

Stage 2		Section 2		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Economy	Capital Cost	Total - 6.5M <i>Indicative Scheme Infrastructure Works Cost - €4.9M</i> <i>Private Land Costs - €1.2M</i>	Total - 5.5M <i>Indicative Scheme Infrastructure Works Cost - €5.5M</i> <i>Private Land Costs - €0M</i>	Total - 4.0M <i>Indicative Scheme Infrastructure Works Cost - €4.0M</i> <i>Private Land Costs - €0M</i>
	Rank			
	Average Journey Time	This Scheme has a total length of 0.6 km and has an average journey time of 3 - 4 minutes.	This Scheme has a total length of 0.9 km and has an average journey time of 4 - 5 minutes.	This Scheme has a total length of 0.5 km and has an average journey time of 2 - 3 minutes.
	Rank			
	Journey Time Reliability	Dedicated bus lanes serve this route in both directions. This Option is the only one to have dedicated bus lanes for its length, therefore it performs best for this criterion.	This route relies on bus gates to give bus priority and busses will share with general traffic for most of the option. For this reason this option performs worse than Option 1 for this criterion.	This route relies on bus gates to give bus priority and busses will share with general traffic for most of the option. For this reason this option performs worse than Option 1 for this criterion.
Rank				
Integration	Land Use Integration	The proposed route will go near no proposed or current developments.	The proposed route will integrate and go near a future strategic housing development as part of Cork future development plans.	The proposed route will integrate and go near a future strategic housing development as part of Cork future development plans.
	Rank			
	Residential Catchment			
	400m (5 mins)	273	458	495
	800m (10 mins)	1610	2001	2117
	1200m (15 mins)	4601	7085	6773
	Employment Catchment			
	400m (5 mins)	678	1022	1078
	800m (10 mins)	1555	1752	1778
	1200m (15 mins)	2343	2820	2809
	Total residential and employment (10 mins)	11060	15138	15050
	Rank			
	Transport Integration	Public Transport: Option 3 best serves routes that have a higher frequency of busses shown in the proposed 2023 bus network, and for this reason they perform better than Option 1 & 2 for public transport integration. General Traffic: One lane of general traffic would be removed along Douglas Relief Road to provide dedicated bus lanes in both directions. General traffic movements would remain the same along the route, however minor delays can be expected because of the decrease in general traffic lanes. This scheme also proposes bus gates along Douglas East Street and Church Street to turn the street into access only to provide a cycle route. For these reasons this option performs worse than Option 1 & 2 for general traffic integration. Overall Rating: As this option performs worse for public transport than option 3, but better for general traffic than both options, it scores equally overall for this criteria compared to Option 3, and better than option 2.	Public Transport: Option 3 best serves routes that have a higher frequency of busses shown in the proposed 2023 bus network, and for this reason they perform better than Option 1 & 2 for public transport integration. General Traffic: This scheme proposes bus gates along Douglas East Street and Church Street to turn the street into access only. The proposed scheme removes one lane of general traffic from Carrigaline Road and Old Carrigaline Road. For these reasons this option performs worse than Option 1 for general traffic integration. Overall Rating: As this option performs worse for public transport than option 3, and also performs poorly for general traffic integration, it scores the worst for this criterion.	Public Transport: Option 3 best serves routes that have a higher frequency of busses shown in the proposed 2023 bus network, and for this reason they perform better than Option 1 & 2 for public transport integration. General Traffic: This scheme proposes bus gates along Douglas East Street and Church Street to turn the street into access only. This will impact traffic in Douglas and for this reason this option performs worse than Option 1 for general traffic integration. Overall Rating: As this option performs better for public transport than option 1, but worse for general traffic than both option 1, it scores equally overall for this criteria compared to Option 1, and better than option 2.
Rank				
Cyclist Integration	All proposed schemes use the same cycle route, which is part of a primary cycle route of the Cork cycle Network Plan, and therefore perform equally for this criterion.	All proposed schemes use the same cycle route, which is part of a primary cycle route of the Cork cycle Network Plan, and therefore perform equally for this criterion.	All proposed schemes use the same cycle route, which is part of a primary cycle route of the Cork cycle Network Plan, and therefore perform equally for this criterion.	
Rank				
Pedestrian Integration	Pedestrian footpaths would remain the same for proposed scheme.	Pedestrian footpaths would remain the same for proposed scheme.	Pedestrian footpaths would remain the same for proposed scheme.	

