



## **Appendix G**

Section 2:  
UCD Ballsbridge to  
City Centre Section  
– Nutley Lane  
Route Options  
Assessment  
MCA Table

**Table G.1: Nutley Lane Alternative Cycle Route MCA**

Appraisal Criteria	Option CF1 (EPR Option)	Option CF2 (Two-way)	Option CF3 (Woodbine)
<b>1 Capital Cost</b>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Major roadway widening and site clearance</li> <li>- Dedicated cycle tracks constructed</li> <li>- New signalised pedestrian crossing</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><i>Land Acquisition Cost</i></p> <p>3,097 sqm Private Land 5 Properties affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs</i></p> <ul style="list-style-type: none"> <li>- Major roadway widening and site clearance</li> <li>- Dedicated two-way cycle track constructed</li> <li>- New signalised pedestrian crossing</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><i>Land Acquisition Cost</i></p> <p>2,690 sqm Private Land 5 Properties affected</p>	<p><i>Indicative Scheme Infrastructure Works Costs on Nutley Lane</i></p> <ul style="list-style-type: none"> <li>- Moderate roadway widening and site clearance</li> <li>- New bus lanes added</li> <li>- New signalised pedestrian crossing</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><i>Indicative Scheme Infrastructure Works Costs on Woodbine</i></p> <ul style="list-style-type: none"> <li>- Major roadway widening and site clearance</li> <li>- Dedicated cycle tracks constructed</li> </ul> <p><i>Land Acquisition Cost on Nutley Lane</i></p> <p>808 sqm Private Land 3 Properties affected</p> <p><i>Land Acquisition Cost on Woodbine</i></p> <p>1,612 sqm Private Land 57 Properties affected</p>
<b>Rank</b>			

Appraisal Criteria	Option CF1 (EPR Option)	Option CF2 (Two-way)	Option CF3 (Woodbine)
<b>2 Road Safety</b>	<p>On this section - cyclist must traverse 5 priority side roads eastbound. 1 minor side roads and 1 signalised junction to traverse westbound. As well as crossing ~ 29 driveways / accesses in eastbound direction and 7 westbound.</p> <p>Segregated cycle route in both directions for 860m. 100% of the total route is segregated.</p>	<p>On this section - cyclist must traverse 3 priority side roads (eastbound), 1 priority side road (westbound) and 1 signalised junction in either direction. As well as crossing ~ 7 driveways / accesses westbound and 8 eastbound.</p> <p>Coming from R138 cyclist commences on the two-way cycle track from the junction.</p> <p>Segregated cycle route in both directions for 860m. 100% of the total route is segregated.</p>	<p>On the section - 3 priority side roads to traverse eastbound. 4 minor side roads to traverse westbound. As well as crossing ~ 60 driveways / accesses in eastbound direction and ~ 59 westbound.</p> <p>Segregated cycle route in both directions for 1.1km. 100% of the total route is segregated.</p>
<b>Rank</b>			
<b>3 Coherence</b>	This route fully aligns with the Nutley Lane Secondary Cycle Route and overlaps with the CBC.	This route fully aligns with the Nutley Lane Secondary Cycle Route and overlaps with the CBC.	This route fully aligns with the Woodbine Road Secondary Cycle Route - however does not align with the CBC.
<b>Rank</b>			
<b>4 Directness</b>	<p>No. of Junctions: 2 Total Length: 860m Length of parallel route: 0m All of the cycle route is on the CBC.</p> <p>No diversion required from the CBC for through cycle traffic or journeys between key local nodes of <u>UCD and St. Vincent's</u>. More likely to be used by cyclists in these cases compared to other route options</p>	<p>No. of Junctions: 2 Total Length: 860m Length of parallel route: 0m All of the cycle route is on the CBC.</p> <p>No diversion required from the CBC for through cycle traffic or journeys between key local nodes of <u>UCD and St. Vincent's</u>, with slightly more direct access between these nodes given the location of the two-way track. More likely to be used by cyclists in these cases compared to other route options</p>	<p>No. of Junctions: 7 Total Length: 3.1km Length of parallel route: 3.1km None of the cycle route is on the CBC.</p> <p>Long diversion required from the CBC for through cycle traffic or journeys between key local nodes of <u>UCD and St. Vincent's</u>. Less likely to be used by cyclists in these cases compared to other options. However, may be used for cyclists between Booterstown Dart Station and UCD.</p>
<b>Rank</b>			

