

Stage 2		Section 1 Set 1 - Lower Glanmire Road/Tivoli Docks			
Assessment Criteria	Sub-Criteria	Route 1A	Route 1B	Route 2A	Route 2B
Economy		Total - €9.5M <i>Indicative Scheme Infrastructure Works Cost - €7M</i> <i>Private Land Costs - €2.5M</i>	Total - €4.7M <i>Indicative Scheme Infrastructure Works Cost - €4.7M</i> <i>Private Land Costs - €0M</i>	Total - €55.2M <i>Indicative Scheme Infrastructure Works Cost - €21.2M</i> <i>Private Land Costs - €34M</i> <i>**It has been assumed a 10m corridor through Tivoli Docks would need to be purchased with a land take cost of €1500 per m2</i> <i>Note that it is likely some of this cost will be incurred by 3rd parties as part of the Tivoli Redevelopment</i>	Total - €55.5M <i>Indicative Scheme Infrastructure Works Cost - €21.5M</i> <i>Private Land Costs - €34M</i> <i>**It has been assumed a 10m corridor through Tivoli Docks would need to be purchased with a land take cost of €1500 per m2</i> <i>Note that it is likely some of this cost will be incurred by 3rd parties as part of the Tivoli Redevelopment</i>
	Rank				
	Average Journey Time	This scheme has a total length of 2.4 km and from initial journey time calculations, would take an average of 4-5 mins.	This scheme has a total length of 2.4 km and from initial journey time calculations, would take an average of 4-5 mins.	This scheme has a total length of 2.5 km and from initial journey time calculations, would take an average of 10 mins.	This scheme has a total length of 2.5 km and from initial journey time calculations, would take an average of 10 mins.
	Rank				
	Journey Time Reliability	Dedicated bus lanes would be provided for the full length of this route.	Dedicated bus lanes would be provided for the full length of this route.	Dedicated bus lanes would be provided for full length of this route The extra two junctions to enter and exit Tivoli Docks means journey time reliability would be slightly worse for this criterion.	Dedicated bus lanes would be provided for full length of this route The extra two junctions to enter and exit Tivoli Docks means journey time reliability would be slightly worse for this criterion.
	Rank				
Integration	Land Use Integration	This route passes to the north of Tivoli Docks on the existing N8. Currently, Port of Cork are moving their operations to Ringskiddy, as such Cork City Council are in the process of preparing an LAP for this area which will involve plans for significant redevelopment and growth in this area. The proposed residential areas would be accessible by the bus users within a 15 minute walk. This route provides a benefit for land use integration by providing a bus route within walking distance of the proposed redevelopment. However it provides less benefit than route Options 2A & 2B as they don't travel into Tivoli Docks.	This route passes to the north of Tivoli Docks on the existing N8. Currently, Port of Cork are moving their operations to Ringskiddy, as such Cork City Council are in the process of preparing an LAP for this area which will involve plans for significant redevelopment and growth in this area. The proposed residential areas would be accessible by the bus users within a 15 minute walk. This route provides a benefit for land use integration by providing a bus route within walking distance of the proposed redevelopment. However it provides less benefit than route Options 2A & 2B as they don't travel into Tivoli Docks.	This route passes directly through Tivoli Docks and provides a better link to the proposed future development, aiding the planning and development of this area. Therefore this option performs better than Options 1A & 1B for this Criterion.	This route passes directly through Tivoli Docks and provides a better link to the proposed future development, aiding the planning and development of this area. Therefore this option performs better than Options 1A & 1B for this Criterion.
	Rank				
	Residential Catchment				
	400m (5 mins)	349	349	296	296
	800m (10 mins)	876	876	650	650
	1200m (15 mins)	3160	3160	1992	1992
	Employment Catchment				
	400m (5 mins)	140	140	104	104
	800m (10 mins)	430	430	286	286
	1200m (15 mins)	1119	1119	708	708
	Total residential and employment (10 mins)	6074	6074	4036	4036
	Rank				
	Transport Integration	This option upgrades the existing route into the city center for long distance busses coming in from the east (240, 241, 260 and 261) as well as better serving intercity coaches. It also better serves the existing routes 214 and 245. General traffic movements will remain the same, however journey times will be negatively affected by the reduction in number of lanes along sections of Glanmire Road. This affect will be larger than that of Options 2A & 2B as more of Lower Glanmire Road is affected. As a result of this Options 2A & 2B perform better for transport integration.	This option upgrades the existing route into the city center for long distance busses coming in from the east (240, 241, 260 and 261) as well as better serving intercity coaches. It also better serves the existing routes 214 and 245. General traffic movements will remain the same, however journey times will be negatively affected by the reduction in number of lanes along sections of Glanmire Road. This affect will be larger than that of Options 2A & 2B as more of Lower Glanmire Road is affected. As a result of this Options 2A & 2B perform better for transport integration.	This section follows a new route through Tivoli which is currently not served by any bus routes. However it will have the benefit of serving Tivoli Docks which will likely have bus routes when developed. General traffic movements will remain the same, however journey times will be negatively affected by the reduction in number of lanes along sections of Glanmire Road. This affect will be smaller than that of Options 1A & 1B as less of Lower Glanmire Road is affected. As a result of this Options 2A & 2B perform better for transport integration.	This section follows a new route through Tivoli which is currently not served by any bus routes. However it will have the benefit of serving Tivoli Docks which will likely have bus routes when developed. General traffic movements will remain the same, however journey times will be negatively affected by the reduction in number of lanes along sections of Glanmire Road. This affect will be smaller than that of Options 1A & 1B as less of Lower Glanmire Road is affected. As a result of this Options 2A & 2B perform better for transport integration.
	Rank				
	Cyclist Integration	This route serves part of the Lower Glanmire Road primary cycle route and Eurovelo 1 route outlined in the Cork Metropolitan Area Cycle Network Plan Due to the cycle route for this option being on the south side of the railway tracks, it won't serve the population that is on / near Lower Glanmire Road, as the only entrances to Tivoli are at either end of the section. For this reason this option and Option 2A score worse for this criterion.	This route serves part of the Lower Glanmire Road primary cycle route and Eurovelo 1 route outlined in the Cork Metropolitan Area Cycle Network Plan As this option serves the population that is on / adjacent to Lower Glanmire Road it scores better for this criterion than the options that use go through Tivoli Docklands	This route serves part of the Lower Glanmire Road primary cycle route and Eurovelo 1 route outlined in the Cork Metropolitan Area Cycle Network Plan Due to the cycle route for this option being on the south side of the railway tracks, it won't serve the population that is on / near Lower Glanmire Road, as the only entrances to Tivoli are at either end of the section. For this reason this option and Option 2A score worse for this criterion.	This route serves part of the Lower Glanmire Road primary cycle route and Eurovelo 1 route outlined in the Cork Metropolitan Area Cycle Network Plan As this option serves the population that is on / adjacent to Lower Glanmire Road it scores better for this criterion than the options that use go through Tivoli Docklands
	Rank				
	Pedestrian Integration	A new pedestrian link would be provided from Tivoli to east of Dunkettle / Lower Glanmire Road roundabout, along with general pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. The pedestrian improvements are similar for both options and they score the same for this criterion.	No new pedestrian links would be provided as part of this scheme, however general pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions would be provided. The pedestrian improvements are similar for both options and they score the same for this criterion.	A new pedestrian link would be provided from Tivoli to east of Dunkettle / Lower Glanmire Road roundabout, along with general pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. The pedestrian improvements are similar for both options and they score the same for this criterion.	No new pedestrian links would be provided as part of this scheme, however general pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions would be provided. The pedestrian improvements are similar for both options and they score the same for this criterion.
	Rank				
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route serves Lower Glanmire Road, and trip attractors to the northern side of the road including : -Lota Brothers of Charity -Lotamore House -Saint Laurence Cheshire and Hillcrest - Residential Homes -Silver Springs Hotel Leisure Centre There are more trip attractors now for options 1A and 1B, however as the Tivoli Docklands are developed as per the cork development plan there will be more trip attractors for Options 2A & 2B . As a result of this, all options are considered to be equal on balance.	Route serves Lower Glanmire Road, and trip attractors to the northern side of the road including : -Lota Brothers of Charity -Lotamore House -Saint Laurence Cheshire and Hillcrest - Residential Homes -Silver Springs Hotel Leisure Centre There are more trip attractors now for options 1A and 1B, however as the Tivoli Docklands are developed as per the cork development plan there will be more trip attractors for Options 2A & 2B . As a result of this, all options are considered to be equal on balance.	Route serves Tivoli Docklands and Industrial Estate. There are currently no trip attractors here, however when the lands are developed as per the cork development plan there will be more trip attractors for this route, meaning that this performs worse now than Options 1A & 1B but would perform better in the future. As a result of this, all options are considered to be equal on balance.	Route serves Tivoli Docklands and Industrial Estate. There are currently no trip attractors here, however when the lands are developed as per the cork development plan there will be more trip attractors for this route, meaning that this performs worse now than Options 1A & 1B, but would perform better in the future. As a result of this, all options are considered to be equal on balance.
	Rank				

Stage 2		Section 1 Set 1 - Lower Glanmire Road/Tivoli Docks			
Assessment Criteria	Sub-Criteria	Route 1A	Route 1B	Route 2A	Route 2B
Safety	Deprived Geographic Areas	The deprivation indices for areas served by both routes are similar.	The deprivation indices for areas served by both routes are similar.	The deprivation indices for areas served by both routes are similar.	The deprivation indices for areas served by both routes are similar.
	Rank				
	Road Safety	This route interfaces with 1 roundabout and requires 1 turning movement of the bus in the outbound direction, no turning movements are required in the inbound direction.	This route provides a safe cycling route along Lower Glanmire Road, which is currently used by cyclists as it is the only route into and out of Cork City Center to the east, despite being unsafe. This route would provide cycle access to residents along Lower Glanmire Road, whereas the options that use Tivoli would not, forcing them to continue to use the unsafe Lower Glanmire Road. For this reason this option performs better for road safety.	This route interfaces with 2 new major junctions and requires turning movements of the bus in each direction at both junctions.	This route interfaces with 2 new major junctions and requires turning movements of the bus in each direction at both junctions. This route provides a safe cycling route along Lower Glanmire Road, which is currently used by cyclists as it is the only route into and out of Cork City Center to the east, despite being unsafe. This route would provide cycle access to residents along Lower Glanmire Road, whereas the options that use Tivoli would not, forcing them to continue to use the unsafe Lower Glanmire Road. For this reason this option performs better for road safety.
Environment	Rank				
	Archaeological, Architectural and Cultural Heritage	No designated sites would be negatively affected. Cross section for Lwr Glanmire Rd could be achieved within the existing road boundaries. No specific archaeological potential identified.	Impact to demesne boundary wall for the proposed cycle route. The wall is associated with RMP / RPS site (Lotabeg Gateway CO074-025 / P5626). The wall / gates / railings are also specified in the NIAH listing for the heritage asset. No specific archaeological potential identified.	No designated sites would be negatively affected. The archaeological potential within Tivoli Docks, as an area of former estuarine mud flats, has been reduced by the development of the docks & industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.	No designated sites would be negatively affected. Cross section for Lwr Glanmire Rd could be achieved within the existing road boundaries. The archaeological potential within Tivoli Docks, as an area of former estuarine mud flats, has been reduced by the development of the docks & industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.
	Rank				
	Biodiversity	6 trees would likely need to be removed from the verges on Lower Glanmire Road to facilitate the scheme. 300m of hedges / vegetation would likely need to be removed to facilitate the scheme. There is a medium potential for new tree planting as there is a median and grass verges along the route. Potential impact on watercourse entering the Glashaboy Estuary (code SW_060_0800) from construction run-off and associated impacts on the upstream Glashaboy River which gets a run of migratory fish species including Atlantic Salmon, Sea Trout Salmotrutta and European Eel Anguilla Anguilla and associated downstream connectivity to the SPA. This route would involve the construction of a lightweight cycle bridge over an area approx 50m from Cork Harbour SPA (004030) & Dunkettle Shore pNHA (001082). There is a minor risk of impacting the habitat of these areas. The scale and footprint of the lightweight pedestrian and cyclist bridge required would result in a lesser impact on the existing watercourse and the potential for pollution via connectivity to downstream designated sites.	6 trees would likely need to be removed from the verges on Lower Glanmire Road to facilitate the scheme. 300m of hedges / vegetation would likely need to be removed to facilitate the scheme. There is a medium potential for new tree planting as there is a median and grass verges along the route.	6 trees and 300m of hedges / vegetation would likely need to be removed from the verges on Lower Glanmire Road to facilitate the scheme. A further 18 trees would likely need to be removed between the roundabout and the railway line to facilitate the new bridge. There is a high potential for new tree planting, as it's an entirely new road through currently industrial lands without space constraints. Potential impact on watercourse entering the Glashaboy Estuary (code SW_060_0800) from construction run-off and associated impacts on the upstream Glashaboy River which gets a run of migratory fish species including Atlantic Salmon, Sea Trout Salmotrutta and European Eel Anguilla Anguilla and associated downstream connectivity to the SPA. This route would involve the construction of a road bridge over an area approx 30m away from Cork Harbour SPA (004030) and Dunkettle Shore pNHA (001082). Meaning there is a risk of impacting the habitat of these areas. The increased scale and footprint of the new bridge over the railway line for buses, cyclists and pedestrians (and associated specialised foundations likely to be required) required would result in an increased potential impact on the existing watercourse and the potential for pollution via connectivity to downstream designated sites.	6 trees and 300m of hedges / vegetation would likely need to be removed from the verges on Lower Glanmire Road to facilitate the scheme. A further 18 trees would likely need to be removed between the roundabout and the railway line to facilitate the new bridge. There is a high potential for new tree planting, as it's an entirely new road through currently industrial lands without space constraints. Potential impact on watercourse entering the Glashaboy Estuary (code SW_060_0800) from construction run-off and associated impacts on the upstream Glashaboy River which gets a run of migratory fish species including Atlantic Salmon, Sea Trout Salmotrutta and European Eel Anguilla Anguilla and associated downstream connectivity to the SPA. This route would involve the construction of a road bridge over an area approx 30m away from Cork Harbour SPA (004030) and Dunkettle Shore pNHA (001082). Meaning there is a risk of impacting the habitat of these areas. The increased scale and footprint of the new bridge over the railway line for buses, cyclists and pedestrians (and associated specialised foundations likely to be required) required would result in an increased potential impact on the existing watercourse and the potential for pollution via connectivity to downstream designated sites.
	Rank				
	Soils and Geology	Construction of a new pedestrian and cyclist bridge would be required for this option. This will require some earthworks, however less earthworks than for Options 2A & B. The route would also involve the construction of a new cycle path through an area which was historically industrial, therefore this is likely to be an area that contains contaminants. Overall this option requires less earthworks and earthworks in industrial areas than Option 2A & B so performs better for this criterion.	This option would require more widening of Lower Glanmire Road than Option 1A, however unlike the other options it would not require the construction of a bridge. Overall this option requires less earthworks and earthworks in industrial areas than Option 2A & B so performs better for this criterion.	Construction of new road bridge is also required to the east of this option which will require a large amount of earthworks. This option would require the construction of a new road and cycle path through an area which was historically industrial, therefore this is likely to be an area that contains contaminants. Overall this option requires more earthworks and earthworks in industrial areas than Options 1A & B and so performs worse for this criterion.	Construction of new road bridge is also required to the east of this option which will require a large amount of earthworks. This option would require the construction of a new road and cycle path through an area which was historically industrial, therefore this is likely to be an area that contains contaminants. Overall this option requires more earthworks and earthworks in industrial areas than Options 1A & B and so performs worse for this criterion.
	Rank				
	Water Resources	A new pedestrian bridge would be required to pass over a tributary to the Glashaboy River. As the pedestrian bridge would be significantly lighter than the road bridge required for Options 2A & B, the impacts on water resources would be less than with Options 2A & B.	No impacts on water resources are foreseen as part of this route option. Therefore this option performs the best for water resources.	A new pedestrian and road bridge would be required to pass over a tributary to the Glashaboy River. As the road bridge would be significantly larger than the pedestrian bridge required for Options 1A & B, the impacts on water resources would be higher than with Options 1A & B.	A new pedestrian and road bridge would be required to pass over a tributary to the Glashaboy River. As the road bridge would be significantly larger than the pedestrian bridge required for Options 1A & B, the impacts on water resources would be higher than with Options 1A & B.
	Rank				
	Landscape and visual	This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape Preservation Zone or Area of High Landscape Value in the Cork City Development plan. On balance both options are considered equal under this criterion.	This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape Preservation Zone or Area of High Landscape Value in the Cork City Development plan. On balance both options are considered equal under this criterion.	This option does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. There is potential that the protected view BC2 highlighted in the Cork Development Plan may be impacted by the proposed road bridge crossing the railway line adjacent to the Glanmire Roundabout. However views should remain / be improved for pedestrians, cyclists and bus users on the new bridge. As this option involves redevelopment of an area that is currently industrial there is an opportunity to improve the landscape and visual characteristics of the area. On balance both options are considered equal under this criterion.	This option does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. There is potential that the protected view BC2 highlighted in the Cork Development Plan may be impacted by the proposed road bridge crossing the railway line adjacent to the Glanmire Roundabout. However views should remain / be improved for pedestrians, cyclists and bus users on the new bridge. As this option involves redevelopment of an area that is currently industrial there is an opportunity to improve the landscape and visual characteristics of the area. On balance both options are considered equal under this criterion.
	Rank				
	Noise, vibration and air quality	The majority of the proposed scheme would utilise the existing road lanes and consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.	The majority of the proposed scheme would utilise the existing road lanes and consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.	This option would bring new bus traffic through the Tivoli Docks, however there are no sensitive receptors currently located along this route so both options are considered equal under this criterion.	This option would bring new bus traffic through the Tivoli Docks, however there are no sensitive receptors currently located along this route so both options are considered equal under this criterion.
	Rank				