Stage 2		Section 2		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
	Rank			
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Key trip attractors include the Douglas Shopping Centre and Watergold Apartment complex.	Key trip attractors include local businesses and restaurants on Douglas East and apartments and housing along Carrigaline Rd. Proposed options 2 and 3 score better due to serving Douglas Village better.	Key trip attractors include local businesses, restaurants and apartments and housing along Douglas East. Proposed options 2 and 3 score better due to serving Douglas Village better.
	Rank			
	Deprived Geographic Areas	The proposed route serves an area that is considered slightly above average.	The proposed route serve an area that is considered affluent.	The proposed route serve an area that is considered affluent.
	Rank			
Safety	Road Safety	All routes perform equally for road safety.	All routes perform equally for road safety.	All routes perform equally for road safety.
	Rank			
Environment	Archaeological, Architectural and Cultural Heritage	Any road-widening for cycle route along S side of Church St and W side of West Douglas St could negatively affect the Douglas-Donnybrook ACA (Sub-Areas A & B). No other designated sites affected. No specific archaeological potential identified & majority of works are within existing roadway.	Route traverses 19th century bridge (NIAH) but works here will be restricted to narrowing the modern footpaths on bridge deck, with no significant adverse impact to bridge. Any road-widening for cycle route along S side of Church St and W side of West Douglas St could negatively affect the Douglas-Donnybrook ACA (Sub-Areas A & B). No other designated sites affected. No specific archaeological potential identified & majority of works are within existing roadway.	Any road-widening for cycle route along S side of Church St and W side of West Douglas St could negatively affect the Douglas-Donnybrook ACA (Sub-Areas A & B). No other designated sites affected. No specific archaeological potential identified & majority of works are within existing roadway.
	Rank			
	Biodiversity	Between 0-5 trees and 50m of vegetation may be impacted by this scheme, to accommodate the widened cross section.	No trees or vegetation would need to be removed for the proposed scheme.	No trees or vegetation would need to be removed for the proposed scheme.
	Rank			
	Soils and Geology	The proposed route requires minor groundworks to widen Douglas Relief Rd. to allow for dedicated bus lanes in both directions of travel. The area is currently greenspace and should have near zero chance of being contaminated.	The proposed route requires minor groundworks to reallocate current roadspace for bus lanes, including removing small sections of street parking, and pedestrian pathways.	The proposed route requires minor groundworks to reallocate current roadspace for bus lanes, including removing small sections of street parking, and pedestrian pathways.
	Rank			
	Water Resources	None of these options are likely to impact water resources in the area.	None of these options are likely to impact water resources in the area.	None of these options are likely to impact water resources in the area.
	Rank			
	Landscape and visual	The proposed scheme requires widening and removing vegetation along Douglas Relief Rd, which would have a minor negative impact on landscape and visual in the area. For this reason this option scores slightly worse for this criterion than Option 3.	The proposed route goes through an architectural conservation area for the majority of the inbound direction. There would be minor widening of the road in the area, by removing sections of street parking and changing pedestrian pathways. For this reason this option scores slightly worse for this criterion than Option 3.	The proposed scheme requires minimal changes to the carriageway layout compared to the other schemes. Therefore it performs slightly better for this criterion.
	Rank			
	Noise, vibration and air quality	The proposed schemes use existing roadways, and doesn't bring traffic closer to sensitive receptors, therefore there should be little change in the amount of noise, vibration, and air quality in the area.	The proposed schemes use existing roadways, and doesn't bring traffic closer to sensitive receptors, therefore there should be little change in the amount of noise, vibration, and air quality in the area.	The proposed schemes use existing roadways, and doesn't bring traffic closer to sensitive receptors, therefore there should be little change in the amount of noise, vibration, and air quality in the area.
Rank				
Land Use and Built Environment	Land take and some loss of private parking likely from Aldi and along Douglas Relief Road	Minor loss of on-street parking in Douglas Village	Minor loss of on-street parking in Douglas Village	
Rank				

Stage 2		Section 2 - Set 2B		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
Economy	Capital Cost	Total - €5.6M <i>Indicative Scheme Infrastructure Works Cost - €5.6M</i> <i>Private Land Costs - €0M</i>	Total - €7.2M <i>Indicative Scheme Infrastructure Works Cost - €7.2M</i> <i>Private Land Costs - €0.45M</i>	Total - €5.4M <i>Indicative Scheme Infrastructure Works Cost - €5.4M</i> <i>Private Land Costs - €0.45M</i>
	Rank			
	Average Journey Time	This Scheme has a total length of 0.7 km and has an average journey Dtime of 2 - 3 minutes.	This Scheme has a total length of 0.7 km and has an average journey Dtime of 2 - 3 minutes.	This Scheme has a total length of 0.7 km and has an average journey Dtime of 2 - 3 minutes.
