



**Appendix K**  
MCA Table

Wilford Roundabout  
to Old Connaught  
Avenue Junction  
Route Options

MCA - Alternatives options between Wilford Junction to Old Cannauget Avenue Junction at Woodbrook Side Lodge

MCA Criteria	Assessment Sub-Criteria	EPR Option - Full Cross-section		Option 1 - FULL CROSS-SECTION		Option 2 - FULL CROSS-SECTION		Option 3A REDUCED CROSS-SECTION		Option 3B REDUCED CROSS-SECTION		Option 3C REDUCED CROSS-SECTION		
		WIDENING TO EAST	NO WIDENING	WIDENING TO WEST	WIDENING TO BOTH SIDES, MAINTAIN EXISTING CENTRELINE	WIDENING TO EAST	WIDENING TO WEST	WIDENING BOTH SIDES						
Economy	1.a. Capital Cost	Reconstruction of the road, rebuild of Side Lodge and accommodation works at 3 number residential properties	No major road works	Reconstruction of the road, and accommodation works at several residential properties. Demolition of Petrol station	Reconstruction of the road, and accommodation works at several residential properties. Demolition of Petrol station	Reconstruction of the road, rebuild of Side Lodge and accommodation works at 3 number residential properties	Reconstruction of the road, and accommodation works at several residential properties. Demolition of Petrol station	Reconstruction of the road, rebuild of Side Lodge and accommodation works at 3 number residential properties	Reconstruction of the road, and accommodation works at several residential properties. Demolition of Petrol station	Reconstruction of the road, rebuild of Side Lodge and accommodation works at 3 number residential properties	Reconstruction of the road, and accommodation works at several residential properties. Demolition of Petrol station	Reconstruction of the road, rebuild of Side Lodge and accommodation works at 3 number residential properties	Reconstruction of the road, and accommodation works at several residential properties. Demolition of Petrol station	
	Rank													
	1.b. Transport Reliability and Quality (Journey Time)	This option provides for bus priority and reliable journey time for buses and cyclists, as dedicated bus lanes and segregated cycle tracks are provided	This option will result in queuing of general traffic and buses will not achieve journey time reliability. Will impact cyclists journey time.	This option provides for bus priority and reliable journey time for buses and cyclists, as dedicated bus lanes and segregated cycle tracks are provided	This option provides for bus priority and reliable journey time for buses and cyclists, as dedicated bus lanes and segregated cycle tracks are provided	This option provides for bus priority and reliable journey time for buses and cyclists, as dedicated bus lanes and segregated cycle tracks are provided	At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower. Also, cyclists journey time scores low	At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower. Also, cyclists journey time scores low	At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower. Also, cyclists journey time scores low	At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower. Also, cyclists journey time scores low	At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower. Also, cyclists journey time scores low	At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower. Also, cyclists journey time scores low	At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower. Also, cyclists journey time scores low	At point where bus lane is shared with cyclists, bus speeds will be restricted by slowest cyclist in the shared lane, hence this scores lower. Also, cyclists journey time scores low
Rank														
Integration	2.a. Land Use Integration	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	
	Rank													
	2.b. Residential Population and Employment Catchments	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	
	Rank													
	2.c. Transport Network Integration	Integrates with Bus Network Plan and Cycle Network Plan. Also integrates well with the planned future development at the Cais Cairon site	Does not integrate with Cycle network plan and Bus Network Plan	Integrates with Bus Network Plan and Cycle Network Plan	Integrates with Bus Network Plan and Cycle Network Plan	Integrates with Bus Network Plan and Cycle Network Plan	Integrates with Bus Network Plan but does not integrate with Cycle Network Plan	Integrates with Bus Network Plan but does not integrate with Cycle Network Plan	Integrates with Bus Network Plan but does not integrate with Cycle Network Plan	Integrates with Bus Network Plan but does not integrate with Cycle Network Plan	Integrates with Bus Network Plan but does not integrate with Cycle Network Plan	Integrates with Bus Network Plan but does not integrate with Cycle Network Plan	Integrates with Bus Network Plan but does not integrate with Cycle Network Plan	Integrates with Bus Network Plan but does not integrate with Cycle Network Plan
	Rank													
2.d. Cycle Network Integration	Integrates with the GDA Cycle Network Plan, primary cycle route identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	Integrates with the GDA Cycle Network Plan, primary cycle route identified	Integrates with the GDA Cycle Network Plan, primary cycle route identified	Integrates with the GDA Cycle Network Plan, primary cycle route identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	Does not integrate with GDA Cycle Network Plan, Primary Route Identified	
Rank														
Accessibility & Social Inclusion	3.a. Key Trip Attractions (Education/Health/Commercial/Employment)	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	
	Rank													
	3.b. Deprived Geographic Areas	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	
Rank														