Stage 2		Section 1 Set 1 - Lower Glanmire Road/Tivoli Docks			
Assessment Criteria	Sub-Criteria	Route 1A	Route 1B	Route 2A	Route 2B
	Land Use and Built Environment	<p>This route would use the existing road corridor along Lower Glanmire Road and there would be negligible impact on existing land use character and built environment.</p> <p>Minor private land take, or removal of parking would be required.</p> <p>A small amount of public landtake may be required between Lower Glanmire Road and the railway line to facilitate the scheme.</p>	<p>This route would use the existing road corridor along Lower Glanmire Road and there would be negligible impact on existing land use character and built environment.</p> <p>Minor private land take, or removal of parking may be required.</p> <p>A small amount of public landtake may be required between Lower Glanmire Road and the railway line to facilitate the scheme.</p>	<p>This route would use the existing corridor along Lower Glanmire Road and a new corridor through Tivoli Docks. There would likely be a negligible impact on land use character and the built environment on Lower Glanmire Road and opportunities to enhance the character through Tivoli Docks.</p> <p>For this assessment it has been assumed that significant private land take would be required to facilitate the construction of the new bus route through Tivoli Docks. This would likely involve the severance of land which would reduce its ability to continue in its current use.</p> <p>Some public landtake may be required between Lower Glanmire Road and the railway line to facilitate the scheme.</p> <p>As the impact on privately held land would be higher for Options 2A and 2B they score worse under this criterion.</p>	<p>This route would use the existing corridor along Lower Glanmire Road and a new corridor through Tivoli Docks. There would likely be a negligible impact on land use character and the built environment on Lower Glanmire Road and opportunities to enhance the character through Tivoli Docks.</p> <p>For this assessment it has been assumed that significant private land take would be required to facilitate the construction of the new bus route through Tivoli Docks. This would likely involve the severance of land which would reduce its ability to continue in its current use.</p> <p>Some public landtake may be required between Lower Glanmire Road and the railway line to facilitate the scheme.</p> <p>As the impact on privately held land would be higher for Options 2A and 2B they score worse under this criterion.</p>
	Rank				

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Stage 2		Section 1 Set 1 - Lower Glanmire Road/Tivoli Docks			
Assessment Criteria	Sub-Criteria	Route 1A	Route 1B	Route 2A	Route 2B

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Stage 2		Section 2 Set 1 - Lower Glanmire Road	
Assessment Criteria	Sub-Criteria	Route 1A	Route 1B
Economy	Capital Cost	Total - €10.3M <i>Indicative Scheme Infrastructure Works Cost - €10.3M</i> <i>Private Land Costs - €0M</i>	Total - €9.5M <i>Indicative Scheme Infrastructure Works Cost - €6.6M</i> <i>Private Land Costs - €2.9M</i>
	Rank		
	Average Journey Time	This scheme has a total length of 1.0 km and from initial journey time calculations, would take an average of 2 mins. Same bus route used for both options	This scheme has a total length of 1.0 km and from initial journey time calculations, would take an average of 2 mins. Same bus route used for both options
	Rank		
	Journey Time Reliability	Same bus route used for both options Dedicated bus lanes would be provided for full length of this route.	Same bus route used for both options Dedicated bus lanes would be provided for full length of this route.
	Rank		
	Land Use Integration	Option 1A provides a route that will likely have higher amenity value between the proposed development in Tivoli Docklands and Cork City Centre. This means that Option 1A will provide more benefit by making a more attractive link between these 2 areas, boosting their use and development. For this reason option A scores better for Land Use Integration.	Option 1A provides a route that will likely have higher amenity value between the proposed development in Tivoli Docklands and Cork City Centre. This means that Option 1A will provide more benefit by making a more attractive link between these 2 areas, boosting their use and development. For this reason option B scores worse for Land Use Integration.
	Rank		
	Residential Catchment		
	400m (5 mins)	308	308
	800m (10 mins)	1387	1387
	1200m (15 mins)	4138	4138
	Employment Catchment		
	400m (5 mins)	100	100
	800m (10 mins)	452	452
	1200m (15 mins)	1439	1439
	Total residential and employment (10 mins)	7824	7824
	Rank		
	Transport Integration	General traffic movements will remain unaffected as the roads will be widened to add dedicated bus lanes along Lower Glanmire Rd, no lanes of general traffic will be removed.	General traffic movements will remain unaffected as the roads will be widened to add dedicated bus lanes along Lower Glanmire Rd, no lanes of general traffic will be removed.
	Rank		

Stage 2		Section 2 Set 1 - Lower Glanmire Road	
Assessment Criteria	Sub-Criteria	Route 1A	Route 1B
Integration	Cyclist Integration	<p>This route serves part of the Lower Glanmire Road primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan.</p> <p>This route provides a flatter, more direct route than Option 1B.</p> <p>Furthermore the route is fully segregated, whereas Options 1B would utilise a quiet street, and although this would be safe, due to the constrained nature of this street there may be difficulties for cars and cyclists / pedestrians to pass.</p> <p>For this reason Option 1A performs significantly better than Option 1B for this criterion.</p>	<p>This route serves part of the Lower Glanmire Road primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan.</p> <p>This route provides a less flat, less direct route than Option 1B.</p> <p>Furthermore the route is not fully segregated and utilises quiet streets, whereas Options 1B would be fully segregated. Due to the constrained nature of the streets used by the route there may be difficulties for cars and cyclists / pedestrians to pass.</p> <p>For this reason Option 1A performs significantly worse than Option 1B for this criterion.</p>
		Rank	
	Pedestrian Integration	<p>A Boardwalk adjacent to the south side of Lower Glanmire Road would be provided for pedestrians, although an existing pedestrian walkway already exists along this route. Significantly improved crossing of Skew Bridge due to the new pedestrian bridge provided. There will also be other minor upgrades and improved crossings.</p> <p>On balance both options are considered equal under this criterion.</p>	<p>This option provides a new pedestrian route on the northern side of the railway line by linking together cul-de-sacs with the construction of new infrastructure. The pedestrian infrastructure on Lower Glanmire Road would not be as good as Option 1A though.</p> <p>On balance both options are considered equal under this criterion.</p>
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	The bus routes for both options are the same so they score equally for this criterion.	The bus routes for both options are the same so they score equally for this criterion.
	Rank		
	Deprived Geographic Areas	The bus routes for both options are the same so they score equally for this criterion.	The bus routes for both options are the same so they score equally for this criterion.
	Rank		
Safety	Road Safety	This route requires no turning movements on either the outbound or inbound directions.	This route requires no turning movements on either the outbound or inbound directions.
	Rank		
	Archaeological, Architectural and Cultural Heritage	No designated sites would be negatively affected. Works on Lwr Glanmire Rd within the existing road boundaries. The archaeological potential within Tivoli Docks, as an area of former estuarine mud flats, has been reduced by the development of the docks & industrial estate in 20th century. There is slight	No designated sites would be negatively affected. Works on Lwr Glanmire Rd within the existing road boundaries. The archaeological potential within Tivoli Docks, as an area of former estuarine mud flats, has been reduced by the development of the docks & industrial estate in 20th century. There is slight

Stage 2		Section 2 Set 1 - Lower Glanmire Road	
Assessment Criteria	Sub-Criteria	Route 1A	Route 1B
Environment		potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.	potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.
	Rank		
	Biodiversity	<p>22 trees would need to be removed to widen the road along Lower Glanmire Rd. for this scheme.</p> <p>This is less than would be removed for Option 1B, therefore Option 1A performs better for biodiversity than Option 1B.</p>	<p>22 trees would need to be removed to widen the road along Lower Glanmire Rd. for this scheme.</p> <p>This route would also require the removal of approx 20 trees and 400m length of vegetated area to the north of the railway line.</p> <p>For this reason Option 1A performs better for biodiversity than Option 1B.</p>
	Rank		
	Soils and Geology	<p>Lower Glanmire would be widened along this section to provide space for a bus lane in each direction.</p> <p>A Boardwalk over the River Lee would be put in place for a pedestrian and cycle boardwalk.</p> <p>Neither of these are likely to have a significant impact on soil or geology in the area, and for that reason this option performs better for this criterion.</p>	<p>Lower Glanmire would be widened along this section to provide space for a bus lane in each direction.</p> <p>A Boardwalk over the River Lee would be put in place for a pedestrian and cycle boardwalk.</p> <p>This option would also require the construction of a new cycle and pedestrian link in the area north of the railway line, this will likely have some minor negative impacts on soil and geology, for this reason this option performs worse for this criterion than Option 1A.</p>
	Rank		
	Water Resources	<p>Both options require the construction of a boardwalk over the River Lee and works adjacent to the river, it is possible that there could be some minor negative impacts to the watercourse as a result of this.</p> <p>As both Options require similar works adjacent to the river they perform equally for this criterion.</p>	<p>Both options require the construction of a boardwalk over the River Lee and works adjacent to the river, it is possible that there could be some minor negative impacts to the watercourse as a result of this.</p> <p>As both Options require similar works adjacent to the river they perform equally for this criterion.</p>
	Rank		
	Landscape and visual	<p>This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.</p> <p>From this route there will be views of Blackrock Castle and City Docks from the cycle route, these are designated as viewing locations of special amenity value, and therefore Option 1A performs better for this criterion.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.</p> <p>This route will not provide cyclists with views of designated high amenity value, and therefore the route does not score as well for this criterion.</p>
	Rank		

Stage 2		Section 2 Set 1 - Lower Glanmire Road	
Assessment Criteria	Sub-Criteria	Route 1A	Route 1B
	Noise, vibration and air quality	<p>The majority of the proposed scheme would utilise the existing road lanes and consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.</p> <p>Furthermore the route for busses and traffic is the same for both routes.</p>	<p>The majority of the proposed scheme would utilise the existing road lanes and consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.</p> <p>Furthermore the route for busses and traffic is the same for both routes.</p>
	Rank		
	Land Use and Built Environment	<p>This route would require no land take, whereas Option 1B requires land take north of the railway line for the construction of a cycle track.</p> <p>Furthermore Option 1B would utilise roads that are currently private accesses to houses, this could potentially affect landowners.</p> <p>For these reasons option 1A performs better for this criterion.</p>	<p>This route would require land take north of the railway line for the construction of a cycle track.</p> <p>Furthermore the route would utilise roads that are currently private accesses to houses, this could potentially affect landowners.</p> <p>For these reasons option 1A performs better for this criterion.</p>
	Rank		

Stage 2		Section 2 Set 2 - Horgan's Quay to Parnell Place		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Economy	Capital Cost	Total - €7.9M <i>Indicative Scheme Infrastructure Works Cost - €5.9M</i> <i>Private Land Costs - €2M</i>	Total - €9.6M <i>Indicative Scheme Infrastructure Works Cost - €8.3M</i> <i>Private Land Costs - €1.3M</i>	Total - €5.9M <i>Indicative Scheme Infrastructure Works Cost - €4.8M</i> <i>Private Land Costs - €1.1M</i>
	Rank			
	Average Journey Time	This scheme has a total length of 0.66 km and from initial journey time calculations, would take an average of 4-5 mins.	This scheme has a total length of 1.255 km and from initial journey time calculations, would take an average of 7-8 mins.	This scheme has a total length of 0.82 km and from initial journey time calculations, would take an average of 6-7mins.
	Rank			
	Journey Time Reliability	<p>Dedicated bus lanes would be provided for the length of the route in both directions.</p> <p>There is only 1 junction for inbound traffic where the movement won't be the general priority movement, and 2 junctions for outbound where this is the case.</p> <p>This option scores better than the other options for this criterion because it requires the busses to pass through less junctions.</p>	<p>Dedicated bus lanes would be provided for the length of the route in both directions.</p> <p>However, this route option has more junctions than Option 1 and Option 3 so performs the worst for journey time reliability.</p>	<p>Dedicated bus lanes would be provided for approximately half of the route in both directions, along Alfred Street where there are not dedicated bus lanes the route would be local access only for general traffic and controlled by bus gates so there would be good bus priority on there.</p> <p>On Brian Boru Street busses would be mostly sharing the route with general traffic and for this reason this route option scores worse for journey time reliability than Options 1 & 2.</p>
	Rank			
	Land Use Integration	<p>Option 3 ties into the MacCurtain Street scheme which is currently under construction. Options 1 & 2 would change the traffic movements in the area and therefore may interfere with what is currently being constructed there.</p> <p>For this reason option 3 performs significantly better than Options 1 & 2 for land use Integration.</p>	<p>Option 3 ties into the MacCurtain Street scheme which is currently under construction. Options 1 & 2 would change the traffic movements in the area and therefore may interfere with what is currently being constructed there.</p> <p>For this reason option 3 performs significantly better than Options 1 & 2 for land use Integration.</p>	<p>Option 3 ties into the MacCurtain Street scheme which is currently under construction. Options 1 & 2 would change the traffic movements in the area and therefore may interfere with what is currently being constructed there.</p> <p>For this reason option 3 performs significantly better than Options 1 & 2 for land use Integration.</p>
	Rank			
	Residential Catchment			
	400m (5 mins)	1745	1739	1749
	800m (10 mins)	7500	7455	7019
	1200m (15 mins)	23723	23640	21820
	Employment Catchment			
	400m (5 mins)	6386	6375	3236
	800m (10 mins)	16390	16386	13341
	1200m (15 mins)	26091	26048	24839
	Total residential and employment (10 mins)	81835	81643	72004
	Rank			