	Rank			
	Journey Time Reliability	All routes rely on bus gates to give bus priority through Douglas. Option 1 has dedicated bus lanes on River Walk, so has more dedicated bus lanes than the other 2 Options which have none / very limited. Option 1 also has less junctions than the other 2 options so performs best for this criterion.	All routes rely on bus gates to give bus priority through Douglas. Option 1 has dedicated bus lanes on River Walk, so has more edicated bus lanes than the other 2 Options which have none / very limited. Option 1 also has less junctions than the other 2 options so performs best for this criterion.	All routes rely on bus gates to give bus priority through Douglas. Option 1 has dedicated bus lanes on River Walk, so has more edicated bus lanes than the other 2 Options which have none / very limited. Option 1 also has less junctions than the other 2 options so performs best for this criterion.
Rank				
Integration	Land Use Integration	All route options serve the centre of Douglas Village, and improve the public realm in this area. This ties in with the proposals for Douglas in the Cork City Development Plan. All options will integrate with the land in a similar way and therefore score equally for this criterion.	All route options serve the centre of Douglas Village, and improve the public realm in this area. This ties in with the proposals for Douglas in the Cork City Development Plan. All options will integrate with the land in a similar way and therefore score equally for this criterion.	All route options serve the centre of Douglas Village, and improve the public realm in this area. This ties in with the proposals for Douglas in the Cork City Development Plan. All options will integrate with the land in a similar way and therefore score equally for this criterion.
	Rank			
	Residential Catchment			
	400m (5 mins)	910	910	910
	800m (10 mins)	3600	3600	3600
	1200m (15 mins)	9070	9070	9070
	Employment Catchment			
	400m (5 mins)	1350	1350	1350
	800m (10 mins)	2134	2134	2134
	1200m (15 mins)	3235	3235	3235
	Total residential and employment (10 mins)	20299	20299	20299
Rank				
Transport Integration	Public Transport: Option 1 best serves East Douglas Street with provision for the length of the route, this is a route that currently has the the highest number of busses and is proposed to maintain a high numbere of busses in the future. For this reason Option 1 scores best for public transport integration. General Traffic: This scheme proposes bus gates along Douglas East Street and Church Street to turn the street into access only. This will impact traffic in Douglas, this is the same for all options. This Option will reduce the number of general traffic lanes on River Walk, however unlike the other options it will not impact traffic on West Douglas Street. Overall all options perform similarly for general traffic integration. Overall Rating: As this option scores better for public transport integration. It performs the best overall for Transport Integration.	Public Transport: Option 1 best serves East Douglas Street with provision for the length of the route, this is a route that currently has the the highest number of busses and is proposed to maintain a high numbere of busses in the future. For this reason Option 1 scores best for public transport integration. General Traffic: This scheme proposes bus gates along Douglas East Street and Church Street to turn the street into access only. This will impact traffic in Douglas, this is the same for all options. Overall all options perform similarly for general traffic integration. Overall Rating: As this option scores worse for public transport integration than Option 1. It performs scores worse overall for Transport Integration.	Public Transport: Option 1 best serves East Douglas Street with provision for the length of the route, this is a route that currently has the the highest number of busses and is proposed to maintain a high numbere of busses in the future. For this reason Option 1 scores best for public transport integration. General Traffic: This scheme proposes bus gates along Douglas East Street and Church Street to turn the street into access only. This will impact traffic in Douglas, this is the same for all options. Overall all options perform similarly for general traffic integration. Overall Rating: As this option scores worse for public transport integration than Option 1. It performs scores worse overall for Transport Integration.	
Rank				
Cyclist Integration	All prosped schemes use the same cycle route, and therefore perform equally for this criterion.	All prosped schemes use the same cycle route, and therefore perform equally for this criterion.	All prosped schemes use the same cycle route, and therefore perform equally for this criterion.	