Appraisal Criteria	Option CF1 (EPR Option)	Option CF2 (Two-way)	Option CF3 (Woodbine)
<b>5 Attractiveness</b>	<p>Segregated cycle route in both directions for 860m.</p> <p>Nutley Lane has a residential character and would have both vehicular and bus traffic alongside, with landscaped edge alongside Elm Park and landscaped front gardens.</p> <p>There is existing public lighting on both sides of the road.</p>	<p>Segregated cycle route in both directions for 860m.</p> <p>Nutley Lane has a residential character and would have both vehicular and bus traffic alongside, with landscaped edge alongside Elm Park and landscaped front gardens.</p> <p>There is existing public lighting on both sides of the road.</p>	<p>Segregated cycle route in both directions for 1.1km.</p> <p>Woodbine has a residential character and would have vehicular traffic alongside, with landscaped front gardens.</p> <p>The existing public lighting is largely only on one side of the road - however this could be rectified as part of the works.</p>
<b>Rank</b>			
<b>6 Comfort</b>	<p>Segregated cycle route in both directions for 860m. However multiple driveway crossings may lead to cyclist discomfort.</p>	<p>Segregated cycle route in both directions for 860m. Minimal interactions with driveways (only 8 no.) adds to cyclist comfort and aligns with the National Cycle Manual guidance on appropriate use of two-way cycle tracks.</p>	<p>Segregated cycle route in both directions for 1.1km. However multiple driveway crossings may lead to cyclist discomfort.</p>
<b>Rank</b>			
<b>7 Environmental</b>	<p>Cross-section on Nutley Lane has 1m extra width over two-way track – additional land take on Nutley Lane - however full impact will be determined based on outcome of MCA on Principal Route Options.</p> <p>Potential removal of existing trees on Nutley Lane however full impact will be determined based on outcome of MCA on Principal Route Options.</p>	<p>Cross-section on Nutley Lane has 1m less width over two-way track – less land take on Nutley Lane - however full impact will be determined based on outcome of MCA on Principal Route Options.</p> <p>Potential removal of existing trees on Nutley Lane however full impact will be determined based on outcome of MCA on Principal Route Options.</p>	<p>A greater number (~59 no.) of properties impacted with approx. 1m - 2m land take consistently along a longer length.</p> <p>Likely removal of existing trees along Woodbine Road.</p>
<b>Rank</b>			