Stage 2		Section 2 Set 2 - Horgan's Quay to Parnell Place		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Integration	Transport Integration	<p>General traffic movements will remain the same, however this option would reduce the number of general traffic lanes on Horgan's Quay, which would impact on the traffic network. This route option also provides poorer connectivity with Kent Railway Station</p> <p>For this reason this option performs significantly worse than Option 3 for Transport Integration.</p>	<p>General traffic movements will remain the same, however this option would reduce the number of general traffic lanes on Horgan's Quay, which would impact on the traffic network. This route option also provides poorer connectivity with Kent Railway Station</p> <p>For this reason this option performs significantly worse than Option 3 for Transport Integration.</p>	<p>This option would make Alfred Street one way for general traffic, it is currently 2 way, this means general traffic may have to take a minor detour to access places adjacent to Alfred Street.</p> <p>This option would tie into the MacCurtain Street Transport scheme and facilitate better integration of cross city bus routes that travel on MacCurtain St and Sumerhill North. This scheme provides stops for Cork Bus Station, and directly outside Kent Train Station.</p> <p>For these reasons, on balance this option performs the best for transport integration.</p>
	Rank			
	Cyclist Integration	<p>This route serves Horgan's Quay which is part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan, this ties into existing infrastructure along the Quays to make a continuous link.</p> <p>On balance this option performs worse for cyclist integration.</p>	<p>This route serves Horgan's Quay which is part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan, this ties into existing infrastructure along the Quays to make a continuous link.</p> <p>On balance this option performs worse for cyclist integration.</p>	<p>This route links the infrastructure to be delivered as part of the MacCurtain Street scheme to Kent Train station and Horgan's Quay, providing an important link. This route option also creates links to Alfred Street and Quay Street for cyclists</p> <p>On balance all option performs better for cyclist integration.</p>
	Rank			
	Pedestrian Integration	<p>Upgrades to pedestrian facilities and crossings will be made along all routes, this route creates lower levels of integration with Kent Railway Station for pedestrians than the other route options</p>	<p>Upgrades to pedestrian facilities and crossings will be made along all routes, this route creates higher levels of integration with Kent Railway Station for pedestrians than the other route options</p>	<p>Upgrades to pedestrian facilities and crossings will be made along all routes, this route creates higher levels of integration with Kent Railway Station for pedestrians than the other route options</p>
	Rank			
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	This route serves Penrose Wharf, Kent Station, and Cork Bus Station.	<p>This route serves Penrose Wharf, Kent Station, and Cork Bus Station.</p> <p>Routes 2 & 3 better serve Kent Station than Option 1 so score better for this criterion.</p>	<p>This route serves Penrose Wharf, Kent Train station car park, Alfred Street and Cork Bus Station.</p> <p>Routes 2 & 3 better serve Kent Station than Option 1 so score better for this criterion.</p>
	Rank			
	Deprived Geographic Areas	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.
Safety	Road Safety	This route interfaces with 3 junctions and requires 1 turning movement for inbound travel and 2 turning movements for outbound travel.	This route interfaces with 4 junctions and requires 3 turning movements for inbound travel and 4 turning movements for outbound travel.	This route interfaces with 2 junctions and requires 1 turning movement for inbound travel, 2 turning movements for outbound travel.
	Rank			
	Archaeological, Architectural and Cultural Heritage	<p>Any works within roadway on Brian Boru Bridge, a protected structure, would have no significant impact on the bridge, which was reconstructed in 1987. No other potential impacts on designated sites as all works would take place on existing roads. No specific archaeological potential in this area.</p>	<p>Any works within roadway on Brian Boru Bridge, a protected structure, would have no significant impact on the bridge, which was reconstructed in 1987. No other potential impacts on designated sites as all works would take place on existing roads. No specific archaeological potential in this area.</p>	<p>Any works within roadway on Brian Boru Bridge, a protected structure, would have no significant impact on the bridge, which was reconstructed in 1987. No other potential impacts on designated sites as all works would take place on existing roads. No specific archaeological potential in this area.</p>
	Rank			
	Biodiversity	No trees or vegetation would need to be removed as a result of this scheme.	No trees or vegetation would need to be removed as a result of this scheme.	No trees or vegetation would need to be removed as a result of this scheme.
	Rank			

Stage 2		Section 2 Set 2 - Horgan's Quay to Parnell Place		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Environment	Soils and Geology	Overall similar levels of earthworks are required for all options and no significant problems are presented relating to Soil and Geology for any of these options.	Overall similar levels of earthworks are required for all options and no significant problems are presented relating to Soil and Geology for any of these options.	Overall similar levels of earthworks are required for all options and no significant problems are presented relating to Soil and Geology for any of these options.
	Rank			
	Water Resources	Works along Horgan's Quay would be required adjacent to the River Lee, upstream of Cork Harbour SPA.	Works along Horgan's Quay would be required adjacent to the River Lee, upstream of Cork Harbour SPA.	This scheme requires less works adjacent to the River lee and therefore has a lower chance of impacting this watercourse.
	Rank			
	Landscape and visual	All options follow an existing road corridor and do not make changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. Therefore all routes perform equally for this criterion.	All options follow an existing road corridor and do not make changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. Therefore all routes perform equally for this criterion.	All options follow an existing road corridor and do not make changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. Therefore all routes perform equally for this criterion.
	Rank			
	Noise, vibration and air quality	The majority of the proposed scheme would utilise the existing road lanes and would not bring traffic closer to any sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario. As this is the same for all options they all score equally for this criterion.	The majority of the proposed scheme would utilise the existing road lanes and would not bring traffic closer to any sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario. As this is the same for all options they all score equally for this criterion.	The majority of the proposed scheme would utilise the existing road lanes and would not bring traffic closer to any sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario. As this is the same for all options they all score equally for this criterion.
	Rank			
	Land Use and Built Environment	All options generally use the existing road carriageway and therefore have minimal impacts on Land use and the Built Environment.	All options generally use the existing road carriageway and therefore have minimal impacts on Land use and the Built Environment.	All options generally use the existing road carriageway and therefore have minimal impacts on Land use and the Built Environment.
	Rank			

Stage 2		Section 2 Set 3 Water Street to Cork City Centre			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
Economy	Capital Cost	Total - €8.2M <i>Indicative Scheme Infrastructure Works Cost - €7.2M</i> <i>Private Land Costs - €1M</i>	Total - €6.4M <i>Indicative Scheme Infrastructure Works Cost - €5.4M</i> <i>Private Land Costs - €1M</i>	Total - €10.5M <i>Indicative Scheme Infrastructure Works Cost - €6.3M</i> <i>Private Land Costs - €4.2M</i>	Total - €20.1M <i>Indicative Scheme Infrastructure Works Cost - €5.6M</i> <i>Private Land Costs - €14.5M</i>
	Rank				
	Average Journey Time	This scheme has a total length of 1.4 km and from initial journey time calculations, would take an average of 5 - 6 mins.	This scheme has a total length of 1.25 km and from initial journey time calculations, would take an average of 6- 7 mins.	This scheme has a total length of 1.4 km and from initial journey time calculations, would take an average of 5 - 6 mins.	This scheme has a total length of 1.4 km and from initial journey time calculations, would take an average of 5 - 6 mins.
	Rank				
	Journey Time Reliability	Dedicated bus lanes are provided for the length of the route in both directions, except for on Brian Boru Street. All options have a similar number of junctions where the bus route won't be the general priority. As this route has a higher proportion of dedicated bus lanes than the other routes it performs best for Journey time reliability	Lower Glanmire road is made local access only to give busses priority in both inbound and outbound directions. No dedicated bus lanes are provided in this option. All options have a similar number of junctions where the bus route won't be the general priority. As no dedicated bus lanes are provided for this option it performs worst for journey time reliability.	Dedicated bus lanes are provided for most of this route in both directions. All options have a similar number of junctions where the bus route won't be the general priority. As this route has a higher proportion of dedicated bus lanes than Option 2 it performs best for Journey time reliability	Dedicated bus lanes are provided for most of this route in both directions. All options have a similar number of junctions where the bus route won't be the general priority. As this route has a higher proportion of dedicated bus lanes than Option 2 it performs best for Journey time reliability
	Rank				
Integration	Land Use Integration	All options apart from Option 2 serve the north docks, which is an area that is highlighted to be re-developed in the North Docks LAP. For this reason Option 2 performs worse than the other options for this criterion.	All options apart from Option 2 serve the north docks, which is an area that is highlighted to be re-developed in the North Docks LAP. For this reason Option 2 performs worse than the other options for this criterion.	All options apart from Option 2 serve the north docks, which is an area that is highlighted to be re-developed in the North Docks LAP. For this reason Option 2 performs worse than the other options for this criterion.	All options apart from Option 2 serve the north docks, which is an area that is highlighted to be re-developed in the North Docks LAP. For this reason Option 2 performs worse than the other options for this criterion. This option completes a new link road that was identified in the North Docks LAP and so scores best.
	Rank				
	Residential Catchment				
	400m (5 mins)	992	2286	1362	1362
	800m (10 mins)	4878	7071	6136	6136
	1200m (15 mins)	18339	21228	21284	21284
	Employment Catchment				
	400m (5 mins)	1627	2252	3482	3482
	800m (10 mins)	9542	10842	13463	13463
	1200m (15 mins)	22786	23944	23861	23861
	Total residential and employment (10 mins)	58164	67623	69588	69588
	Rank				
	Transport Integration	General traffic movements will be the same along Horgan's Quay for the proposed scheme. Journey times will be negatively impacted as one lane of inbound general traffic will be removed to be converted into a dedicated bus lane. Along Lower Glanmire Rd one lane of outbound traffic will be removed to be converted into a dedicated bus lane. The removal of general traffic lanes on Horgan's Quay and Lower Glanmire Rd will negatively impact traffic along those routes. This route serves Kent Train Station, however the bus stops in the inbound / outbound direction are located on different sides of the station. Having inbound and outbound busses follow different routes with different stops may be confusing for users meaning this option scores worse for this criterion.	General traffic along Lower Glanmire road will be redirected to Horgan's Quay, and Lower Glanmire will be converted into local access only. Both outbound and inbound busses will run on Lower Glanmire Rd. Horgans Quay will become 2 way for general traffic, and overall traffic would be negatively effected with the amount of lanes in each direction reduced from 2 to 1 (when considering both Lower Glanmire Road and Horgans Quay). This option serves the main entrance of Kent Train station. This option has the largest impact on traffic integration by making Lower Glanmire Road access only so performs worse for this criterion.	General traffic movements will be the same along Horgan's Quay for the proposed scheme. One lane of inbound general traffic will be removed to allow dedicated bus lanes in both directions which would negatively impact the traffic network. Bus stops would be provided adjacent to Kent Train Station. As this effects just Horgans Quay and Alfred Street, and not Lower Glanmire Road, this option performs better than Option 1 & 2 for traffic network integration.	General traffic movements will be the same along New National Route as they were on Horgans Quay for the proposed scheme. One lane of inbound general traffic would be removed to allow dedicated bus lanes in both directions which would negatively impact the traffic network. Bus stops would be provided adjacent to Kent Train Station. As this effects just Horgans Quay and Alfred Street, and not Lower Glanmire Road, this option performs better than Option 1 & 2 for traffic network integration.

Stage 2		Section 2 Set 3 Water Street to Cork City Centre			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
	Rank				
	Cyclist Integration	<p>This route serves the Horgan's Quay part of the primary cycle network outlined in the Cork Metropolitan Area Cycle Network Plan. It also provides a route that connects Horgans Quay to Kent Station and MacCurtain Street.</p> <p>The proposed cycle route is the same for Options 1, 3 & 4 so they perform the same on this criteria, the route is similar to Option 2 as well so all options score the same for this criterion.</p>	<p>This route serves the Horgan's Quay part of the primary cycle network outlined in the Cork Metropolitan Area Cycle Network Plan. It also provides a link along Lower Glanmire Road by making this route access only for general traffic and therefore quiet. This connects Kent Station to MacCurtain Street and Cork City Centre.</p> <p>The proposed cycle route is the same for Options 1, 3 & 4 so they perform the same on this criteria, the route is similar to Option 2 as well so all options score the same for this criterion.</p>	<p>This route serves the Horgan's Quay part of the primary cycle network outlined in the Cork Metropolitan Area Cycle Network Plan. It also provides a route that connects Horgans Quay to Kent Station and MacCurtain Street.</p> <p>The proposed cycle route is the same for Options 1, 3 & 4 so they perform the same on this criteria, the route is similar to Option 2 as well so all options score the same for this criterion.</p>	<p>This route serves the Horgan's Quay part of the primary cycle network outlined in the Cork Metropolitan Area Cycle Network Plan. It also provides a route that connects Horgans Quay to Kent Station and MacCurtain Street.</p> <p>The proposed cycle route is the same for Options 1, 3 & 4 so they perform the same on this criteria, the route is similar to Option 2 as well so all options score the same for this criterion.</p>
	Rank				
	Pedestrian Integration	<p>This scheme proposes no new pedestrian routes, and pedestrian provision will remain mostly the same with some improvements alongside the route, including new pedestrian and toucan crossings and new footpaths along the length of the route</p>	<p>This scheme proposes no new pedestrian routes, and pedestrian provision will remain mostly the same with minor improvements alongside the route.</p>	<p>This scheme proposes no new pedestrian routes, and pedestrian provision will remain mostly the same with minor improvements alongside the route.</p>	<p>This scheme takes traffic away from the existing Horgans Quay and moves it onto the re-aligned Horgans Quay, meaning that the Quayside will become a more amenable area for pedestrians.</p> <p>New pedestrian links will also be provided alongside the re-aligned Horgans Quay.</p> <p>For these reasons this option performs best for this criterion.</p>
Accessibility and Social Inclusion	Rank				
	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	<p>This route serves Kent station and Penrose Quay, outbound only busses serve the businesses along Lower Glanmire Road.</p> <p>All routes serve Cork City Centre and Kent Station which are the main trip attractors for this set of options, however the bus stops are separated and therefore this route scores worse than the other routes.</p>	<p>This route serves Kent Station and Lower Glanmire Road businesses.</p> <p>All routes serve Cork City Centre and Kent Station which are the main trip attractors for this set of options, therefore they score equally for this criterion.</p>	<p>This route serves Kent Station and businesses around Penrose Quay.</p> <p>All routes serve Cork City Centre and Kent Station which are the main trip attractors for this set of options, therefore they score equally for this criterion.</p>	<p>This route serves Kent Station and businesses around Penrose Quay.</p> <p>All routes serve Cork City Centre and Kent Station which are the main trip attractors for this set of options, therefore they score equally for this criterion.</p>
	Rank				
	Deprived Geographic Areas	<p>The deprivation indices for areas served by all routes are similar.</p>	<p>The deprivation indices for areas served by all routes are similar.</p>	<p>The deprivation indices for areas served by all routes are similar.</p>	<p>The deprivation indices for areas served by all routes are similar.</p>
Safety	Rank				
	Road Safety	<p>All routes have a similar number of turning movements and so perform equally for this criterion</p>	<p>All routes have a similar number of turning movements and so perform equally for this criterion</p>	<p>All routes have a similar number of turning movements and so perform equally for this criterion</p>	<p>All routes have a similar number of turning movements and so perform equally for this criterion</p>
Archaeological, Architectural and Cultural Heritage	Rank				
	Archaeological, Architectural and Cultural Heritage	<p>No potential impacts on designated sites as all works would take place on existing roads.</p> <p>No specific archaeological potential in this area.</p>	<p>No potential impacts on designated sites as all works would take place on existing roads.</p> <p>No specific archaeological potential in this area.</p>	<p>No potential impacts on designated sites as all works would take place on existing roads.</p> <p>No specific archaeological potential in this area.</p>	<p>No potential impacts on designated sites as all works would take place on existing roads.</p> <p>No specific archaeological potential in this area.</p>
	Rank				
	Biodiversity	<p>No trees or vegetation would likely need to be impacted as a result of any of the options.</p>	<p>No trees or vegetation would likely need to be impacted as a result of any of the options.</p>	<p>No trees or vegetation would likely need to be impacted as a result of any of the options.</p>	<p>No trees or vegetation would likely need to be impacted as a result of any of the options.</p>
	Rank				
	Soils and Geology	<p>Minor amount of earthworks would be required when widening north of Horgan's Quay into the industrial area there.</p> <p>For this reason this Option performs better than Option 4, which has significant earthworks inside the industrial area.</p>	<p>Minor amount of earthworks would be required when widening Horgan's Quay into the industrial area there.</p> <p>For this reason this Option performs better than Option 4, which has significant earthworks inside the industrial area.</p>	<p>Earthworks required when widening Horgan's Quay into the industrial area there, however the works would still mainly be inside the road carriageway.</p> <p>For this reason this Option performs better than Option 4, which has significant earthworks inside the industrial area.</p>	<p>The re-aligned Horgans Quay would be built through Kent train station industrial area. The proposed route would require significant earthworks in an industrial area.</p> <p>This option requires more earthworks in an area that has the potential for contaminated ground and therefore performs worse than options 1, 2 & 3 for this criterion.</p>
	Rank				