Rank				

Stage 2		Section 2 - Set 2B		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
	Pedestrian Integration	Pedestrian footpaths would remain the same for proposed scheme.	Pedestrian footpaths would remain the same for proposed scheme.	Pedestrian footpaths would remain the same for proposed scheme.
	Rank			
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Key trip attractors include local businesses, restaurants and apartments and housing along Douglas East. All options score equally for this as they all serve Douglas Village.	Key trip attractors include local businesses, restaurants and apartments and housing along Douglas East. All options score equally for this as they all serve Douglas Village.	Key trip attractors include local businesses, restaurants and apartments and housing along Douglas East. All options score equally for this as they all serve Douglas Village.
	Rank			
	Deprived Geographic Areas	The proposed route serve an area that is considered affluent.	The proposed route serve an area that is considered affluent.	The proposed route serve an area that is considered affluent.
	Rank			
Safety	Road Safety	All routes perform equally for road safety.	All routes perform equally for road safety.	All routes perform equally for road safety.
	Rank			
Environment	Archaeological, Architectural and Cultural Heritage	Potential impact to Douglas-Donnybrook ACA (Sub-Area C) and the designated sites within it if the proposed landtake falls within the ACA . No specific archaeological potential identified & majority of works are otherwise within existing roadway.	Potential impact to Douglas-Donnybrook ACA (Sub-Area C) and the designated sites within it if the proposed landtake falls within the ACA . Where widening is required at Haveli Restaurant, there are no constraints from a cultural heritage perspective. Road widening elsewhere along West Douglas St for the cycle route would impact the Douglas-Donnybrook ACA (Sub-Area A). No specific archaeological potential identified.	Potential impact to Douglas-Donnybrook ACA (Sub-Area C) and the designated sites within it if the proposed landtake falls within the ACA . Where widening is required at Haveli Restaurant, there are no constraints from a cultural heritage perspective. Road widening elsewhere along West Douglas St for the cycle route would impact the Douglas-Donnybrook ACA (Sub-Area A). No specific archaeological potential identified.
	Rank			
	Biodiversity	No trees or vegetation would need to be removed for the proposed scheme.	Approx 6 trees and 75m of vegetation would likely be impacted in the grounds of St Lukes Church when widening into this area	Approx 6 trees and 75m of vegetation would likely be impacted in the grounds of St Lukes Church when widening into this area
	Rank			
	Soils and Geology	The proposed route requires minor groundworks to reallocate current roadspace for bus lanes, including removing small sections of street parking, and pedestrian pathways.	The proposed route requires minor groundworks to reallocate current roadspace for bus lanes, including removing small sections of street parking, and pedestrian pathways.	The proposed route requires minor groundworks to reallocate current roadspace for bus lanes, including removing small sections of street parking, and pedestrian pathways.
	Rank			
	Water Resources	None of these options are likely to impact water resources in the area.	None of these options are likely to impact water resources in the area.	None of these options are likely to impact water resources in the area.
	Rank			
	Landscape and visual	Option 1 requires minimal changes to the carriageway layout compared to Options 2 & 3 which would require widening on Church Street which is an ACA. Therefore Option 1 performs slightly better for this criterion.	Option 1 requires minimal changes to the carriageway layout compared to Options 2 & 3 which would require widening on Church Street which is an ACA. Therefore Option 1 performs slightly better for this criterion.	Option 1 requires minimal changes to the carriageway layout compared to Options 2 & 3 which would require widening on Church Street which is an ACA. Therefore Option 1 performs slightly better for this criterion.
	Rank			
Noise, vibration and air quality	The proposed scheme generally use existing roadways, and don't bring traffic closer to sensitive receptors, therefore there should be little change in the amount of noise, vibration, and air quality in the area.	The proposed scheme generally use existing roadways, and don't bring traffic closer to sensitive receptors, therefore there should be little change in the amount of noise, vibration, and air quality in the area.	The proposed scheme generally use existing roadways, and don't bring traffic closer to sensitive receptors, therefore there should be little change in the amount of noise, vibration, and air quality in the area.	