Safety	4.a. Road Safety	Provides for safety for all Road Users	This option will result in cyclist sharing general traffic lane along with buses and will result in conflict.	Provides for safety for all Road Users	Provides for safety for all Road Users	Cyclists will share bus lane and there is a risk for cyclists to enter general traffic lane, this will result in conflicts	Cyclists will share bus lane and there is a risk for cyclists to enter general traffic lane, this will result in conflicts	Cyclists will share bus lane and there is a risk for cyclists to enter general traffic lane, this will result in conflicts	Cyclists will share bus lane and there is a risk for cyclists to enter general traffic lane, this will result in conflicts	Cyclists will share bus lane and there is a risk for cyclists to enter general traffic lane, this will result in conflicts	Cyclists will share bus lane and there is a risk for cyclists to enter general traffic lane, this will result in conflicts	Cyclists will share bus lane and there is a risk for cyclists to enter general traffic lane, this will result in conflicts	Cyclists will share bus lane and there is a risk for cyclists to enter general traffic lane, this will result in conflicts	
	Rank													
Environment	5.a. Archaeology and Cultural Heritage	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge is significant.	No impact on archaeological or undesignated cultural heritage features. No impact on Woodbrook Side Lodge and demesne lands.	No impact on archaeological or undesignated cultural heritage features.	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge.	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge is significant.	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge and demesne lands. Impact on the boundary wall of Rathmore as a heritage feature	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge and demesne lands. Impact on the boundary wall of Rathmore as a heritage feature	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge and demesne lands. Impact on the boundary wall of Rathmore as a heritage feature	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge and demesne lands. Impact on the boundary wall of Rathmore as a heritage feature	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge and demesne lands. Impact on the boundary wall of Rathmore as a heritage feature	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge and demesne lands. Impact on the boundary wall of Rathmore as a heritage feature	No impact on archaeological or undesignated cultural heritage features. Impact on Woodbrook Side Lodge and demesne lands. Impact on the boundary wall of Rathmore as a heritage feature	
	Rank													
	5.b. Architectural Heritage	The current proposal would result in the loss of the lodge and its boundary and pedestrian gate. The lodge is a protected structure.	No impact on archaeological features. No impact on Woodbrook Side Lodge and demesne lands.	Impact on the boundary of Rathmore as a heritage feature. This feature was previously moved and rebuilt so is of low architectural heritage value.	Depending on how much land take occurs on the east side, the Side Lodge will still be impacted, which is a protected structure. Boundary of Rathmore also impacted.	Would still result in impact on the Side Lodge and its boundary and pedestrian gate. The lodge is a protected structure.	Impact on the boundary of Rathmore as a heritage feature. This feature was previously moved and rebuilt so is of low architectural heritage value.	Depending on how much land take occurs on the east side, the Side Lodge will still be impacted, which is a protected structure. Boundary of Rathmore also impacted.	Depending on how much land take occurs on the east side, the Side Lodge will still be impacted, which is a protected structure. Boundary of Rathmore also impacted.	Depending on how much land take occurs on the east side, the Side Lodge will still be impacted, which is a protected structure. Boundary of Rathmore also impacted.	Depending on how much land take occurs on the east side, the Side Lodge will still be impacted, which is a protected structure. Boundary of Rathmore also impacted.	Depending on how much land take occurs on the east side, the Side Lodge will still be impacted, which is a protected structure. Boundary of Rathmore also impacted.	Depending on how much land take occurs on the east side, the Side Lodge will still be impacted, which is a protected structure. Boundary of Rathmore also impacted.	Depending on how much land take occurs on the east side, the Side Lodge will still be impacted, which is a protected structure. Boundary of Rathmore also impacted.
	Rank													
	5.c. Flora & Fauna	Impacts to amenity grassland, ornamental residential hedgerows, and occasional planted treeelines on eastern side of road. Preferable over the option that affects both sides of the road.	No impact as existing environment is retained	Impacts to ornamental residential hedgerows and occasional planted treeelines on western side of road. Preferable over the option that affects both sides of the road.	Impacts and reduction of amenity grassland, ornamental hedgerows and treeelines on both sides of road.	Impacts to amenity grassland, ornamental residential hedgerows, and occasional planted treeelines on eastern side of road. Preferable over the option that affects both sides of the road.	Impacts to ornamental residential hedgerows and occasional planted treeelines on western side of road. Preferable over the option that affects both sides of the road.	Impacts and reduction of amenity grassland, ornamental hedgerows and treeelines on both sides of road.	Impacts and reduction of amenity grassland, ornamental hedgerows and treeelines on both sides of road.	Impacts and reduction of amenity grassland, ornamental hedgerows and treeelines on both sides of road.	Impacts and reduction of amenity grassland, ornamental hedgerows and treeelines on both sides of road.	Impacts and reduction of amenity grassland, ornamental hedgerows and treeelines on both sides of road.	Impacts and reduction of amenity grassland, ornamental hedgerows and treeelines on both sides of road.	