Stage 2		Section 2 Set 3 Water Street to Cork City Centre			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
Environment	Water Resources	This option requires works adjacent to the river Lee, which is upstream of Cork Harbour SPA, although no impact is anticipated.	This option requires works adjacent to the river Lee, which is upstream of Cork Harbour SPA, although no impact is anticipated.	This option requires works adjacent to the river Lee, which is upstream of Cork Harbour SPA, although no impact is anticipated.	This option requires works adjacent to the river Lee, which is upstream of Cork Harbour SPA, although no impact is anticipated.
	Rank				
	Landscape and visual	This option follows existing road corridors and does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.	This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.	This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.	This option follows does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.
	Rank				
	Noise, vibration and air quality	The majority of the proposed scheme would utilise the existing road lanes and consequently there is likely to be no change in noise, vibration and air pollutant levels felt by sensitive receptors compared to the existing scenario.	The majority of the proposed scheme would utilise the existing road lanes and consequently there is likely to be no change in noise, vibration and air pollutant levels felt by sensitive receptors compared to the existing scenario.	The majority of the proposed scheme would utilise the existing road lanes and where widening is occurring the lanes are not being moved closer to sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.	The majority of the proposed scheme would utilise the re-aligned Horgan's Quay through the industrial area adjacent to Kent Train Station, where there are no nearby sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.
	Rank				
	Land Use and Built Environment	This option would require land acquisition to provide the required widths on Horgans Quay, however, the existing environment would largely stay the same.	This option would require land acquisition to provide the required widths on Horgans Quay, however, the existing environment would largely stay the same. The scheme would reduce through traffic in the residential areas of Lower Glanmire Road but would relocate traffic to Horgans Quay.	This option would require land acquisition to provide the required widths on Horgans Quay, however, the existing environment would largely stay the same.	This option would require significantly more land acquisition from Iarnród Éireann. It would result in the land being severed by the proposed route. It would change the land use character from industrial use.
	Rank				

Stage 2		Section 2 Set 4 - Lower Glanmire Road to Water Street		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Economy	Capital Cost	Total - €6.3M <i>Indicative Scheme Infrastructure Works Cost - €3.5M</i> <i>Private Land Costs - €2.8M</i>	Total - €4.4M <i>Indicative Scheme Infrastructure Works Cost - €2.1M</i> <i>Private Land Costs - €2.3M</i>	Total - €9.0M <i>Indicative Scheme Infrastructure Works Cost - €4.8M</i> <i>Private Land Costs - €4.2M</i>
	Rank			
	Average Journey Time	This scheme has a total length of 0.3 km and from initial journey time calculations, would take an average of 1-2 mins.	This scheme has a total length of 0.27 km and from initial journey time calculations, would take an average of 1-2 mins.	This scheme has a total length of 0.3 km and from initial journey time calculations, would take an average of 1-2 mins.
	Rank			
	Journey Time Reliability	Dedicated bus lanes would be provided for most of the length of this route. Queue relocation signals would be used on a 60m section to provide priority for busses in both directions. Outbound busses would have to cross lanes of general traffic in 2 locations to be re-routed behind the buildings fronting onto Lower Glanmire Road. Signals could be used to provide bus priority when doing this, however this would negatively impact journey time reliability, meaning this option scores worse than option 3.	Dedicated bus lanes would be provided for full inbound length of this route. Queue relocation signals would be used on a 300m section to provide priority for outbound busses. Because dedicated outbound bus lanes are provided for less distance than for option 3, this option scores worse for this Criterion.	Dedicated bus lanes would be provided for most of the length of this route. Queue relocation signals would be used on a 60m section to provide priority for busses in both directions. As best priority for busses is achieved with this option this option scores best for this criterion.
	Rank			
Integration	Land Use Integration	Cork City Councils previously published the 'North Docks Local Area Plan' in 2005. This illustrated a vision for the area between Lower Glanmire Road, Water Street and the River Lee on this section of the route. Based on the 2005 LAP, a pedestrianised area along the quay front and areas of hard landscaping would be created. There are a number of protected structures within the area. The routing of buses for this option would contravene the LAP, and may reduce the economic opportunities of the area, however the cycle/pedestrian route would integrate well with the LAP. Compared to Option 2, this is less favourable.	Cork City Councils previously published the 'North Docks Local Area Plan' in 2005. This illustrated a vision for the area between Lower Glanmire Road, Water Street and the River Lee on this section of the route. Based on the 2005 LAP, a pedestrianised area along the quay front and areas of hard landscaping would be created. There are a number of protected structures within the area. The routing of the buses in Option 2 would not interfere with the previous LAP or the economic opportunity of the area. It would also provide the ped/cycle route as outlined in the LAP. As such, this option is more favourable than both Options 1 and 2.	Cork City Councils previously published the 'North Docks Local Area Plan' in 2005. This illustrated a vision for the area between Lower Glanmire Road, Water Street and the River Lee on this section of the route. Based on the 2005 LAP, a pedestrianised area along the quay front and areas of hard landscaping would be created. There are a number of protected structures within the area. The routing of buses for this option would contravene the LAP, and may reduce the economic opportunities of the area, however the cycle/pedestrian route would integrate well with the LAP. Compared to Option 2, this is less favourable.
	Rank			
	Residential Catchment			
	400m (5 mins)	314	314	314
	800m (10 mins)	1224	1224	1224
	1200m (15 mins)	1924	1924	1924
	Employment Catchment			
	400m (5 mins)	143	143	143
	800m (10 mins)	484	484	484
	1200m (15 mins)	4205	4205	4205
	Total residential and employment (10 mins)	8294	8294	8294
	Rank			
	Transport Integration	Bus lanes would be routed behind the industrial and residential area of Lower Glanmire Road. On the sections of Lower Glanmire before the industrial park, buses would use general lanes and a queue relocation signal would be used to ensure minimal delay time of buses. Outbound busses would have to cross general traffic lanes in 2 locations, signals would be used to provide bus priority to do this. This would negatively impact traffic.	A dedicated inbound bus lane would be added to ensure minimal delay for buses, however outbound busses will use the same lanes as general traffic. With a queue relocation signal used to provide bus priority, Due to providing bus lanes for a smaller amount of the route length when compared to option 3, and therefore queue relocation signals holding traffic for longer, this option scores worse than option 3.	On a section of Lower Glanmire, busses would use general lanes and a queue relocation signal would be used to ensure minimal delay time of buses, this would mean traffic is held up and would negatively impact general traffic. However the distance that the traffic is held up for is less than with Option 2 so this Option scores better for this criterion.
	Rank			

Stage 2		Section 2 Set 4 - Lower Glanmire Road to Water Street		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
	Cyclist Integration	<p>This route serves part of the Lower Glanmire Road primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan.</p> <p>This option requires the busses and the cycle paths to cross, whereas the other schemes keep them separate at all times, for this reason this option performs worse for this criterion.</p>	<p>This route connecteds Lower Glanmire Rd. and Horgan's Quay through a boardwalk around the industrial area on Lower Glanmire Road. This scheme would move cyclist away from general traffic and provide safety for cyclists.</p> <p>This option does not require bus lanes and cycle paths to cross, and for this reason this option performs better for this criterion than option 1</p>	<p>This route connecteds Lower Glanmire Rd. and Horgan's Quay through a boardwalk around the industrial area on Lower Glanmire Road. This scheme would move cyclist away from general traffic and provide safety for cyclists.</p> <p>This option does not require bus lanes and cycle paths to cross, and for this reason this option performs better for this criterion than option 1</p>
	Rank			
	Pedestrian Integration	<p>This scheme would provide no new route for pedestrians, they would continue to use footpaths adjacent to Lower Glanmire Road, for this reason this option scores worse on this criterion.</p>	<p>This scheme would create a new pedestrian route that goes from Lower Glanmire Road, south around the industrial area, and connecteds to Horgan's Quay. This would allow a safer, nicer option for pedestrians compared to adjacent to Lower Glanmire Road. Footpaths would continue to be provided on Lower Glanmire Road as well.</p> <p>For this reason Options 2 & 3 perform better than option 1 for this criterion.</p>	<p>This scheme would create a new pedestrian route that goes from Lower Glanmire Road, south around the industrial area, and connecteds to Horgan's Quay. This would allow a safer, nicer option for pedestrians compared to adjacent to Lower Glanmire Road. Footpaths would continue to be provided on Lower Glanmire Road as well.</p> <p>For this reason Options 2 & 3 perform better than option 1 for this criterion.</p>
	Rank			
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	The bus stops for all options would be located very close together and so they score equally under this criterion	The bus stops for all options would be located very close together and so they score equally under this criterion	The bus stops for all options would be located very close together and so they score equally under this criterion
	Rank			
	Deprived Geographic Areas	The deprivation indices for areas served by these routes are similar.	The deprivation indices for areas served by these routes are similar.	The deprivation indices for areas served by these routes are similar.
	Rank			
Safety	Road Safety	<p>This route interfaces with 2 junctions requiring 2 turning movements on the both the inbound and outbound directions. One sharp turn off Lower Glanmire Rd into the industrial area and the other from the industrial area onto Horgan's Quay.</p>	<p>This route interfaces with 1 junction requiring 1 turning motion on both inbound and outbound directions. A left turn off Lower Glanmire Rd onto Horgan's Quay.</p>	<p>This outbound route interfaces with 1 junction requiring 1 turning motion on the outbound directions. A right turn off Horgan's Quay onto Lower Glanmire Rd.</p> <p>The inbound direction has 2 turning motions, one sharp left turn off Lower Glanmire Rd into the industrial area and the other from the industrial area onto Horgan's Quay.</p>
	Rank			
	Archaeological, Architectural and Cultural Heritage	<p>Negative impact on protected structure (slipway), as a result of the new road construction. The new road is also in close proximity to two other protected structures (19th century Harbour Master's House & Workshop).</p> <p>No designated archaeology sites impacted. Subsurface remains of structures associated with the 19th century works are likely to survive below ground; potential impacts from road construction.</p>	<p>No designated sites impacted. Subsurface remains of structures associated with the 19th century harbour works are likely to survive below ground; potential impacts from cycleway construction, though to a much lesser extent than the road.</p> <p>Construction of cycleway: potential setting impact to 19th century houses (undesigned) on Castleview Tce Lwr. Also potential impact on surviving underwater features associated with the 19th century harbour works, including the 'Grid Iron' in the river opposite Castleview, or other previously unknown features.</p>	<p>Negative impact on protected structure (slipway), as a result of the new road construction. The new road is also in close proximity to two other protected structures (19th century Harbour Master's House & Workshop). As the road required is narrower, these impacts could prove less significant than Option 1.</p> <p>No designated archaeology sites impacted. Subsurface remains of structures associated with the 19th century harbour works are likely to survive below ground (a lesser area will be impacted than Opt.1); potential impacts from road and cycleway construction.</p> <p>Construction of cycleway: potential setting impact to 19th century houses (undesigned) on Castleview Tce Lwr. Also potential impact on surviving underwater features associated with the 19th century harbour works, including the 'Grid Iron' in the river opposite Castleview, or other previously unknown features.</p>
	Rank			

Stage 2		Section 2 Set 4 - Lower Glanmire Road to Water Street		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Environment	Biodiversity	<p>No trees would likely need to be removed for the new connection from Lower Glanmire Rd behind the industrial and residential buildings. '7 meters of vegetation would likely need to be removed to construct a bus route behind the Industrial area.</p> <p>On balance all options are considered equal under this criterion.</p>	<p>Approx 4 trees and 38m of vegetation would likely need to be removed to construct the cycle route.</p> <p>There is significant potential for planting new trees alongside the cycle route.</p> <p>On balance all options are considered equal under this criterion.</p>	<p>No trees would likely need to be removed for the new connection from Lower Glanmire Rd behind the industrial and residential buildings. '7 meters of vegetation would like need to be removed to widen to road behind the Industrial area.</p> <p>'Approx 4 trees and 38m of vegetation would likely need to be removed to construct the cycle route.</p> <p>There is significant potential for planting new trees alongside the cycle route.</p> <p>On balance all options are considered equal under this criterion.</p>
	Rank			
	Soils and Geology	<p>Construction of a new link between Lower Glanmire Road and Horgan's Quay through an industrial area. Cycle and pedestrian pathways would require reallocation of existing traffic lanes and minor construction works.</p> <p>All proposed schemes require construction in an already industrial area.</p>	<p>The proposed scheme would require parts of Lower Glanmire Road for dedicated bus lanes. As well as a connection for inbound lanes through the industrial area of Lower Glanmire Road.</p> <p>Additional construction of a new bridge for cycle and pedestrians in an industrial area.</p> <p>All proposed schemes require construction in an already industrial area.</p>	<p>Construction of a new link between Lower Glanmire Road and Horgan's Quay through an industrial area. Additional work to be done in the construction of a new cycle pedestrian lane and a bridge through an industrial area.</p> <p>All proposed schemes require construction in an already industrial area.</p>
	Rank			
	Water Resources	<p>The Bridge in the Industrial area along Lower Glanmire Rd. would likely be widened to accomadate two bus lanes.</p>	<p>A lightweight cycle and pedestrian bridge over the small waterway that connctcs to the River Lee inside the Industrial area would be put in place.</p>	<p>The Bridge in the Industrial area along Lower Glanmire Rd. would likely be widened to accomadate the inbound bus lane.</p> <p>A lightweight cycle and pedestrian bridge over the small waterway that connctcs to the River Lee inside the Industrial area would be put in place.</p>
	Rank			
	Landscape and visual	<p>This option does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.</p>	<p>This option follows does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.</p> <p>From the new proposed cycle and pedestrian route there would be views of 2 strategic landmark buildings as highlighted in the Cork City Development Plan.</p>	<p>This option follows does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.</p> <p>From the new proposed cycle and pedestrian route there would be views of 2 strategic landmark buildings as highlighted in the Cork City Development Plan.</p>
	Rank			
	Noise, vibration and air quality	<p>The proposed scheme would construct a new bus route behind the industrial and residential area of Lower Glanmire Rd. Consequently the noise and air pollution for those residents would likely increase.</p>	<p>The majority of the proposed scheme would utilise the existing road lanes and consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.</p>	<p>The proposed scheme would construct a new bus route behind the industrial and residential area of Lower Glanmire Rd. Consequently the noise and air pollution for those residents would likely increase.</p>
	Rank			

Stage 2		Section 2 Set 4 - Lower Glanmire Road to Water Street		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
	Land Use and Built Environment	<p>Cork City Councils previously published the 'North Docks Local Area Plan' in 2005. This illustrated a vision for the area between Lower Glanmire Road, Water Street and the River Lee on this section of the route. Based on the 2005 LAP, a pedestrianised area along the quay front and areas of hard landscaping would be created. There are a number of protected structures within the area. A previous planning permission was granted for residential apartments in the area. The routing of buses for this option would require land acquisition, contravene the LAP and sever the land which may prevent the land from achieving its intended use. Compared to Option 2, this is less favourable.</p>	<p>Cork City Councils previously published the 'North Docks Local Area Plan' in 2005. This illustrated a vision for the area between Lower Glanmire Road, Water Street and the River Lee on this section of the route. Based on the 2005 LAP, a pedestrianised area along the quay front and areas of hard landscaping would be created. There are a number of protected structures within the area. A previous planning permission was granted for residential apartments in the area. The routing of buses for this option would not interfere with the land from achieving its intended use. This option is more favourable compared to Options 1 and 3.</p>	<p>Cork City Councils previously published the 'North Docks Local Area Plan' in 2005. This illustrated a vision for the area between Lower Glanmire Road, Water Street and the River Lee on this section of the route. Based on the 2005 LAP, a pedestrianised area along the quay front and areas of hard landscaping would be created. There are a number of protected structures within the area. A previous planning permission was granted for residential apartments in the area. The routing of buses for this option would require land acquisition, contravene the LAP and sever the land which may prevent the land from achieving its intended use. Compared to Option 2, this is less favourable.</p>
	Rank			