Rank				

Stage 2		Section 2 - Set 2B		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3
	Land Use and Built Environment	Minor loss of on-street parking in Douglas Village	<p>Minor loss of on-street parking in Douglas Village</p> <p>On street parking on Church Street may be impacted.</p> <p>Land take from St lukes Church and the area outside of haveli Restuarant may be required.</p> <p>For this reason this option scores worse than option 1 for this criterion</p>	<p>Minor loss of on-street parking in Douglas Village</p> <p>On street parking on Church Street may be impacted.</p> <p>Land take from St lukes Church and the area outside of haveli Restuarant may be required.</p> <p>For this reason this option scores worse than option 1 for this criterion</p>
	Rank			

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Stage 2		End to End Set			
Assessment Criteria	Sub-Criteria	Option 1A	Option 1B	Option 2A	Option 2B
Economy	Capital Cost	Total - 32.5M Indicative Scheme Infrastructure Works Cost - €23.7M Private Land Costs - €8.8M	Total - 19.8M Indicative Scheme Infrastructure Works Cost - €19.5M Private Land Costs - €0.3M	Total - 49.3M Indicative Scheme Infrastructure Works Cost - €32.5M Private Land Costs - €16.7	Total - 36.6M Indicative Scheme Infrastructure Works Cost - €28.4M Private Land Costs - €8.2M
	Rank				
	Average Journey Time	This Scheme has a total length of 5.6km and has an average journey time of 23-24 minutes.	This Scheme has a total length of 5.6km and has an average journey time of 25-26 minutes.	This Scheme has a total length of 7.0km and has an average journey time of 26-27 minutes.	This Scheme has a total length of 7.0km and has an average journey time of 27-28 minutes.
	Journey Time Reliability	Option 1A and 2A have dedicated bus lanes on a larger proportion of Douglas Road. They also have dedicated cycle lanes the length of Douglas Road. The dedicated bus lanes and cycle lanes will prevent the bus from being held up by general traffic and cyclists. For this reason Options 1A and 2A perform better for journey time reliability.	Option 1A and 2A have dedicated bus lanes on a larger proportion of Douglas Road. They also have dedicated cycle lanes the length of Douglas Road. The dedicated bus lanes and cycle lanes will prevent the bus from being held up by general traffic and cyclists. For this reason Options 1A and 2A perform better for journey time reliability.	Option 1A and 2A have dedicated bus lanes on a larger proportion of Douglas Road. They also have dedicated cycle lanes the length of Douglas Road. The dedicated bus lanes and cycle lanes will prevent the bus from being held up by general traffic and cyclists. For this reason Options 1A and 2A perform better for journey time reliability.	Option 1A and 2A have dedicated bus lanes on a larger proportion of Douglas Road. They also have dedicated cycle lanes the length of Douglas Road. The dedicated bus lanes and cycle lanes will prevent the bus from being held up by general traffic and cyclists. For this reason Options 1A and 2A perform better for journey time reliability.
	Rank				
Integration	Land Use Integration	All route options serve Douglas Village, Maryborough and Douglas Road so perform similarly for this criterion.	All route options serve Douglas Village, Maryborough and Douglas Road so perform similarly for this criterion.	All route options serve Douglas Village, Maryborough and Douglas Road so perform similarly for this criterion.	All route options serve Douglas Village, Maryborough and Douglas Road so perform similarly for this criterion.