Table G.2: Nutley Lane Route Options MCA

Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailment of southbound bus lane)
1 Economy	1A Capital Cost	<p><b>Indicative Scheme Infrastructure Works Costs</b></p> <ul style="list-style-type: none"> <li>- Major roadway widening and site clearance</li> <li>- Dedicated cycle facilities</li> <li>- New signalised pedestrian crossing</li> <li>- Upgrade of SVUH signalised junction</li> <li>- Additional accommodation works in Golf Course</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>3,097 sqm Private Land</p> <p>12 Properties affected</p>	<p><b>Indicative Scheme Infrastructure Works Costs</b></p> <ul style="list-style-type: none"> <li>- Major roadway widening and site clearance</li> <li>- Dedicated two-way cycle track constructed</li> <li>- New signalised pedestrian crossing</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>2,690 sqm Private Land</p> <p>5 Properties affected</p>	<p><b>Indicative Scheme Infrastructure Works Costs</b></p> <ul style="list-style-type: none"> <li>- Moderate roadway widening and site clearance</li> <li>- Dedicated two-way cycle track constructed</li> <li>- Signalisation of Nutley Road junction</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,908 sqm Private Land</p> <p>5 Properties affected</p>	<p><b>Indicative Scheme Infrastructure Works Costs</b></p> <ul style="list-style-type: none"> <li>- Moderate roadway widening and site clearance</li> <li>- Dedicated two-way cycle track constructed</li> <li>- New signalised pedestrian crossing</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,686 sqm Private Land</p> <p>5 Properties affected</p>	<p><b>Indicative Scheme Infrastructure Works Costs</b></p> <ul style="list-style-type: none"> <li>- Moderate roadway widening and site clearance</li> <li>- Dedicated two-way cycle track constructed</li> <li>- New signalised pedestrian crossing</li> <li>- Signalisation of Nutley Road junction</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>2,030 sqm Private Land</p> <p>5 Properties affected</p>	<p><b>Indicative Scheme Infrastructure Works Costs</b></p> <ul style="list-style-type: none"> <li>- Moderate roadway widening and site clearance</li> <li>- Dedicated two-way cycle track constructed</li> <li>- Signalisation of Nutley Road junction</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,908 sqm Private Land</p> <p>5 Properties affected</p>	<p><b>Indicative Scheme Infrastructure Works Costs</b></p> <ul style="list-style-type: none"> <li>- Moderate roadway widening and site clearance</li> <li>- Dedicated two-way cycle track constructed</li> <li>- New signalised pedestrian crossing</li> <li>- Signalisation of Nutley Road junction</li> <li>- Upgrade of SVUH signalised junction</li> </ul> <p><b>Land Acquisition Cost</b></p> <p>1,920 sqm Private Land</p> <p>5 Properties affected</p>
	Rank							

Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailment of southbound bus lane)
	<b>1B Transport Quality &amp; Reliability</b>	<p>Journey Time Inbound: 1.9 mins Journey Time Outbound: 1.9 mins Length: 0.82 km No. of Junctions: 1 No. of Pedestrian Crossings: 0</p> <p>Full physical bus priority in both directions.</p>	<p>Journey Time Inbound: 2.2 mins Journey Time Outbound: 2.2 mins Length: 0.82 km No. of Junctions: 1 No. of Pedestrian Crossings: 1</p> <p>Full physical bus priority in both directions.</p>	<p>Journey Time Inbound: 2.4 mins Journey Time Outbound: 2.4 mins Length: 0.82 km No. of Junctions: 2 No. of Pedestrian Crossings: 0</p> <p>Full physical bus priority provided in bus lanes. Bus priority provided by bus gate.</p>	<p>Journey Time Inbound: 2.2 mins Journey Time Outbound: 2.2 mins Length: 0.82 km No. of Junctions: 1 No. of Pedestrian Crossings: 1</p> <p>Full physical bus priority in both directions.</p>	<p>Journey Time Inbound: 2.6 mins Journey Time Outbound: 2.6 mins Length: 0.82 km No. of Junctions: 2 No. of Pedestrian Crossings: 0</p> <p>Full physical bus priority provided in bus lanes for part of this option. Bus priority provided for remainder of route by signal controlled priority and partial bus lanes.</p>	<p>Journey Time Inbound: 2.8 mins Journey Time Outbound: 2.8 mins Length: 0.82 km No. of Junctions: 2 No. of Pedestrian Crossings: 0</p> <p>Full physical bus priority provided in bus lanes. Bus priority provided by signal controlled priority in the entire two-lane section.</p>	<p>Journey Time Inbound: 2.1 mins Journey Time Outbound: 2.8 mins Length: 0.82 km No. of Junctions: 1 No. of Pedestrian Crossings: 1</p> <p>Full physical bus priority inbound (Northbound).</p> <p>Full physical bus priority provided outbound (southbound) in bus lanes only. Bus priority provided by signal controlled priority in the entire shared section.</p>
	<b>Rank</b>							

Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailing of southbound bus lane)
2 Integration	<b>2A Land Use Policy</b>	Integrates with existing / planned residential (Montrose campus) educational, commercial, medical and leisure uses in this established area.	Integrates with existing / planned residential (Montrose campus) educational, commercial, medical and leisure uses in this established area.	Integrates with existing / planned residential (Montrose campus) educational, commercial, medical and leisure uses in this established area.	Integrates with existing / planned residential (Montrose campus) educational, commercial, medical and leisure uses in this established area.	Integrates with existing / planned residential (Montrose campus) educational, commercial, medical and leisure uses in this established area.	Integrates with existing / planned residential (Montrose campus) educational, commercial, medical and leisure uses in this established area.	Integrates with existing / planned residential (Montrose campus) educational, commercial, medical and leisure uses in this established area.
	<b>Rank</b>							
	<b>2B Residential Population and Employment Catchments</b>	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.	Similar Catchment for all route options.
	<b>Rank</b>							
	<b>2C Transport Network Integration</b>	Similar potential along all route options.	Similar potential along all route options.	Similar potential along all route options.	Similar potential along all route options.	Similar potential along all route options.	Similar potential along all route options.	Similar potential along all route options.
	<b>Rank</b>							
	<b>2D Cycle Network integration</b>	Cycle facilities delivered along Secondary route and CBC, however the two-way facility in the other options offers benefits in terms of safety and comfort.	Cycle facilities delivered along Secondary route and CBC.	Cycle facilities delivered along Secondary route and CBC.	Cycle facilities delivered along Secondary route and CBC.	Cycle facilities delivered along Secondary route and CBC.	Cycle facilities delivered along Secondary route and CBC.	Cycle facilities delivered along Secondary route and CBC.
	<b>Rank</b>							

Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailing of southbound bus lane)
	<b>2E Traffic Network Integration</b>	No restrictions to general traffic.	No restrictions to general traffic.	Northbound through traffic and access to Nutley Avenue, St. Vincent's Hospital, Tesco and majority of residential properties on Nutley Lane requires diversion. Restricts access to SVH. Southbound through traffic and access to Nutley Road, Elm Park GC and Nutley Park requires diversion.	Southbound through traffic restricted entirely - diverted to side roads. For local access within the one-way section vehicles will need to approach from R138 junction or via Nutley Avenue and the proposed left-out egress onto Nutley Road.	No diversions for general traffic. Delays due to bus priority traffic signalling and reduced queuing capacity.	No diversions for general traffic. Significant delays due to extent of bus priority traffic signalling and reduced queuing capacity. Significant delays in both directions, due to likely restricted green times for general traffic, allowing sufficient green time to minimise queuing in opposing shared lane.	No diversions for general traffic. Delays to southbound traffic due to bus priority traffic signalling and reduced queuing capacity.
	<b>Rank</b>							
<b>3 Accessibility &amp; Social Inclusion</b>	<b>3A Key Trip Attractors</b>	All routes service the same trip attractors. - St. Vincent's University Hospital - RTÉ Studios - Planned development (Montrose campus) - Elm Park Golf Club - Hibernia College - Tesco	All routes service the same trip attractors. - St. Vincent's University Hospital - RTÉ Studios - Planned development (Montrose campus) - Elm Park Golf Club - Hibernia College - Tesco	All routes service the same trip attractors. - St. Vincent's University Hospital - RTÉ Studios - Planned development (Montrose campus) - Elm Park Golf Club - Hibernia College - Tesco	All routes service the same trip attractors. - St. Vincent's University Hospital - RTÉ Studios - Planned development (Montrose campus) - Elm Park Golf Club - Hibernia College - Tesco	All routes service the same trip attractors. - St. Vincent's University Hospital - RTÉ Studios - Planned development (Montrose campus) - Elm Park Golf Club - Hibernia College - Tesco	All routes service the same trip attractors. - St. Vincent's University Hospital - RTÉ Studios - Planned development (Montrose campus) - Elm Park Golf Club - Hibernia College - Tesco	All routes service the same trip attractors. - St. Vincent's University Hospital - RTÉ Studios - Planned development (Montrose campus) - Elm Park Golf Club - Hibernia College - Tesco
	<b>Rank</b>							



Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailing of southbound bus lane)	
	<b>3B Deprived Geographic Areas</b>	All routes serve areas of the same means from the Pobal Deprivation Index.	All routes serve areas of the same means from the Pobal Deprivation Index.	All routes serve areas of the same means from the Pobal Deprivation Index.	All routes serve areas of the same means from the Pobal Deprivation Index.	All routes serve areas of the same means from the Pobal Deprivation Index.	All routes serve areas of the same means from the Pobal Deprivation Index.	All routes serve areas of the same means from the Pobal Deprivation Index.	
	<b>Rank</b>								
<b>4 Safety</b>	<b>4A Road Safety</b>	No. of junctions: 1  No turn movements required	No. of junctions: 1  No turn movements required	No. of junctions: 2  Both directions require bus merging into general lane via controlled signals into main traffic lane at bus gate.	No. of junctions: 1  Bus must cross southbound traffic lane at each end of one-way section.	No. of junctions: 2  Both directions require bus merging into general lane via controlled signal into main traffic lane.	No. of junctions: 2  Both directions require bus merging into general lane via controlled signal into main traffic lane.	No. of junctions: 1  Southbound Bus must merge with general traffic at start of shared lane and diverge at end of section.	
	<b>Rank</b>								
	<b>4B Pedestrian Safety</b>	Footpaths provided throughout with dedicated signalised crossing points to connect footpaths as appropriate. Signalised crossings at all major junctions.	Footpaths provided throughout with dedicated signalised crossing points to connect footpaths as appropriate. Signalised crossings at all major junctions.	Footpaths provided throughout with dedicated signalised crossing points to connect footpaths as appropriate. Signalised crossings at all major junctions.	Footpaths provided throughout with dedicated signalised crossing points to connect footpaths as appropriate. Signalised crossings at all major junctions.	Footpaths provided throughout with dedicated signalised crossing points to connect footpaths as appropriate. Signalised crossings at all major junctions.	Footpaths provided throughout with dedicated signalised crossing points to connect footpaths as appropriate. Signalised crossings at all major junctions.	Footpaths provided throughout with dedicated signalised crossing points to connect footpaths as appropriate. Signalised crossings at all major junctions.	Footpaths provided throughout with dedicated signalised crossing points to connect footpaths as appropriate. Signalised crossings at all major junctions.
	<b>Rank</b>								
<b>5 Environment</b>	<b>5A Archaeology &amp; Cultural Heritage</b>	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	
	<b>Rank</b>								

Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailment of southbound bus lane)
	<b>5B Architectural Heritage</b>	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.	No appreciable impacts.
	<b>Rank</b>							
	<b>5C Flora &amp; Fauna</b>	Requires the removal of <b>74</b> trees in public areas, approximately <b>33</b> trees in private areas,  Total trees impacted: <b>107</b>  Also includes the removal of approximately 200 linear m of hedgerow along Elm Park Golf Club.	Requires the removal of <b>47</b> trees in public areas, approximately <b>32</b> trees in private areas,  Total trees impacted: <b>73</b>  Also includes the removal of approximately 200 linear m of hedgerow along Elm Park Golf Club.	Requires the removal of <b>29</b> trees in public areas and <b>25</b> trees in private areas.  Total trees impacted: <b>54</b>	Requires the removal of <b>50</b> trees in public areas and <b>20</b> trees in private areas.  Total trees impacted: <b>70</b>	Requires the removal of <b>50</b> trees in public areas and <b>20</b> trees in private areas.  Total trees impacted: <b>70</b>	Requires the removal of <b>29</b> trees in public areas and <b>25</b> trees in private areas.  Total trees impacted: <b>54</b>	Requires the removal of <b>50</b> trees in public areas and <b>20</b> trees in private areas.  Total trees impacted: <b>70</b>
	<b>Rank</b>							
	<b>5D Soils, Geology &amp; Hydrology</b>	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact	No appreciable impact
	<b>Rank</b>							

Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailment of southbound bus lane)
	<p><b>5E Landscape &amp; Visual</b></p>	<p>The installation of bus and cycle facilities would require the removal of existing trees within the footpath on both sides of Nutley Lane. This scheme option would require land-take and removal of some trees outside the current road boundary.</p> <p>The land-take on the eastern side will require removal of the linear hedgerow along the Elm Park Golf Club boundary.</p>	<p>The installation of bus and cycle facilities would require the removal of existing trees within the footpath on the eastern side of Nutley Lane. This option retains the majority of existing street trees on the western side. This scheme option would require land-take and removal of some trees outside the current road boundary. The land-take on the eastern side will require removal of the linear hedgerow along the Elm Park Golf Club boundary.</p>	<p>The addition of cycle facilities in this option would likely not have a significant effect on existing tree lines and footpaths over the length of the restriction with many of the existing trees retained on both sides, while bus provision is catered for by bus gate using existing road space. This scheme option would require land-take and removal of some trees outside the current road boundary.</p>	<p>The addition of bus and cycle facilities on Nutley Lane would require the removal of existing trees within the footpath on the eastern side of Nutley Lane. This option retains the majority of existing street trees on the western side and, unlike NL1 and NL2, retains the majority of the existing Elm Park green boundary. This scheme option would require land-take and removal of some trees outside the current road boundary.</p>	<p>The addition of bus and cycle facilities on Nutley Lane would require the removal of existing trees within the footpath on the eastern side of Nutley Lane. This option retains the majority of existing street trees on the western side and, unlike NL1 and NL2, retains the majority of the existing Elm Park green boundary. This scheme option would require land-take and removal of some trees outside the current road boundary.</p>	<p>The addition of cycle facilities in this option would likely not have a significant effect on existing tree lines and footpaths over the length of the restriction with many of the existing trees retained on both sides, while bus provision is catered for by signal controlled priority using existing road space. This scheme option would require land-take and removal of some trees outside the current road boundary.</p>	<p>The addition of bus and cycle facilities on Nutley Lane would require the removal of existing trees within the footpath on the eastern side of Nutley Lane. This option retains the majority of existing street trees on the western side and, unlike NL1 and NL2, retains the majority of the existing Elm Park green boundary. This scheme option would require land-take and removal of some trees outside the current road boundary.</p>
	<b>Rank</b>							

Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailing of southbound bus lane)
	<b>5F Air Quality</b>	Potential impact on air quality due to the introduction of two bus lanes over the full length of Nutley Lane and retention of both general traffic lanes.	Potential impact on air quality due to the introduction of two bus lanes over the full length of Nutley Lane and retention of both general traffic lanes.	Potential impact on air quality due to the introduction of two bus lanes on the short stretches outside of the 2-lane section, however mitigated due to only two lanes being provided over a section, and reduction in through traffic.	Potential impact on air quality due to the introduction of two bus lanes over the full length of Nutley Lane, however mitigated due to the general traffic lanes reduced being reduced to one over the 3-lane section.	Potential impact on air quality due to the introduction of two bus lanes over the majority of Nutley Lane and the retention of both general traffic lanes.	Potential impact on air quality due to the introduction of two bus lanes over approximately half of Nutley Lane and the retention of both general traffic lanes.	Potential impact on air quality due to the introduction of two bus lanes over the majority of Nutley Lane and the retention of both general traffic lanes.
	<b>Rank</b>							
	<b>5G Noise &amp; Vibration</b>	<p>Potential impact on noise and vibration due to the introduction of two bus lanes over the full length of Nutley Lane and retention of both general traffic lanes. Along with NL2, NL5, NL6, and NL7, this option therefore has the highest expected traffic volume</p> <p>Unlike the other options, this option brings traffic closer to the adjacent residential</p>	<p>Potential impact on noise and vibration due to the introduction of two bus lanes over the full length of Nutley Lane and retention of both general traffic lanes. Along with NL1, NL5, NL6, and NL7 this option therefore has the highest expected traffic volume.</p> <p>Aside from NL1, proximity of road edge to residential properties is</p>	<p>Potential impact on noise and vibration due to the introduction of two bus lanes on the short stretches outside of the 2-lane section, however mitigated due to only two lanes being provided over a section, and reduction in through traffic. This option therefore has the lowest expected traffic volume.</p> <p>Aside from NL1, proximity of road</p>	<p>Potential impact on noise and vibration due to the introduction of two bus lanes over the full length of Nutley Lane, however mitigated due to the general traffic lanes reduced being reduced to one over the 3-lane section. This option therefore has the second lowest expected traffic volume.</p> <p>Aside from NL1, proximity of road</p>	<p>Potential impact on noise and vibration due to the introduction of two bus lanes over the majority of Nutley Lane and the retention of both general traffic lanes. Along with NL1, NL2, NL6, and NL7 this option therefore has the highest expected traffic volume.</p> <p>Aside from NL1, proximity of road edge to residential properties is</p>	<p>Potential impact on noise and vibration due to the introduction of two bus lanes on the stretches outside of the 2-lane section, and the retention of both general traffic lanes. Along with NL1, NL2, NL5, and NL7 this option therefore has the highest expected traffic volume.</p> <p>Aside from NL1, proximity of road edge to residential properties is</p>	<p>Potential impact on noise and vibration due to the introduction of two bus lanes over the majority of Nutley Lane and the retention of both general traffic lanes. Along with NL1, NL2, NL5, and NL6, this option therefore has the highest expected traffic volume.</p> <p>Aside from NL1, proximity of road edge to residential properties is</p>

Appraisal Criteria	Sub-Criteria	Option NL1 (EPR Option)	Option NL2 (EPR Option with Two-way Cycle)	Option NL3 (2-lanes with Bus Gate)	Option NL4 (3-lanes with One-Way N-bound)	Option NL5 (3-lanes with partial bus lanes and signal controlled priority)	Option NL6 (2-lanes with Signal Controlled Priority)	Option NL7 (3-lanes with curtailment of southbound bus lane)
		properties by narrowing the footpath on the western side and encroaching into a number of properties.	equivalent across all options.	edge to residential properties is equivalent across all options.	edge to residential properties is equivalent across all options.	equivalent across all options.	equivalent across all options.	equivalent across all options.
	<b>Rank</b>							
	<b>5H Land Use Character</b>	This option for road widening along the entire length of Nutley Lane would impact on existing tree lines on both sides of the road, reduces on-street parking provision, and encroaches into residential properties. This option would have a significant impact upon the existing sporting and commercial facilities through land take to a greater extent than other options due to it encroaching on active elements of the facility.	This option for road widening along the entire length of Nutley Lane would impact on existing tree lines and on-street parking provision and would impact upon the existing sporting and commercial facilities through land take but to a lesser extent than NL1.	This option for road widening along sections of Nutley Lane would impact on existing tree lines in places and on-street parking provision and would impact somewhat upon existing sporting and commercial facilities through land take.	This option for road widening along sections of Nutley Lane would impact on existing tree lines in places and on-street parking provision and would impact somewhat upon existing sporting and commercial facilities through land take.	This option for road widening along of Nutley Lane would impact on existing tree lines in places and on-street parking provision and would impact somewhat upon existing sporting and commercial facilities through land take.	This option for road widening along sections of Nutley Lane would impact on existing tree lines in places and on-street parking provision and would impact somewhat upon existing sporting and commercial facilities through land take.	This option for road widening along of Nutley Lane would impact on existing tree lines in places and on-street parking provision and would impact somewhat upon existing sporting and commercial facilities through land take.
	<b>Rank</b>							