Stage 2		Section 2 Set 5 -Eastern Gateway Bridge to Water Street Bridge		
Assessment Criteria	Sub-Criteria	Route 1	Route 2A	Route 2B
Economy	Capital Cost	Total - €35.2M <i>Indicative Scheme Infrastructure Works Cost - €14.2M</i> <i>Private Land Costs - €21M</i>	Total - €28.9M <i>Indicative Scheme Infrastructure Works Cost - €12.2M</i> <i>Private Land Costs - €16.7M</i>	Total - €34.5M <i>Indicative Scheme Infrastructure Works Cost - €13.1M</i> <i>Private Land Costs - €21.4M</i>
	Rank			
	Average Journey Time	This scheme has a total length of 1.83 km and from initial journey time calculations, would take an average of approx 6 minutes	This scheme has a total length of 1.58 km and from initial journey time calculations, would take an average of approx 5 minutes	This scheme has a total length of 1.58 km and from initial journey time calculations, would take an average of approx 5 minutes
	Rank			
	Journey Time Reliability	<p>Dedicated bus lanes serve both directions along this route.</p> <p>In the inbound direction, a right turn is made onto the new connection between Monahan Rd. and Centre Park Rd, and busses may not have priority crossing Centre Park Road.</p>	<p>Dedicated bus serve both directions along Monahan rd and the marina Commercial park connection. Marquee Rd. and Centre Park Rd. are made bus priority using a bus gate at the end of Marquee Rd.</p> <p>2 turning movements for the inbound bus will be needed where the inbound busses won't have priority (i.e. right turns crossing a traffic lane).</p> <p>This scheme scores worse than the other two schemes because it has the same level of priority at junctions but part of the scheme doesn't have dedicated bus lanes.</p>	<p>Dedicated bus serve both directions along all of this route.</p> <p>2 turning movements for the inbound bus will be needed where the inbound busses won't have priority (i.e. right turns crossing a traffic lane).</p>
	Rank			
	Land Use Integration	This route would run adjacent to and through the South Docklands area which is earmarked for significant growth in the future; there are some significant developments which have already secured planning permission. This route is captures less of the catchment area compared to the other options. It uses Monahan Road which runs adjacent to rather than through the South Docklands area.	<p>'This route would run adjacent to and through the South Docklands area which is earmarked for significant growth in the future; there are some significant developments which have already secured planning permission. This route captures some of the proposed developments with planning permission and is routed on Centre Park Road which bisects the south docklands area.</p> <p>This option would restrict access to the new development lands for general traffic from the direction of Eastern Gateway Bridge</p>	'This route would run adjacent to and through the South Docklands area which is earmarked for significant growth in the future; there are some significant developments which have already secured planning permission. This route captures some of the proposed developments with planning permission and is routed on Centre Park Road which bisects the south docklands area.
	Rank			
	Residential Catchment			
	400m (5 mins)	102	139	139
	800m (10 mins)	647	690	690
	1200m (15 mins)	3230	2744	2744
	Employment Catchment			
	400m (5 mins)	528	580	580
	800m (10 mins)	1074	1060	1060
	1200m (15 mins)	3110	2697	2697
	Total residential and employment (10 mins)	8691	7910	7910
	Rank			

Stage 2		Section 2 Set 5 -Eastern Gateway Bridge to Water Street Bridge		
Assessment Criteria	Sub-Criteria	Route 1	Route 2A	Route 2B
Integration	Transport Integration	General Traffic movement would remain unchanged for the proposed scheme. No lanes of general traffic would need to be removed to widen the road enough for two dedicated bus lanes.	This scheme converts Marquee road into local access only, general traffic would be redirected onto Monahan Rd. Additionally the busses and general traffic would mix along Centre Park Rd so the route does not score as highly as Option 1 and 3 for public transport integration.	This scheme widens Centre Park Rd. to allow dedicated bus lanes in both directions while not removing any lanes of general traffic. The impact this scheme would have on traffic in the area is low.
	Rank			
	Cyclist Integration	'This route serves The Marina part of the secondary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. Cycle routes for all options are the same so score equally for this criterion.	'This route serves The Marina part of the secondary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. Cycle routes for all options are the same so score equally for this criterion.	'This route serves The Marina part of the secondary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. Cycle routes for all options are the same so score equally for this criterion.
	Rank			
	Pedestrian Integration	This scheme proposes new pedestrian routes across the eastern gateway bridge connecting to the existing pathways on The Marina. This existing greenway is extended as far as the Marina Commercial Park. All proposed schemes have the same new routes for pedestrians so score equally on this criterion.	This scheme proposes new pedestrian routes across the eastern gateway bridge connecting to the existing pathways on The Marina. This existing greenway is extended as far as the Marina Commercial Park. All proposed schemes have the same new routes for pedestrians so score equally on this criterion.	This scheme proposes new pedestrian routes across the eastern gateway bridge connecting to the existing pathways on The Marina. This existing greenway is extended as far as the Marina Commercial Park. All proposed schemes have the same new routes for pedestrians so score equally on this criterion.
	Rank			
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route Services Pairc Ui Chaoimh and the Marina Commercial Park.	Route Services Pairc Ui Chaoimh and the Marina Commercial Park.	Route Services Pairc Ui Chaoimh and the Marina Commercial Park.
	Rank			
	Deprived Geographic Areas	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.
Safety	Road Safety	This route interfaces with 2 junctions and requires 1 turning movement for both inbound and outbound directions.	This route interfaces with 2 junctions and requires 3 turning movements for both inbound and outbound directions.	This route interfaces with 2 junctions and requires 3 turning movements for both inbound and outbound directions.
	Rank			

Stage 2		Section 2 Set 5 -Eastern Gateway Bridge to Water Street Bridge		
Assessment Criteria	Sub-Criteria	Route 1	Route 2A	Route 2B
Environment	Archaeological, Architectural and Cultural Heritage	<p>Potentially significant negative impact on Former Ford Factory (Marina Commercial Park) Architectural Conservation Area (ACA), and on the protected structure (PS) and NIAH sites that are contained within it. Construction of new N-S link road would bisect the ACA, with potential direct impact on PS and / or NIAH sites. Note the development plan emphasises that the retention of the site's significance does not imply retention of entire extent of the low-rise historic industrial structures, but any proposal would have to be very carefully considered.</p> <p>Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.</p>	<p>Potentially significant negative impact on Former Ford Factory (Marina Commercial Park) Architectural Conservation Area (ACA), and on the protected structure (PS) and NIAH sites that are contained within it. Construction of new N-S link road would bisect the ACA, with potential direct impact on PS and / or NIAH sites. Note the development plan emphasises that the retention of the site's significance does not imply retention of entire extent of the low-rise historic industrial structures, but any proposal would have to be very carefully considered.</p> <p>Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.</p>	<p>Potentially significant negative impact on Former Ford Factory (Marina Commercial Park) Architectural Conservation Area (ACA), and on the protected structure (PS) and NIAH sites that are contained within it. Construction of new N-S link road would bisect the ACA, with potential direct impact on PS and / or NIAH sites. Note the development plan emphasises that the retention of the site's significance does not imply retention of entire extent of the low-rise historic industrial structures, but any proposal would have to be very carefully considered.</p> <p>Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.</p>
	Rank			
	Biodiversity	<p>This section will require the building of Eastern Gateway Bridge to cross the River Lee upstream of Cork Harbour SPA.</p> <p>It is likely removal of '10 trees at the ramps of the bridge would be required.</p> <p>The scheme widens Monahan Rd to add dedicated bus lanes which would require removal off '10 potentially significant trees along the verge. A further '3 trees will likely need to be removed to allow for the new connection between Monahan Rd and Centre Park Rd.</p>	<p>This section will require the building of Eastern Gateway Bridge to cross the River Lee upstream of Cork Harbour SPA.</p> <p>It is likely removal of '10 trees at the ramps of the bridge would be required.</p> <p>Trees would likely need to be trimmed along Marquee Rd and Centre Park Rd to allow buses underneath.</p>	<p>This section will require the building of Eastern Gateway Bridge to cross the River Lee upstream of Cork Harbour SPA.</p> <p>It is likely removal of '10 trees at the ramps of the bridge would be required.</p> <p>This scheme would require the widening into the private land along Marquee and Monahan Road to expand the carriageway. This will require the removal of '150m of hedges and vegetation.</p>
	Rank			
	Soils and Geology	<p>This proposed route would require earthworks along the River Lee to construct the Eastern Gateway Bridge. Earthworks for the new connection through the greenspace of New Marina Park would also be required as well as earthworks along Monahan Road, to widen the road for dedicated bus lanes.</p> <p>Excavations involve well compacted made ground and no impacts are expected relating to Soils and Geology</p>	<p>This proposed route would require earthworks along the River Lee to construct the Eastern Gateway Bridge. Earthworks for the new connection through the greenspace of New Marina Park would also be required.</p>	<p>This proposed route would require earthworks along the River Lee to construct the Eastern Gateway Bridge. Earthworks for the new connection through the greenspace of New Marina Park would also be required.</p> <p>Excavations involve well compacted made ground and no impacts are expected relating to Soils and Geology</p>
	Rank			

Stage 2		Section 2 Set 5 -Eastern Gateway Bridge to Water Street Bridge		
Assessment Criteria	Sub-Criteria	Route 1	Route 2A	Route 2B
	Water Resources	<p>This Scheme requires building a new bridge crossing the River Lee that would be wide enough for two bus lanes and two bike lanes.</p> <p>The New route through New Marina Park would require works alongside an open waterway located here.</p> <p>All schemes require similar works adjacent to / over waterways so score the same for this criterion.</p>	<p>This Scheme requires building a new bridge crossing the River Lee that would be wide enough for two bus lanes and two bike lanes.</p> <p>The New route through New Marina Park would require works alongside an open waterway located here.</p> <p>All schemes require similar works adjacent to / over waterways so score the same for this criterion.</p>	<p>This Scheme requires building a new bridge crossing the River Lee that would be wide enough for two bus lanes and two bike lanes.</p> <p>The New route through New Marina Park would require works alongside an open waterway located here.</p> <p>All schemes require similar works adjacent to / over waterways so score the same for this criterion.</p>
	Rank			
	Landscape and visual	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could be impacted.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to impact the value of the landscape.</p> <p>Road widening including removal of green space and some trees along Monaghan Road would be required for this option.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could be impacted.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to impact the value of the landscape.</p> <p>No road widening would be required on Centre Park Road or Marquee Road.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could be impacted.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to redact from the value of the landscape.</p> <p>Road widening and removal of privately owned green space and some trees along Centre Park and Marquee Road would be required for this option. Although the majority of large trees would be maintained with a new central median.</p>
	Rank			
	Noise, vibration and air quality	<p>This scheme likely wouldn't cause changes in noise, vibration and air pollutant levels felt by sensitive receptors as the study area is mostly industrial and business, meaning traffic won't be brought closer to any sensitive receptors.</p>	<p>This scheme likely wouldn't cause changes in noise, vibration and air pollutant levels felt by sensitive receptors as the study area is mostly industrial and business, meaning traffic won't be brought closer to any sensitive receptors.</p>	<p>This scheme likely wouldn't cause changes in noise, vibration and air pollutant levels felt by sensitive receptors as the study area is mostly industrial and business, meaning traffic won't be brought closer to any sensitive receptors.</p>
	Rank			
	Land Use and Built Environment	<p>A significant portion of this route would create a new road through industrial sites severing the area. Although the intended/future use of this area is residential/ commercial, it is currently an industrial area.</p>	<p>Part of this route would create a new carriageway through an industrial area resulting in severance of land. Although the intended/future use of this area is residential/commercial, it is currently an industrial area.</p>	<p>Part of this route would create a new carriageway through an industrial area resulting in severance of land. Although the intended/future use of this area is residential/commercial, it is currently an industrial area.</p> <p>Road widening requiring private land take would also be required along Marquee Road and Centre Park on this route.</p>
	Rank			

Stage 2		Section 2 Set 6 - Eastern Gateway Bridge to Mill Road			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3A	Route 3B
Economy	Capital Cost	Total - €31M Indicative Scheme Infrastructure Works Cost - €14.1M Private Land Costs - €16.9M	Total - €32.5M Indicative Scheme Infrastructure Works Cost - €15.7M Private Land Costs - €16.8M	Total - €23.9M Indicative Scheme Infrastructure Works Cost - €12M Private Land Costs - €11.9M	Total - €33.5M Indicative Scheme Infrastructure Works Cost - €14.4M Private Land Costs - €19.1M
	Rank				
	Average Journey Time	This scheme has a total length of 2.02 km and from initial journey time calculations, would take an average of 6 - 7 mins.	This scheme has a total length of 2.11 km and from initial journey time calculations, would take an average of 6 - 7 mins.	This scheme has a total length of 1.85 km and from initial journey time calculations, would take an average of 5 - 6 mins.	This scheme has a total length of 1.85 km and from initial journey time calculations, would take an average of 5 - 6 mins.
	Rank				
	Journey Time Reliability	Dedicated bus lanes serve both directions for the length of this option. Priority at junctions are similar for all options.	Dedicated bus lanes serve both directions for the length of this option. Priority at junctions are similar for all options.	Priority at junctions are similar for all options. This route utilises a bus gate to provide bus priority, so dedicated bus lanes are not provided along 50% of the route, meaning this option performs worse for this criterion.	Dedicated bus lanes serve both directions for the length of this option. Priority at junctions are similar for all options.
	Rank				
Integration	Land Use Integration	This route would integrate with the planned developments in the most recent LAP. The proposed plans for the South Docks would result in the whole area being redeveloped. This route would provide dedicated bus facilities on the south side of the area rather than through the area; this may reduce the catchment area.	This route would partially integrate with the planned developments in the most recent LAP. The proposed plans for the South Docks would result in the whole area being redeveloped. This route would result in a new carriageway from Monahan Road to Centre Park Road, however, it miss certain catchment areas in the South Docks.	This route would partially integrate with the planned developments in the most recent LAP. The proposed plans for the South Docks would result in the whole area being redeveloped. This route would result in a bus service through the centre of the South Docks increasing the catchment area. In accordance with CMATS, the proposed route for LRT would be Centre Park Road; as such, a route for buses would precede LRT. This option would restrict access to some lands along the route and therefore scores worse than other route options	This route would partially integrate with the planned developments in the most recent LAP. The proposed plans for the South Docks would result in the whole area being redeveloped. This route would result in a bus service through the centre of the South Docks increasing the catchment area. In accordance with CMATS, the proposed route for LRT would be Centre Park Road; as such, a route for buses would precede LRT.
	Rank				
	Residential Catchment				
	400m (5 mins)	246	135	162	162
	800m (10 mins)	1973	1154	1264	1264
	1200m (15 mins)	6740	4102	4356	4356
	Employment Catchment				
	400m (5 mins)	295	669	631	631
	800m (10 mins)	1808	1297	1392	1392
	1200m (15 mins)	8228	6410	6894	6894
	Total residential and employment (10 mins)	19290	13767	14699	14699
	Rank				
	Transport Integration	This scheme would provide new dedicated bus lanes along the length of the route and a new bus link across the Eastern Gateway Bridge. This scheme would make Monahan Rd one way for general traffic to allowed dedicated bus lanes to be put in place in both directions. one-way diverted traffic would use Centre Park Rd.	This scheme would provide new dedicated bus lanes along the length of the route and a new bus link across the Eastern Gateway Bridge. Along Centre Park Rd. general traffic would be made one-way to allow dedicated bus lanes in both directions. one-way diverted traffic would use Monahan Rd.	This scheme would provide new dedicated bus lanes between Monahan Road and the north side of the Eastern Gateway Bridge. This scheme would convert Centre Park Rd. and Marquee Rd. into access only using a bus gate at the at the end of Marquee Rd. Diverted traffic would use Monahan Rd in both directions. This option would provide the least new infrastructure for public transport and causes the most disruption to general traffic, and therefore performs worst for this criterion.	This scheme would provide new dedicated bus lanes along the length of the route and a new bus link across the Eastern Gateway Bridge. The impact this route would have on general traffic is low as no traffic would need to be diverted to other roads for this scheme. For this reason this option scores best for this criterion.
	Rank				
	Cyclist Integration	'This route serves The Marina part of the secondary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. Cycle routes for all options are the same so score equally for this criterion.	'This route serves The Marina part of the secondary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. Cycle routes for all options are the same so score equally for this criterion.	'This route serves The Marina part of the secondary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. Cycle routes for all options are the same so score equally for this criterion.	'This route serves The Marina part of the secondary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. Cycle routes for all options are the same so score equally for this criterion.
	Rank				