	Rank													
	5.d. Soils and Geology	Preferable over other options as it will have no impact on petrol station	No impact as existing environment is retained	Impact on Circle K Petrol station where there may be contaminated land present	Impact on Circle K Petrol station where there may be contaminated land present	Preferable over other options as it will have no impact on petrol station	Impact on Circle K Petrol station where there may be contaminated land present	Impact on Circle K Petrol station where there may be contaminated land present	Impact on Circle K Petrol station where there may be contaminated land present	Impact on Circle K Petrol station where there may be contaminated land present	Impact on Circle K Petrol station where there may be contaminated land present	Impact on Circle K Petrol station where there may be contaminated land present	Impact on Circle K Petrol station where there may be contaminated land present	
	Rank													
	5.e. Hydrology	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	
	Rank													
	5.f. Landscape and Visual	Land-take mostly into open ground, long, open driveways into properties on east side of road so landscape impact slightly less than other two options	No impact	Land-take mostly into landscaped front gardens on west side of road, impacting on garden walls and garden features	Land-take from both sides would still impact front gardens on west side of road, impacting on garden walls and garden features	Land-take mostly into open ground, long, open driveways into properties on east side of road so landscape impact slightly less than other two options	Land-take mostly into landscaped front gardens on west side of road, impacting on garden walls and garden features	Land-take mostly into open ground, long, open driveways into properties on east side of road so landscape impact slightly less than other two options	Land-take mostly into landscaped front gardens on west side of road, impacting on garden walls and garden features	Land-take mostly into open ground, long, open driveways into properties on east side of road so landscape impact slightly less than other two options	Land-take mostly into landscaped front gardens on west side of road, impacting on garden walls and garden features	Land-take mostly into open ground, long, open driveways into properties on east side of road so landscape impact slightly less than other two options	Land-take mostly into landscaped front gardens on west side of road, impacting on garden walls and garden features	
	Rank													
	5.g. Air Quality	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	
Rank														
5.h. Noise and Vibration	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options	Same for all options		
Rank														
5.i. Land Use Character	Impacts front garden of 3 no properties with longer gardens and Windsor Motors car park as a result of land-take into the east side	No impact on properties and business	Impacts on properties and Circle K petrol station on west side. Land-take requirements will greatly reduce front gardens of houses on west side, bringing the carriage way close to the front of the properties. The petrol station will be significantly affected, with the loss of several rows of pumps and large impacts on the shop building, which may render the business unviable.	Impacts on properties and businesses on both sides. Land-take will be required from a higher number of properties than the other two options. The petrol station will be affected, with potential impacts on the first row of pumps and on the shop building, which may render the business unviable. Degree of impact is highest in terms of numbers	Impacts front garden of 3 no properties with longer gardens and Windsor Motors car park as a result of land-take into the east side. Lesser impact compared to EPR Option	Impacts on properties and businesses on both sides. Land-take will be required from a higher number of properties than the other two options. The petrol station will be affected, with potential impacts on the first row of pumps and on the shop building, which may render the business unviable. Degree of impact is highest in terms of numbers	Impacts on properties and businesses on both sides. Land-take will be required from a higher number of properties than the other two options. The petrol station will be affected, with potential impacts on the first row of pumps and on the shop building, which may render the business unviable. Degree of impact is highest in terms of numbers	Impacts on properties and businesses on both sides. Land-take will be required from a higher number of properties than the other two options. The petrol station will be affected, with potential impacts on the first row of pumps and on the shop building, which may render the business unviable. Degree of impact is highest in terms of numbers	Impacts on properties and businesses on both sides. Land-take will be required from a higher number of properties than the other two options. The petrol station will be affected, with potential impacts on the first row of pumps and on the shop building, which may render the business unviable. Degree of impact is highest in terms of numbers	Impacts on properties and businesses on both sides. Land-take will be required from a higher number of properties than the other two options. The petrol station will be affected, with potential impacts on the first row of pumps and on the shop building, which may render the business unviable. Degree of impact is highest in terms of numbers	Impacts on properties and businesses on both sides. Land-take will be required from a higher number of properties than the other two options. The petrol station will be affected, with potential impacts on the first row of pumps and on the shop building, which may render the business unviable. Degree of impact is highest in terms of numbers	Impacts on properties and businesses on both sides. Land-take will be required from a higher number of properties than the other two options. The petrol station will be affected, with potential impacts on the first row of pumps and on the shop building, which may render the business unviable. Degree of impact is highest in terms of numbers		
Rank														