's Lane may be retained for pedestrian/cyclist use and local access only.	**Preferred**
Physical Activity								
Health and Recreation Benefits	Physical activity is not expected to be a differentiator between the options as it is proposed to provide an offroad online active travel facility on the southbound side of the N11.	**Intermediate**	Physical activity is not expected to be a differentiator between the options as it is proposed to provide an offroad online active travel facility on the southbound side of the N11.	**Intermediate**	Physical activity is not expected to be a differentiator between the options as it is proposed to provide an offroad online active travel facility on the southbound side of the N11.	**Intermediate**	Physical activity is not expected to be a differentiator between the options as it is proposed to provide an offroad online active travel facility on the southbound side of the N11.	**Intermediate**
Economy								
Transport Efficiency and Effectiveness	The closure of Quill Road LILO will allow for full bus priority to be provided on the mainline. Diverted traffic may be forced to illegally use the Donnelly's Lane local access road as a rat run as an alternative to diverting further north to Junction 8 (Kilmacanogue).	**Preferred**	Full bus priority will not be achieved on the mainline due to the retention of the Quill Road junction. This may have a minor impact on bus priority, however additional delays are expected to be minor due to the lower traffic volumes using the junction.	**Intermediate**	The closure of Quill Road LILO will allow for full bus priority to be provided on the mainline. The online upgrade of Donnelly's Lane however will bring significant traffic volumes along a narrowed cross section close to residential properties.	**Preferred**	The closure of Quill Road LILO will allow for full bus priority to be provided on the mainline. The new link between Junction 9 (Glenview) and Quill Road will cater for diverted traffic away from properties along a full Type 3 Single cross section.	**Preferred**
Cost	There are minimal costs associated with this measure – the only works involved being closing the junction and implementing a bus lane in the hard shoulder.	**Preferred**	There are minimal costs associated with this option – the only works involved being the implementation of a modified Through Junction Running treatment at the Quill Road Junction.	**Preferred**	The upgrade of Donnelly's Lane is expected to be the second most expensive option to implement – the main works involved are pavement widening and minor retaining walls to avoid substantial impacts on properties.	**Intermediate**	The new link road from Junction 9 (Glenview) to Quill Road is expected to be the most expensive measure to implement. This is due to extent of new pavement and earthworks involved.	**Least Preferred**
Wider Economic Impacts	All four measures are considered to have a negligible impact against the Wider Economy Impacts criterion.	**Intermediate**	All four measures are considered to have a negligible impact against the Wider Economy Impacts criterion.	**Intermediate**	All four measures are considered to have a negligible impact against the Wider Economy Impacts criterion.	**Intermediate**	All four measures are considered to have a negligible impact against the Wider Economy 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 acceptable to rank each option 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 acceptable to rank each option 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 acceptable to rank each option 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 acceptable to rank each option as Intermediate.	**Intermediate**
Accessibility and Social Inclusion								
Deprived Geographical Areas	These measures achieve full bus priority on the mainline leading to faster and more reliable bus journey times and therefore greater benefit for deprived geographical areas.	**Preferred**	The retention of Quill Road means full bus priority cannot be achieved along the mainline here with resulting slower and more unreliable bus journey times which will have a lesser benefit for deprived geographical areas.	**Intermediate**	These measures achieve full bus priority on the mainline leading to faster and more reliable bus journey times and therefore greater benefit for deprived geographical areas.	**Intermediate**	These measures achieve full bus priority on the mainline leading to faster and more reliable bus journey times and therefore greater benefit for deprived geographical areas.	**Preferred**

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	Qualitative Assessment	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**	**Qualitative Assessment**	**Qualitative Score**
Vulnerable Groups	Those vulnerable groups living on Donnelly's Lane who may not have access to or the ability to drive may lose safe pedestrian access with this proposed measure due to the lack of space to fit both a road cross section and footpath and the potential for illegal rat running through the access road.	**Least Preferred**	There are no potential positive or negative impacts to vulnerable groups with this measure as it retains the existing scenario.	**Intermediate**	Those vulnerable groups living on Donnelly's Lane who may not have access to or the ability to drive will lose pedestrian access with this proposed measure due to the lack of space to fit both a road cross section and footpath.	**Least Preferred**	A new offline link road will retain the existing Donnelly's Lane for local access and pedestrian use only, therefore benefitting vulnerable groups who may not drive.	**Preferred**
Integration								
Transport Integration	The closure of the Quill Road LILO junction will allow for full bus priority to be provided on the mainline. Diverted traffic may be forced to illegally use the Donnelly's Lane local access road as a rat run as an alternative to diverting further north to Junction 8 (Kilmacanogue).	**Preferred**	Full bus priority will not be achieved on the mainline due to the retention of the Quill Road junction. This will lead to slower and more unreliable bus journey times.	**Intermediate**	The closure of Quill Road LILO will allow for full bus priority to be provided on the mainline. The online upgrade of Donnelly's Lane however will bring significant traffic volumes along a narrowed cross section close to residential properties.	**Preferred**	The closure of Quill Road LILO will allow for full bus priority to be provided on the mainline. The new link between Junction 9 (Glenview) and Quill Road will cater for diverted traffic away from properties along a full Type 3 Single cross section.	**Preferred**
Land Use Integration	The closure of Quill Road Junction will allow for full bus priority to be provided on the mainline. Diverted traffic may be forced to illegally use the Donnelly's Lane local access road as a rat run as an alternative to diverting further north to Junction 8 (Kilmacanogue).	**Intermediate**	Full bus priority will not be achieved on the mainline due to the retention of Quill Road. This will lead to slower and more unreliable bus journey times.	**Intermediate**	The closure of Quill Road Junction will allow for full bus priority to be provided on the mainline. The online upgrade of Donnelly's Lane however will bring significant traffic volumes along a narrowed cross section close to residential properties.	**Intermediate**	The closure of Quill Road Junction will allow for full bus priority to be provided on the mainline. The new link between Junction 9 (Glenview) and Quill Road will cater for diverted traffic away from properties along a full Type 3 Single cross section.	**Intermediate**
Geographical Integration	Closing the Quill Road Junction 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**	Retaining the Quill Road Junction will result in greater instability in mainline traffic flow and a lower extent of bus priority, thus achieve less regional accessibility and as such this measure is Least Preferred.	**Least Preferred**	Closing the Quill Road Junction 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**	Closing the Quill Road Junction 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	All measures have a negligible alignment with government policy.	**Intermediate**	All measures have a negligible alignment with government policy.	**Intermediate**	All measures have a negligible alignment with government policy.	**Intermediate**	All measures have a negligible alignment with government policy.	**Intermediate**
Integration with main N11/M11 Scheme	The main scheme recommended the closure of the Quill Road LILO junction. Measure 1 achieves this however the retention of Donnelly's Lane does not align with the main scheme preferred option.	**Intermediate**	Measure 2 proposes the retention of both the Quill Road LILO junction and existing Donnelly's Lane. This is not aligned with the main scheme preferred option.	**Least Preferred**	The main scheme recommended the closure of Quill Road LILO. Measure 3 achieves this however the upgrade of the existing Donnelly's Lane does not align with the main scheme preferred option.	**Intermediate**	The main scheme recommended the closure of Quill Road LILO and provision of a new link road between Junction 9 (Glenview) and Quill Road. Measure 4 achieves this.	**Preferred**