Stage 2		Section 2 Set 6 - Eastern Gateway Bridge to Mill Road			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3A	Route 3B
Accessibility and Social Inclusion	Pedestrian Integration	This scheme proposes new pedestrian routes across the eastern gateway bridge connecting to the existing pathways on The Marina. A New pathway would connect the Marina and Kennedy Quay through the South docklands. All proposed schemes use the same routes.	This scheme proposes new pedestrian routes across the eastern gateway bridge connecting to the existing pathways on The Marina. A New pathway would connect the Marina and Kennedy Quay through the South docklands. All proposed schemes use the same routes.	This scheme proposes new pedestrian routes across the eastern gateway bridge connecting to the existing pathways on The Marina. A New pathway would connect the Marina and Kennedy Quay through the South docklands. All proposed schemes use the same routes.	This scheme proposes new pedestrian routes across the eastern gateway bridge connecting to the existing pathways on The Marina. A New pathway would connect the Marina and Kennedy Quay through the South docklands. All proposed schemes use the same routes.
	Rank				
	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route Services Pairc Ui Chaoimh and Marquee Music Venue. As well as Monahan Rd. commercial area.	Route Services Pairc Ui Chaoimh and As well as Centre Park Rd. commercial area, and the Marina Commercial Park.	Route Services Pairc Ui Chaoimh and the Marina Commercial Park.	Route Services Pairc Ui Chaoimh and the Marina Commercial Park.
	Rank				
Safety	Deprived Geographic Areas	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.
	Rank				
	Road Safety	This route interacts with 2 junctions and requires 2 turning movements for both inbound and outbound directions.	This route interacts with 2 junctions and requires 2 turning movements for both inbound and outbound directions.	This route interacts with 2 junctions and requires 2 turning movements for both inbound and outbound directions.	This route interacts with 2 junctions and requires 2 turning movements for both inbound and outbound directions.
	Rank				
	Archaeological, Architectural and Cultural Heritage	Avoids negative impacts to ACA. No designated sites affected. Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.	Avoids negative impacts to ACA. No designated sites affected. Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.	Avoids negative impacts to ACA. No designated sites affected. Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.	Avoids negative impacts to ACA. No designated sites affected. Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.
	Rank				
	Biodiversity	This section will require the building of Eastern Gateway Bridge to cross the River Lee upstream of Cork Harbour SPA. It is likely removal of '10 trees at the ramps of the bridge would be required. Widening is require on Monahan Road, and it is likely that approx 20 potentially significant trees would need to be removed, also approx 200m of vegetated area would be affected.	This section will require the building of Eastern Gateway Bridge to cross the River Lee upstream of Cork Harbour SPA. It is likely removal of '10 trees at the ramps of the bridge would be required. The scheme widens Monahan Rd to add dedicated bus lanes which would require removal off '10 potentially significant trees along the verge. A further '3 trees will likely need to be removed to allow for the new connection between Monahan Rd and Centre Park Rd. On centre Park Road widening would take place outside the rows of trees so these would not be affected.	This section will require the building of Eastern Gateway Bridge to cross the River Lee upstream of Cork Harbour SPA. It is likely removal of '10 trees at the ramps of the bridge would be required. Widening is not needed on Marquee Road and Centre park Road for this scheme so the trees / vegetation along there would not be affected. As widening into vegetated areas is not needed along this route after the new link, this route option performs the best for this criterion.	This section will require the building of Eastern Gateway Bridge to cross the River Lee upstream of Cork Harbour SPA. It is likely removal of '10 trees at the ramps of the bridge would be required. On Marquee Road and Centre Park Road the cross section would be widened outside of the row of trees (so these would not be affected). However this will require removal of approx 200m of hedgerows and vegetation.
	Rank				

Stage 2		Section 2 Set 6 - Eastern Gateway Bridge to Mill Road			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3A	Route 3B
Environment	Soils and Geology	<p>This proposed route would require significant earthworks along the River Lee to construct the Eastern Gateway Bridge. Earthworks for the new connection through the greenspace of New Marina Park would also be required.</p> <p>Additional earthworks would be required along Monahan Road and on the new link through South Docklands. The earthworks on Monahan road is in the greenspace bounding the road. This is an ex-industrial area so may contain contaminated ground.</p>	<p>This proposed route would require significant earthworks along the River Lee to construct the Eastern Gateway Bridge. Earthworks for the new connection through the greenspace of New Marina Park would also be required.</p> <p>Additional earthworks would be required along Monahan Road, on the new link through South Docklands and on Centre Park Road. This is an ex-industrial area so may contain contaminated ground.</p>	<p>This proposed route would require significant earthworks along the River Lee to construct the Eastern Gateway Bridge. Earthworks for the new connection through the greenspace of New Marina Park would also be required.</p> <p>This scheme requires no additional significant earthworks.</p> <p>For this reason this route option performs best for this criterion.</p>	<p>This proposed route would require significant earthworks along the River Lee to construct the Eastern Gateway Bridge. Earthworks for the new connection through the greenspace of New Marina Park would also be required.</p> <p>Additional earthworks would be required along Marquee Road and on Centre Park Road. This is an ex-industrial area so may contain contaminated ground.</p>
	Rank				
	Water Resources	<p>This Scheme requires building a new bridge crossing the River Lee that would be wide enough for two bus lanes, two bike lanes and footpaths.</p> <p>The New route through New Marina Park would require works alongside an open waterway located here.</p> <p>All schemes require similar works adjacent to / over waterways so score the same for this criterion.</p>	<p>This Scheme requires building a new bridge crossing the River Lee that would be wide enough for two bus lanes, two bike lanes and footpaths.</p> <p>The New route through New Marina Park would require works alongside an open waterway located here.</p> <p>All schemes require similar works adjacent to / over waterways so score the same for this criterion.</p>	<p>This Scheme requires building a new bridge crossing the River Lee that would be wide enough for two bus lanes, two bike lanes and footpaths.</p> <p>The New route through New Marina Park would require works alongside an open waterway located here.</p> <p>All schemes require similar works adjacent to / over waterways so score the same for this criterion.</p>	<p>This Scheme requires building a new bridge crossing the River Lee that would be wide enough for two bus lanes, two bike lanes and footpaths.</p> <p>The New route through New Marina Park would require works alongside an open waterway located here.</p> <p>All schemes require similar works adjacent to / over waterways so score the same for this criterion.</p>
	Rank				
	Landscape and visual	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could be impacted.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to impact the value of the landscape.</p> <p>Road widening including removal of green space and some trees along Monaghan Road would be required for this option.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could be impacted.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to impact the value of the landscape.</p> <p>Road widening including removal of green space and some trees along Monaghan Road and Centre Park would be required for this option.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could be impacted.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to impact the value of the landscape.</p> <p>No road widening would be required on Centre Park Road or Marquee Road.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could be impacted.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to redact from the value of the landscape.</p> <p>Road widening and removal of privately owned green space and some trees along Centre Park and Marquee Road would be required for this option. Although the majority of large trees would be maintained with a new central median.</p>
	Rank				
	Noise, vibration and air quality	<p>This scheme likely wouldn't cause changes in noise, vibration and air pollutant levels felt by sensitive receptors as the study area is mostly industrial and business, meaning traffic won't be brought closer to any sensitive receptors.</p>	<p>This scheme likely wouldn't cause changes in noise, vibration and air pollutant levels felt by sensitive receptors as the study area is mostly industrial and business, meaning traffic won't be brought closer to any sensitive receptors.</p>	<p>This scheme likely wouldn't cause changes in noise, vibration and air pollutant levels felt by sensitive receptors as the study area is mostly industrial and business, meaning traffic won't be brought closer to any sensitive receptors.</p>	<p>This scheme likely wouldn't cause changes in noise, vibration and air pollutant levels felt by sensitive receptors as the study area is mostly industrial and business, meaning traffic won't be brought closer to any sensitive receptors.</p>
	Rank				
	Land Use and Built Environment	<p>This route would require some land acquisition and the removal of on-street parking. Some land severance would occur at the western end of this route where a new route for buses would link Monahan Road and Centre Park Road.</p>	<p>This route would require some land acquisition and the removal of on-street parking. Land severance would occur where a new route for buses would link Monahan Road and Centre Park Road.</p>	<p>This route would not require land acquisition and would not impact the land use character as it would be generally providing bus priority using bus gates rather than road widening or construction of new roads. There would be no severance of land or removal of parking spaces.</p>	<p>This route would require some land acquisition due to required road widening. No land severance or on-street parking would be required.</p>
	Rank				

Stage 2		Section 2 Set 7 - Victoria Road Roundabout to Eamon de Valera Bridge		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Economy	Capital Cost	Total - €3.9M <i>Indicative Scheme Infrastructure Works Cost - €3.4M</i> <i>Private Land Costs - €0.5M</i>	Total - €3.2M <i>Indicative Scheme Infrastructure Works Cost - €3.2M</i> <i>Private Land Costs - €0M</i>	Total - €3.8M <i>Indicative Scheme Infrastructure Works Cost - €3.8M</i> <i>Private Land Costs - €0M</i>
	Rank			
	Average Journey Time	This scheme has a total length of 0.39 km and from initial journey time calculations, would take an average of 1-1.5 mins.	This scheme has a total length of 0.39 km and from initial journey time calculations, would take an average of 1.5-2 mins.	This scheme has a total length of 0.49 km and from initial journey time calculations, would take an average of 1.5-2 mins.
	Rank			
	Journey Time Reliability	Dedicated bus lanes are provided in both directions for the length of route. As this is the only option that has dedicated bus lanes for the whole route this option scores the best for this criterion.	Albert Road is given bus priority using a bus gate at the entrance of N27 (Albert St) and the connection between Marina Terrace. Dedicated bus lanes serve both directions along N27 (Albert St).	Marina Terrace is made into Bus priority lanes using a bus gate at the entrance of N27 (Albert St). Dedicated bus lanes serve both directions along N27 (Albert St)
	Rank			
Integration	Land Use Integration	This route would tie in with Cork City Councils scheme along Victoria Road and Albert Quay. It would also enhance the economic opportunity of the area by creating a gateway to the South Docks. This route would provide a bus service to the front of the new developments on Albert Quay.	This route would not tie in with Cork City Councils scheme along Victoria Road and Albert Quay. It would not enhance the economic opportunity of the area as well by creating a gateway to the South Docks. This route would provide a bus service to the rear of the new office developments on Albert Quay.	This route would not tie in with Cork City Councils scheme along Victoria Road and Albert Quay. It would not enhance the economic opportunity of the area as well by creating a gateway to the South Docks. This route would not provide a direct bus service to the new office developments on Albert Quay.
	Rank			
	Residential Catchment			
	400m (5 mins)	719	793	793
	800m (10 mins)	3077	3363	3363
	1200m (15 mins)	13410	14010	14010
	Employment Catchment			
	400m (5 mins)	1137	1198	1198
	800m (10 mins)	8573	8104	8104
	1200m (15 mins)	20252	20332	20332
	Total residential and employment (10 mins)	47168	47800	47800
	Rank			
	Transport Integration	General traffic movements would remain the same, however the number of lanes for general traffic would be reduced along sections of Victoria Road.	This proposed scheme would make Albert Rd local access only to allow bus priority as well as remove two lanes of general traffic from the N27 to be reallocated as bus lanes.	This proposed scheme would make Marina Terrace local access only to allow bus priority as well as remove two lanes of general traffic from the N27 to be reallocated as bus lanes. It would also creates a new junction on South Link Road.
	Rank			

Stage 2		Section 2 Set 7 - Victoria Road Roundabout to Eamon de Valera Bridge		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
	Cyclist Integration	<p>'This route serves The Marina part of the secondary cycle route and connects to Horgan's Quay part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan.</p> <p>All route options have the same cycle route so perform the same for this criterion.</p>	<p>'This route serves The Marina part of the secondary cycle route and connects to Horgan's Quay part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan.</p> <p>All route options have the same cycle route so perform the same for this criterion.</p>	<p>'This route serves The Marina part of the secondary cycle route and connects to Horgan's Quay part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan.</p> <p>All route options have the same cycle route so perform the same for this criterion.</p>
	Rank			
	Pedestrian Integration	<p>The proposed scheme would create new footpaths along Kennedy Quay and the north side of Kennedy quay until N27. All proposed schemes would provide the same new pedestrian links and so perform the same for this criterion.</p>	<p>The proposed scheme would create new footpaths along Kennedy Quay and the north side of Kennedy quay until N27. All proposed schemes would provide the same new pedestrian links and so perform the same for this criterion.</p>	<p>The proposed scheme would create new footpaths along Kennedy Quay and the north side of Kennedy quay until N27. All proposed schemes would provide the same new pedestrian links and so perform the same for this criterion.</p>
	Rank			
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	<p>Route does not serves the Elysian Shopping Centre and other trip attractors to the west as well as Options 2 & 3</p>	<p>Route Serves the Elysian Shopping Centre and other trip attractors to the west</p>	<p>Route Serves the Elysian Shopping Centre and other trip attractors to the west</p>
	Rank			
	Deprived Geographic Areas	<p>The deprivation indices for areas served by all routes are similar.</p>	<p>The deprivation indices for areas served by all routes are similar.</p>	<p>The deprivation indices for areas served by all routes are similar.</p>
	Rank			
Safety	Road Safety	<p>All routes have junctions with Victoria Road Roundabout and South Link Road. They also all have the same number of turning movements so perform the same for this criterion</p>	<p>All routes have junctions with Victoria Road Roundabout and South Link Road. They also all have the same number of turning movements so perform the same for this criterion</p>	<p>All routes have junctions with Victoria Road Roundabout and South Link Road. They also all have the same number of turning movements so perform the same for this criterion</p>
	Rank			
	Archaeological, Architectural and Cultural Heritage	<p>Route traverses Architectural Conservation Area (ACA) <i>Albert Qy, Albert St, Victoria Rd</i>. No potential impacts on the ACA or the designated sites within it (including RMP, RPS & NIAH), as all works would take place on existing roads.</p> <p>No specific archaeological potential in this area.</p>	<p>Route adjacent two Architectural Conservation Areas (ACAs) <i>Albert Qy, Albert St, Victoria Rd</i> and <i>Albert Road</i>. No potential impacts on the ACAs or the designated sites within them (including RMP, RPS & NIAH), as all works would take place on existing roads.</p> <p>No specific archaeological potential in this area.</p>	<p>Route adjacent Architectural Conservation Areas (ACA) <i>Albert Road</i>. No potential impacts on the ACA or the designated sites within it (including RMP, RPS & NIAH), as all works would take place on existing roads.</p> <p>No specific archaeological potential in this area.</p>
	Rank			
	Biodiversity	<p>No Trees or vegetation would likely be affected by any of these route options.</p>	<p>No Trees or vegetation would likely be affected by any of these route options.</p>	<p>No Trees or vegetation would likely be affected by any of these route options.</p>
	Rank			

Stage 2		Section 2 Set 7 - Victoria Road Roundabout to Eamon de Valera Bridge		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Environment	Soils and Geology	<p>This proposed option redraws lines and removes on street parking to make space for dedicated bus lanes on Victoria Road.</p> <p>All options require minimal earthworks so score equally for this criteria.</p>	<p>This option would make Albert Road into local access only to allow bus priority along the road. Along the N27 two general traffic lanes would be repainted to create dedicated bus lanes.</p> <p>All options require minimal earthworks so score equally for this criteria.</p>	<p>This option would make Marina Terrace into local access only to allow bus priority along the road. Along the N27 two general traffic lanes would be removed to create dedicated bus lanes.</p> <p>All options require minimal earthworks so score equally for this criteria.</p>
	Rank			
	Water Resources	<p>This scheme widens Victoria Rd. before going along Albert Quay. There are no required works near water ways.</p>	<p>This scheme makes use of existing roads and has no required works near water ways.</p>	<p>This scheme makes use of existing roads and has no required works near water ways.</p>
	Rank			
	Landscape and visual	<p>This option follows an existing road corridor that does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.</p>	<p>This option follows an existing road corridor that does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.</p>	<p>This option follows an existing road corridor that does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.</p>
	Rank			
	Noise, vibration and air quality	<p>The proposed scheme would utilise the existing road lanes. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario as vehicles are not being bought closer to sensitive receptors.</p>	<p>The proposed scheme would utilise the existing road lanes. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario as vehicles are not being bought closer to sensitive receptors.</p>	<p>The proposed scheme would utilise the existing road lanes. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario as vehicles are not being bought closer to sensitive receptors.</p>
	Rank			
	Land Use and Built Environment	<p>This route would likely result in the removal of some on-street parking or land acquisition along Albert Quay.</p>	<p>No removal of parking, land severance or land acquisition would be required for this route.</p>	<p>No removal of parking, land severance or land acquisition would be required for this route.</p>
	Rank			

Stage 2		Section 2 Set 8 - Eamon de Valera Bridge to Cork Bus Station			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
Economy	Capital Cost	Total - €2.4M <i>Indicative Scheme Infrastructure Works Cost - €2.4M</i> <i>Private Land Costs - €0M</i>	Total - €2.4M <i>Indicative Scheme Infrastructure Works Cost - €2.4M</i> <i>Private Land Costs - €0M</i>	Total - €2.5M <i>Indicative Scheme Infrastructure Works Cost - €2.5M</i> <i>Private Land Costs - €0M</i>	Total - €1.5M <i>Indicative Scheme Infrastructure Works Cost - €1.5M</i> <i>Private Land Costs - €0M</i>
	Rank				
	Average Journey Time	This scheme has a total length of 0.37 km and from initial journey time calculations, would take an average of 2 - 3 mins.	This scheme has a total length of 0.35 km and from initial journey time calculations, would take an average of 2 - 3 mins.	This scheme has a total length of 0.35 km and from initial journey time calculations, would take an average of 2 - 3 mins.	This scheme has a total length of 0.32 km and from initial journey time calculations, would take an average of 2 - 3 mins.
	Rank				
	Journey Time Reliability	Dedicated bus lanes serve both directions along the length of this route.	Dedicated bus lanes serve both directions along South Link Road and Clontarf Street on this route. However a bus gate is used to make Oliver Plunkett St Lower into local access only, where dedicated bus lanes could not be provided, so busses would mix with traffic here. Also busses using this route would turn out of 1 more junction where they wouldn't have priority compared to roptions 1 and 4. For these reasons this option scores worst for this criterion.	Dedicated bus lanes serve both directions along the length of this route. Inbound busses using this route would turn out of 1 more junction where they wouldn't have priority compared to roptions 1 and 4. For this reason this route option scores worse than options 1 and 4.	Dedicated bus lanes serve both directions along the length of this route.
	Rank				
Integration	Land Use Integration	This area is predominately city centre, therefore there is no major redevelopment occurring. There are individual buildings proposed/with planning permission. This route would directly serve the proposed hotel adjacent to the bus station.	This area is predominately city centre, therefore there is no major redevelopment occurring. There are individual buildings proposed/with planning permission. This route would directly serve the proposed Tower Holdings Development on the former Port of Cork site.	This area is predominately city centre, therefore there is no major redevelopment occurring. There are individual buildings proposed/with planning permission. This route would directly serve the proposed Tower Holdings Development on the former Port of Cork site and the proposed hotel by the Bus Station.	This area is predominately city centre, therefore there is no major redevelopment occurring. There are individual buildings proposed/with planning permission. This route would directly serve the proposed Tower Holdings Development on the former Port of Cork site.
	Rank				
	Residential Catchment				
	400m (5 mins)	1588	1588	1588	1442
	800m (10 mins)	7166	7166	7166	6785
	1200m (15 mins)	23230	23230	23230	22809
	Employment Catchment				
	400m (5 mins)	6488	6488	6488	5812
	800m (10 mins)	16487	16487	16487	15944
	1200m (15 mins)	25872	25872	25872	25597
	Total residential and employment (10 mins)	80831	80831	80831	78389
	Rank				
	Transport Integration	All route options serve Cork Bus Station. General traffic movements will remain the same, although the number of lanes for general traffic would be reduced along sections of Albert Quay and Clontarf Street.	All route options serve Cork Bus Station. General traffic movements would be affected by the bus gate put in place on Oliver Plunkett Street Lower to convert the street into access only. One lane of general traffic would be removed from N27 and Clontarf Street. This option scores worse due to the introduction of a bus gate on Oliver Plunkett St which would restrict access for general traffic.	All route options serve Cork Bus Station. General traffic movements would be affected by the bus gate put in place on Oliver Plunkett Street Lower to convert the street into access only. One lane of general traffic would be removed from N27 and Clontarf Street. This option scores worse due to the introduction of a bus gate on Oliver Plunkett St which would restrict access for general traffic.	All route options serve Cork Bus Station. General traffic movements will remain the same, although the number of lanes for general traffic would be reduced along sections of Anderson's Quay and N27.
	Rank				
	Cyclist Integration	This route serves Horgan's Quay part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. All route options have the same cycle route so perform the same for this criterion.	This route serves Horgan's Quay part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. All route options have the same cycle route so perform the same for this criterion.	This route serves Horgan's Quay part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. All route options have the same cycle route so perform the same for this criterion.	This route serves Horgan's Quay part of the primary cycle route outlined in the Cork Metropolitan Area Cycle Network Plan. All route options have the same cycle route so perform the same for this criterion.
	Rank				

Stage 2		Section 2 Set 8 - Eamon de Valera Bridge to Cork Bus Station			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
	Pedestrian Integration	All route options will maintain the existing pedestrian routes so they score equally for this criterion.	All route options will maintain the existing pedestrian routes so they score equally for this criterion.	All route options will maintain the existing pedestrian routes so they score equally for this criterion.	All route options will maintain the existing pedestrian routes so they score equally for this criterion.
	Rank				
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route better serves offices area on Albert Quay and Clontarf St. Albert Quay is location of City Hall, the South Mall, and other large offices.	Route Serves port house of Cork and offices on Custom House St. and Oliver Puckett St Lower.	Route Serves port house of Cork and offices on Custom House St. and Oliver Puckett St Lower.	Route Serves port house of Cork and Offices on Custom House St and Anderson Quay.
	Rank				
	Deprived Geographic Areas	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.	The deprivation indices for areas served by all routes are similar.
	Rank				
Safety	Road Safety	This route interacts with 1 junction and requires 1 turning movement for both inbound and outbound directions	This route interacts with 2 junctions and requires 2 turning movements for both inbound and outbound directions	This route interacts with 2 junctions and requires 2 turning movements for inbound busses, and 1 turning movement for outbound busses.	This route interacts with 1 junction and requires 1 turning movement for both inbound and outbound directions
	Rank				
Environment	Archaeological, Architectural and Cultural Heritage	Any works within roadway on Clontarf Bridge, a protected structure, would have no significant impact on the bridge, which was reconstructed in 1981. No other potential impacts on designated sites as all works would take place on existing roads. No specific archaeological potential in this area.	No potential impacts on designated sites as all works would take place on existing roads. No specific archaeological potential in this area.	No potential impacts on designated sites as all works would take place on existing roads. No specific archaeological potential in this area.	No potential impacts on designated sites as all works would take place on existing roads. No specific archaeological potential in this area.
	Rank				
	Biodiversity	No trees or vegetated areas would likely be affected by this route option as existing traffic corridors are used, and where widening is needed there is no vegetation present.	No trees or vegetated areas would likely be affected by this route option as existing traffic corridors are used, and where widening is needed there is no vegetation present.	No trees or vegetated areas would likely be affected by this route option as existing traffic corridors are used, and where widening is needed there is no vegetation present.	No trees or vegetated areas would likely be affected by this route option as existing traffic corridors are used, and where widening is needed there is no vegetation present.
	Rank				
	Soils and Geology	Minor earthworks needed near Cork coach station to widen the road to create space for dedicated bus lanes. More minor earthworks needed along Albert Quay as well to create space for dedicated bus lanes. Only minor earthworks are needed for all of the route options so they perform equally for this criterion.	Minor earthworks needed near Cork coach station to widen the road to create space for dedicated bus lanes. On street parking will be removed to make space along Oliver Plunkett Street Lower to make space for bus lanes. Only minor earthworks are needed for all of the route options so they perform equally for this criterion.	Minor earthworks needed near Cork coach station to widen the road to create space for dedicated bus lanes. On street parking will be removed to make space along Oliver Plunkett Street Lower to make space for bus lanes. Only minor earthworks are needed for all of the route options so they perform equally for this criterion.	Minor earthworks needed along Anderson's Quay needed to widen the road to create space for dedicated bus lanes along the Quay. Only minor earthworks are needed for all of the route options so they perform equally for this criterion.
	Rank				
	Water Resources	This Scheme makes use of existing lanes and has no required works near water ways.	This Scheme makes use of existing lanes and has no required works near water ways.	This Scheme makes use of existing lanes and has no required works near water ways.	This Scheme makes use of existing lanes and has no required works near water ways.
	Rank				
	Landscape and visual	This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.	This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.	This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.	This option follows an existing road corridor and does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan.
	Rank				
	Noise, vibration and air quality	The majority of the proposed scheme would utilise the existing road lanes, meaning traffic will not be taken closer to sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.	The majority of the proposed scheme would utilise the existing road lanes, meaning traffic will not be taken closer to sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.	The majority of the proposed scheme would utilise the existing road lanes, meaning traffic will not be taken closer to sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.	The majority of the proposed scheme would utilise the existing road lanes, meaning traffic will not be taken closer to sensitive receptors. Consequently there is likely to be no change in noise, vibration and air pollutant levels from the existing scenario.
	Rank				

Stage 2		Section 2 Set 8 - Eamon de Valera Bridge to Cork Bus Station			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
	Land Use and Built Environment	This area is predominately city centre, therefore there is no major redevelopment occurring. There are individual buildings proposed/with planning permission however, there is little impact on the land use character. Some removal of on-street parking would be required for this option.	'This area is predominately city centre, therefore there is no major redevelopment occurring. There are individual buildings proposed/with planning permission however, there is little impact on the land use character. Some removal of on-street parking would be required for this option.	This area is predominately city centre, therefore there is no major redevelopment occurring. There are individual buildings proposed/with planning permission however, there is little impact on the land use character. Some widening would be required for this option.	'This area is predominately city centre, therefore there is no major redevelopment occurring. There are individual buildings proposed/with planning permission however, there is little impact on the land use character. Some removal of on-street parking would be required for this option.
	Rank				

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Stage 2		Section 2 Set 9 - Overall Preferred Route for Section 2			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
Economy	Capital Cost	Total - €22.1M <i>Indicative Scheme Infrastructure Works Cost - €18.9M</i> <i>Private Land Costs - €3.2M</i>	Total - €48.1M <i>Indicative Scheme Infrastructure Works Cost - €25.8M</i> <i>Private Land Costs - €22.3M</i>	Total - €48.5M <i>Indicative Scheme Infrastructure Works Cost - €26.5M</i> <i>Private Land Costs - €22.0M</i>	Total - €42.6M <i>Indicative Scheme Infrastructure Works Cost - €20.9M</i> <i>Private Land Costs - €21.6M</i>
	Rank				
	Average Journey Time	This scheme has a total length of 2.54 km and from initial journey time calculations, would take an average of 12 - 13 mins.	This scheme has a total length of 3.40 km and from initial journey time calculations, would take an average of 16-17 mins.	This scheme has a total length of 3.40 km and from initial journey time calculations, would take an average of 18-19 mins.	This scheme has a total length of 2.95 km and from initial journey time calculations, would take an average of 15-16 mins.
	Rank				
	Journey Time Reliability	<p>Dedicated bus lanes serve the majority of this route except for the pinch point on Lower Glanmire Road where there is only an inbound bus lane and queue relocation signals are used to give outbound busses priority.</p> <p>For Options 1, 2 & 3 on parts of Alfred Street traffic management is used to get bus priority for sections of inbound and outbound where dedicated bus lanes cannot be provided.</p> <p>This route option has fewer junctions than the other options and can generally achieve a higher level of bus priority at these junctions, so performs better for this criterion than the other options, despite having a lower proportion of bus lanes than Option 4.</p>	<p>Dedicated bus lanes serve the majority of this route.</p> <p>For Options 1, 2 & 3 on parts of Alfred Street traffic management is used to get bus priority for sections of inbound and outbound where dedicated bus lanes cannot be provided.</p> <p>There are several junctions where the direction of busses will not be the direction of general priority (New link onto Marquee Road, Marquee Road onto Centre Park Road, Centre Park Road onto The Marina Commercial Park and Water Street Bridge onto Horgans Quay), meaning this option scores worse than option 1 for journey time reliability.</p>	<p>Dedicated bus lanes serve the majority of this route.</p> <p>For Options 1, 2 & 3 on parts of Alfred Street traffic management is used to get bus priority for sections of inbound and outbound where dedicated bus lanes cannot be provided.</p> <p>There are several junctions where the direction of busses will not be the direction of general priority (New link onto Marquee Road, Marquee Road onto Centre Park Road, Centre Park Road onto The Marina Commercial Park and Water Street Bridge onto Horgans Quay), meaning this option scores worse than option 1 for journey time reliability.</p>	<p>Dedicated bus lanes serve this entire route. However there are several junctions where the direction of busses will not be the direction of general priority (New link onto Marquee Road, Marquee Road onto Centre Park Road, crossing the South Link Road, and turning from Albert Quay onto Clontarf Street), meaning this option scores worse than option 1 for journey time reliability.</p>
	Rank				
	Land Use Integration	This route would capture the existing and proposed development in the north Docks, and in doing so tie into the most recent LAP for this area.	This route option would tie in with the most recent LAP for the North Docks and partially for the South Docks. The route would capture the existing and proposed development on the North Docks. It would also capture some of the proposed development lands in the South Docks enhancing the economic opportunities of the area and increasing catchment.	This route option would partially tie in with the most recent LAP for the North and South Docks. The route would capture the existing and proposed development on the North Docks. The route would also capture much of the proposed development lands in the South Docks enhancing the economic opportunities of the area and increasing catchment. This route would also tie in with CMATS which illustrates that this route would align with a large proportion of the future route for the LRT.	This route option would not capture the existing and proposed development on the North Docks or the transport hub of Kent Station. However, it would tie in well with the proposals for the South Docks and enhance the economic opportunity of the area. The route would also tie in with CMATS which illustrates that this route would align with a large proportion of the future route for the LRT.
	Rank				
	Residential Catchment				
	400m (5 mins)	2045	1856	1883	2443
	800m (10 mins)	7376	7542	7559	8812
	1200m (15 mins)	24326	25153	25153	28407
	Employment Catchment				
	400m (5 mins)	3729	4171	4275	7123
	800m (10 mins)	14034	14920	14941	18025
	1200m (15 mins)	25922	26829	26829	28386
	Total residential and employment (10 mins)	77432	80471	80640	93196
	Rank				

Stage 2		Section 2 Set 9 - Overall Preferred Route for Section 2			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
Integration	Transport Integration	<p>This route provides 2km of new dedicated bus lanes in both directions, and serves both Kent Train Station and Cork Bus Station.</p> <p>General traffic movements are not affected by this route option. However lanes of traffic have been reallocated when there is more than 1 in that direction to provide widths for dedicated bus lanes on Horgan's Quay, this will impact the traffic network but would have less impact than Option 4.</p> <p>For these reasons these options perform better for transport integration than Option 4.</p>	<p>This route provides 3.23km of new dedicated bus lanes in both directions, and serves both Kent Train Station and Cork Bus Station.</p> <p>General traffic movements are not affected by this route option. However lanes of traffic have been reallocated when there is more than 1 in that direction to provide widths for dedicated bus lanes on Horgan's Quay, this will impact the traffic network but would have less impact than Option 4.</p> <p>For these reasons these options perform better for transport integration than Option 4.</p>	<p>This route provides 3.28km of new dedicated bus lanes in both directions, and serves both Kent Train Station and Cork Bus Station.</p> <p>General traffic movements are not affected by this route option. However lanes of traffic have been reallocated when there is more than 1 in that direction to provide widths for dedicated bus lanes on Horgan's Quay, this will impact the traffic network but would have less impact than Option 4.</p> <p>For these reasons these options perform better for transport integration than Option 4.</p>	<p>This route provides 3.23km of new dedicated bus lanes in both directions, and serves both Kent Train Station and Cork Bus Station but not Kent Train Station.</p> <p>General traffic movements are not affected by this route option. However lanes of traffic have been reallocated to provide widths for dedicated bus lanes on Victoria Road, Albert Quay and Clontarf Street. This will have a much larger impact on the traffic network than Options 1, 2 & 3 which tie into the MacCurtain Street Scheme and have minimal impact on the traffic network in Cork City Centre.</p> <p>This option does not serve Kent Train Station whereas the other options do and so scores worse for this criterion.</p>
	Rank				
	Cyclist Integration	<p>Option 1 provides the most direct route into Cork City Centre. The proposed boardwalk by the River Lee would have a high amenity value and there is currently no existing cycle route in on the North of the River Lee. Furthermore Lower Glanmire Road is a busy high speed car route, meaning it is beneficial to cyclists to provide a safe alternative off the road.</p> <p>This option brings cyclists close to Kent Train Station, aiding multi modal active travel.</p> <p>However, the options that cross the River Lee also provide a new link for cyclists who may want to cross the river without entering Cork City Centre. As this option does not provide this link it scores slightly worse for this criterion.</p>	<p>This option brings cyclists close to Kent Train Station, aiding multi modal active travel.</p> <p>The routes is less direct than route 1, however it provides 2 new links across the River Lee for cyclists, linking the north and south of the city, therefore, on balance this option scores slightly better than option 1 for this criterion.</p>	<p>This option brings cyclists close to Kent Train Station, aiding multi modal active travel.</p> <p>The routes is less direct than route 1, however it provides 2 new links across the River Lee for cyclists, linking the north and south of the city, therefore, on balance this option scores slightly better than option 1 for this criterion.</p>	<p>Option 4 provides the second most direct route into Cork City Centre.</p> <p>This option brings cyclists close to Kent Train Station, aiding multi modal active travel.</p> <p>The routes is less direct than route 1, however because it provides a new link across the River Lee for cyclists, on balance this option scores slightly better than option 1 for this criterion.</p>
	Rank				
	Pedestrian Integration	<p>All options provide widened footpaths and enhanced crossing points for pedestrians along the route.</p> <p>This option provides a new segregated boardwalk for pedestrians and cyclists adjacent to the River Lee. This will have a high amenity value and provide a safer route for pedestrians than the existing footpaths alongside Lower Glanmire Road.</p> <p>However this link will not provide as much new connectivity as the links across the River Lee in options 2 - 4 so this option performs worse for this criterion.</p>	<p>All options provide widened footpaths and enhanced crossing points for pedestrians along the route.</p> <p>This option provides 2 new pedestrian links over the river Liffey aiding pedestrian integration between the north and south of the River Lee.</p> <p>For this reason this option performs better than option 1 for this criterion.</p>	<p>All options provide widened footpaths and enhanced crossing points for pedestrians along the route.</p> <p>This option provides 2 new pedestrian links over the river Liffey aiding pedestrian integration between the north and south of the River Lee.</p> <p>For this reason this option performs better than option 1 for this criterion.</p>	<p>All options provide widened footpaths and enhanced crossing points for pedestrians along the route.</p> <p>This option provides 1 new pedestrian link over the river Liffey aiding pedestrian integration. For this reason this option performs better than option 1 for this criterion.</p>
	Rank				
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	<p>Kent Train Station</p> <p>New proposed developments, some currently being built, on Horgans Quay (commercial and residential).</p> <p>Cork Bus Station</p> <p>Cork City Centre</p>	<p>Pairc UI Chaoimh</p> <p>The Marina Commercial Park</p> <p>The New Marina Park</p> <p>'Kent Train Station</p> <p>New proposed developments, some currently being built, on Horgans Quay (commercial and residential).</p> <p>Cork Bus Station</p> <p>Cork City Centre</p> <p>Future South Docklands developments, when constructed.</p>	<p>Pairc UI Chaoimh</p> <p>The Marina Commercial Park</p> <p>The New Marina Park</p> <p>'Kent Train Station</p> <p>New proposed developments, some currently being built, on Horgans Quay (commercial and residential).</p> <p>Cork Bus Station</p> <p>Cork City Centre</p> <p>Future South Docklands developments, when constructed.</p>	<p>Pairc UI Chaoimh</p> <p>The Marina Commercial Park</p> <p>The New Marina Park</p> <p>Cork Bus Station</p> <p>Cork City Centre</p> <p>New commercial offices being constructed / proposed on Alberts Quay.</p> <p>Future South Docklands developments, when constructed.</p>
	Rank				

Stage 2		Section 2 Set 9 - Overall Preferred Route for Section 2			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
Social Inclusion	Deprived Geographic Areas	<p>The deprivation indices for areas served by this route are mostly affluent except for the section on Lower Glanmire Rd where it turns onto Horgan's Quay which is disadvantaged.</p> <p>As this route serves a disadvantaged area it scores better for this criterion</p>	<p>The deprivation indices for areas served by this route are mostly affluent except for the section on Lower Glanmire Rd where it turns onto Horgan's Quay which is disadvantaged.</p> <p>As this route serves a disadvantaged area it scores better for this criterion</p>	<p>The deprivation indices for areas served by this route are all marginally above average or affluent.</p>	<p>The deprivation indices for areas served by this route are all marginally above average or affluent.</p>
	Rank				
Safety	Road Safety	<p>This route option takes a more direct route along Lower Glanmire Road and Horgan's Quay so has less junctions and turning movements than the other options.</p> <p>This means it scores better for this criterion.</p>	<p>This Option has a similar number of turning movements and junctions to Options 3 and 4. And more junctions and turning movements than Option 1.</p>	<p>This Option has a similar number of turning movements and junctions to Options 2 and 4. And more junctions and turning movements than Option 1.</p>	<p>This Option has a similar number of turning movements and junctions to Options 2 and 3; and more junctions and turning movements than Option 1.</p>
	Rank				
	Archaeological, Architectural and Cultural Heritage	<p>Any works within roadway on Brian Boru Bridge, a protected structure, would have no significant impact on the bridge, which was reconstructed in 1987. No other potential impacts on designated sites adjacent the route as all works would take place on existing roads.</p> <p>Subsurface remains of structures (undesigned) associated with the 19th century harbour works E of Water St are likely to survive below ground; potential impacts from cycleway construction.</p> <p>Construction of cycleway E of Water St - also potential setting impact to 19th century houses (undesigned) on Castleview Terrace Lwr. Also potential impact on surviving underwater features (undesigned) associated with the 19th century harbour works, including the 'Grid Iron' in the river opposite Castleview, or other previously unknown features.</p> <p>Potential impacts to quay wall (undesigned heritage feature) for the construction of the boardwalk along the river side of Lwr Glanmire Rd.</p>	<p>Potentially significant negative impact on <i>Former Ford Factory (Marina Commercial Park)</i> Architectural Conservation Area (ACA), and on the protected structure (PS) and NIAH sites that are contained within it.</p> <p>Construction of new N-S link road would bisect the ACA, with potential direct impact on PS and / or NIAH sites. Note the development plan emphasises that the retention of the site's significance does not imply retention of entire extent of the low-rise historic industrial structures, but any proposal would have to be very carefully considered.</p> <p>Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction (Eastern Gateway Bridge & new Water St bridge). Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and bridge extend deeper than the reclamation deposits.</p> <p>Any works within roadway on Brian Boru Bridge, a protected structure, would have no significant impact on the bridge, which was reconstructed in 1987. No other potential impacts on designated sites adjacent the route as all works would take place on existing roads.</p>	<p>Avoids negative impacts to <i>Former Ford Factory (Marina Commercial Park)</i> ACA. No designated sites affected.</p> <p>'Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and the two bridges extend deeper than the reclamation deposits.</p> <p>Any works within roadway on Brian Boru Bridge, a protected structure, would have no significant impact on the bridge, which was reconstructed in 1987. No other potential impacts on designated sites adjacent the route as all works would take place on existing roads.</p>	<p>Avoids negative impacts to <i>Former Ford Factory (Marina Commercial Park)</i> ACA. No designated sites affected.</p> <p>'Riverine environment has inherent archaeological potential - possibility for discovery of previously unknown archaeological finds / features during bridge construction. Marina area was reclaimed in 18th/19th century. Archaeological potential within this area of former estuarine mud flats has been reduced by the development of the industrial estate in 20th century. There is slight potential for the discovery of archaeological deposits / finds preserved in the muds, if the construction works for the new road and the two bridges extend deeper than the reclamation deposits.</p> <p>Any works within roadway on Brian Boru Bridge, a protected structure, would have no significant impact on the bridge, which was reconstructed in 1987. No other potential impacts on designated sites adjacent the route as all works would take place on existing roads.</p>
	Rank				
	Biodiversity	<p>This route option would require construction of a cycle and pedestrian boardwalk on the Lower Glanmire Road over the River Lee upstream of Cork Harbour SPA.</p> <p>This route option would remove approx. 25 trees from the verge of Lower Glanmire Road.</p> <p>Approx 4 trees and 38m of vegetation would likely need to be removed to construct the cycle route.</p> <p>This route option would cause the removal of more trees, however less vegetation overall would be removed when accounting for hedgerows, so this option scores better for this criterion.</p> <p>All options are equivalent for Bat habitat suitability index as per Biodiversity Mapping undertaken by the National Biodiversity Data Centre.</p>	<p>This route option would require construction of 2 new bridges over The River Lee upstream of Cork Harbour SPA.</p> <p>It is likely removal of '10 trees at the ramps of the bridge would be required.</p> <p>On Marquee Road and Centre Park Road the cross section would be widened outside of the row of trees (so these would not be affected). However this will require removal of approx 200m of hedgerows and vegetation.</p> <p>All options are equivalent for Bat habitat suitability index as per Biodiversity Mapping undertaken by the National Biodiversity Data Centre.</p>	<p>This route option would require construction of 2 new bridges over The River Lee upstream of Cork Harbour SPA.</p> <p>It is likely removal of '10 trees at the ramps of the bridge would be required.</p> <p>On Marquee Road and Centre Park Road the cross section would be widened outside of the row of trees (so these would not be affected). However this will require removal of approx 200m of hedgerows and vegetation.</p> <p>All options are equivalent for Bat habitat suitability index as per Biodiversity Mapping undertaken by the National Biodiversity Data Centre.</p>	<p>This route option would require construction of 1 new bridge over The River Lee upstream of Cork Harbour SPA.</p> <p>It is likely removal of '10 trees at the ramps of the bridge would be required.</p> <p>On Marquee Road and Centre Park Road the cross section would be widened outside of the row of trees (so these would not be affected). However this will require removal of approx 200m of hedgerows and vegetation.</p> <p>All options are equivalent for Bat habitat suitability index as per Biodiversity Mapping undertaken by the National Biodiversity Data Centre.</p>

Stage 2		Section 2 Set 9 - Overall Preferred Route for Section 2			
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4
Environment	Rank				
	Soils and Geology	<p>All options require earthworks for widening the cross section and for building new links through post industrial areas that may have contaminated ground.</p> <p>However this option requires no new major bridge structures, and therefore performs the best for this criterion.</p>	<p>All options require earthworks for widening the cross section and for building new links through post industrial areas that may have contaminated ground.</p> <p>This option also requires the construction of 2 new road bridges over the Lee, meaning that significant earthworks will be required and the option performs worse than option 1 for this criterion.</p>	<p>All options require earthworks for widening the cross section and for building new links through post industrial areas that may have contaminated ground.</p> <p>This option also requires the construction of 2 new road bridges over the Lee, meaning that significant earthworks will be required and the option performs worse than option 1 for this criterion.</p>	<p>All options require earthworks for widening the cross section and for building new links through post industrial areas that may have contaminated ground.</p> <p>This option also requires the construction of 1 new road bridges over the Lee, meaning that significant earthworks will be required and the option performs worse than option 1 for this criterion..</p>
	Rank				
	Water Resources	<p>This scheme requires the construction of a cycle and pedestrian boardwalk over the River Lee adjacent to Lower Glanmire Road. It also requires the construction of a lightweight cycle and pedestrian bridge over a small section of the River Lee. The River Lee is upstream of Cork Harbour SPA so is a sensitive watercourse to be constructing over.</p> <p>While works are required over the River Lee to facilitate the cycle and pedestrian boardwalk they are not equivalent to a bridge crossing and therefore preform better.</p>	<p>This scheme requires two bridges that crosses the River Lee to be built, and a new link adjacent to an open waterway in New Marina Park.</p> <p>The River Lee is upstream of Cork Harbour SPA so is a sensitive watercourse to be constructing over.</p> <p>Route options 2,3 & 4 require significant works over the River Lee so perform equally for this criterion.</p>	<p>This scheme requires two bridges that crosses the River Lee to be built, and a new link adjacent to an open waterway in New Marina Park.</p> <p>The River Lee is upstream of Cork Harbour SPA so is a sensitive watercourse to be constructing over.</p> <p>Route options 2,3 & 4 require significant works over the River Lee so perform equally for this criterion.</p>	<p>This scheme requires construction of a bridge that crosses the River Lee, and a new link adjacent to an open waterway in New Marina Park.</p> <p>The River Lee is upstream of Cork Harbour SPA so is a sensitive watercourse to be constructing over.</p> <p>Route options 2,3 & 4 require significant works over the River Lee so perform equally for this criterion.</p>
	Rank				
	Landscape and visual	<p>This option does not make any changes to land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. It also doesn't negatively affect any public open space.</p> <p>The new cycle and pedestrian boardwalk proposed alongside the river Lee will add to the landscape value of the area as there will be views of City Docks Industrial Landmarks and Cork City Centre from the boardwalk.</p> <p>For these reasons this option performs best for this criterion.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could impact the area.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to impact on the value of the landscape.</p> <p>This bus route would have no impact on any landmarks designated by Cork City Council.</p> <p>This route also goes through land designated as public open space which will reduce the available green space.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could impact the area.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to impact on the value of the landscape.</p> <p>This bus route would have likely have a low negative impact on the view of Marina ESB Chimney as it requires the construction of a new bridge crossing the River Lee close to the chimney.</p> <p>This route also goes through land designated as public open spaces, which will reduce the available green space.</p>	<p>This option does not make any changes to land that has been designated a Landscape preservation zone in the Cork City Development plan.</p> <p>However the southern ramps to the Eastern Gateway Bridge will be constructed in an Area of High Landscape Value and this could impact the area.</p> <p>The cycleway is also proposed to use a corridor of High Landscape value along the River Lee, however this is not likely to impact on the value of the landscape.</p> <p>This bus route would have no impact on any landmarks designated by Cork City Council.</p> <p>However this route goes through land designated as public open spaces, which will reduce the available green space.</p>
	Rank				
	Noise, vibration and air quality	<p>None of the route options would bring traffic closer to sensitive receptors, as new links are constructed in industrial areas and in areas with sensitive receptors repurposing existing lanes is used.</p> <p>Therefore the route options score equally on this criterion.</p>	<p>None of the route options would bring traffic closer to sensitive receptors, as new links are constructed in industrial areas and in areas with sensitive receptors repurposing existing lanes is used.</p> <p>Therefore the route options score equally on this criterion.</p>	<p>None of the route options would bring traffic closer to sensitive receptors, as new links are constructed in industrial areas and in areas with sensitive receptors repurposing existing lanes is used.</p> <p>Therefore the route options score equally on this criterion.</p>	<p>None of the route options would bring traffic closer to sensitive receptors, as new links are constructed in industrial areas and in areas with sensitive receptors repurposing existing lanes is used.</p> <p>Therefore the route options score equally on this criterion.</p>
	Rank				
	Land Use and Built Environment	<p>This would require land acquisition from Iarnróid Éireann. Compared to the others options, this route option requires less land acquisition and severs less land.</p> <p>Generally, apart from land acquisition through widening, the route does not impact on the land use character as it follows existing routes rather than creating new routes.</p>	<p>This route option would require land acquisition from existing commercial/industrial areas in the South Docks. It would also sever current existing land uses. In the North Docks, the route would require land acquisition from Iarnróid Éireann land.</p> <p>As this route requires construction of a new link severing land parcels in the south docks it performs worse than the other options for this criterion.</p>	<p>This route option would require land acquisition to widen the route on Marquee Road, Centre Park Road and Mill Road through the South Docks. In the North Docks, the route would require land acquisition from Iarnróid Éireann land.</p> <p>Generally, apart from land acquisition through widening, the route does not impact on the land use character as it follows existing routes rather than creating new routes.</p>	<p>This route option would only affect the South Docks. Land acquisition would be required to widen the route on Marquee Road, Centre Park Road and Albert Quay through the South Docks. The removal of on-street parking would also be required. Generally, apart from land acquisition through widening, the route does not impact on the land use character as it follows existing routes rather than creating new routes.</p>
	Rank				