	Rank				
	Residential Catchment				
	400m (5 mins)	6955	6955	8635	8635
	800m (10 mins)	21309	21309	23801	23801
	1200m (15 mins)	40021	40021	43915	43915
	Employment Catchment				
	400m (5 mins)	3735	3735	4199	4199
	800m (10 mins)	11012	11012	12106	12106
	1200m (15 mins)	26256	26256	27046	27046
	Total residential and employment (10 mins)	109288	109288	119702	119702
	Rank				
	Transport Integration	Public Transport Integration Option 1A and 1B better serve Maryborough Hill, which is a more frequent bus route than Maryborough Woods / Carrigaline Road which Options 2A & 2B use. This counts in favour of 1A & 1B. General traffic integration All options make Douglas Village access only for general traffic. Options 1A and 2A have less disruptive measures on Douglas Road for general traffic, and because of this they score better for general traffic integration. Overall: Based on the above option 1A scores best for transport integration, followed by 1B, then 2A and last 2B	Public Transport Integration Option 1A and 1B better serve Maryborough Hill, which is a more frequent bus route than Maryborough Woods / Carrigaline Road which Options 2A & 2B use. This counts in favour of 1A & 1B. General traffic integration All options make Douglas Village access only for general traffic. Options 1A and 2A have less disruptive measures on Douglas Road for general traffic, and because of this they score better for general traffic integration. Overall: Based on the above option 1A scores best for transport integration, followed by 1B, then 2A and last 2B	Public Transport Integration Option 1A and 1B better serve Maryborough Hill, which is a more frequent bus route than Maryborough Woods / Carrigaline Road which Options 2A & 2B use. This counts in favour of 1A & 1B. General traffic integration All options make Douglas Village access only for general traffic. Options 1A and 2A have less disruptive measures on Douglas Road for general traffic, and because of this they score better for general traffic integration. Overall: Based on the above option 1A scores best for transport integration, followed by 1B, then 2A and last 2B	Public Transport Integration Option 1A and 1B better serve Maryborough Hill, which is a more frequent bus route than Maryborough Woods / Carrigaline Road which Options 2A & 2B use. This counts in favour of 1A & 1B. General traffic integration All options make Douglas Village access only for general traffic. Options 1A and 2A have less disruptive measures on Douglas Road for general traffic, and because of this they score better for general traffic integration. Overall: Based on the above option 1A scores best for transport integration, followed by 1B, then 2A and last 2B
	Rank				
Cyclist Integration	All options have the same cycle route, however Options 1A and 2A provide dedicated, segregated cycle infrastructure on Douglas Road, whereas options 1B and 2B require cyclists to share with general traffic and busses along here. For this reason Options 1A and 2A perform significantly better for this criterion.	All options have the same cycle route, however Options 1A and 2A provide dedicated, segregated cycle infrastructure on Douglas Road, whereas options 1B and 2B require cyclists to share with general traffic and busses along here. For this reason Options 1A and 2A perform significantly better for this criterion.	All options have the same cycle route, however Options 1A and 2A provide dedicated, segregated cycle infrastructure on Douglas Road, whereas options 1B and 2B require cyclists to share with general traffic and busses along here. For this reason Options 1A and 2A perform significantly better for this criterion.	All options have the same cycle route, however Options 1A and 2A provide dedicated, segregated cycle infrastructure on Douglas Road, whereas options 1B and 2B require cyclists to share with general traffic and busses along here. For this reason Options 1A and 2A perform significantly better for this criterion.	
Rank					
Pedestrian Integration	All routes improve pedestrian footpaths through Douglas Village and along Douglas Road, and provide footpaths along the length of these routes where they are sometimes missing. Therefore, all options score equally for this criterion	All routes improve pedestrian footpaths through Douglas Village and along Douglas Road, and provide footpaths along the length of these routes where they are sometimes missing. Therefore, all options score equally for this criterion	All routes improve pedestrian footpaths through Douglas Village and along Douglas Road, and provide footpaths along the length of these routes where they are sometimes missing. Therefore, all options score equally for this criterion	All routes improve pedestrian footpaths through Douglas Village and along Douglas Road, and provide footpaths along the length of these routes where they are sometimes missing. Therefore, all options score equally for this criterion	
Rank					
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	All options serve the same main trip attractors, including Douglas Village, Douglas Road and Cork City Center, so score equally for this criterion	All options serve the same main trip attractors, including Douglas Village, Douglas Road and Cork City Center, so score equally for this criterion	All options serve the same main trip attractors, including Douglas Village, Douglas Road and Cork City Center, so score equally for this criterion	All options serve the same main trip attractors, including Douglas Village, Douglas Road and Cork City Center, so score equally for this criterion
	Deprived Geographic Areas	All options serve areas with similar deprivation indices so score equally for this criterion	All options serve areas with similar deprivation indices so score equally for this criterion	All options serve areas with similar deprivation indices so score equally for this criterion	All options serve areas with similar deprivation indices so score equally for this criterion
	Rank				
Safety	Road Safety	Option 1A and 2A have dedicated cycle lanes on Douglas Road, whereas Options 1B and 2B require cyclists to share the route with cars and general traffic. Although this would be a quiet route for Options 1B & 2B, it is still preferable for cyclists to have a dedicated cycle lane, and therefore options 1A and 2A score better for Road Safety	Option 1A and 2A have dedicated cycle lanes on Douglas Road, whereas Options 1B and 2B require cyclists to share the route with cars and general traffic. Although this would be a quiet route for Options 1B & 2B, it is still preferable for cyclists to have a dedicated cycle lane, and therefore options 1A and 2A score better for Road Safety	Option 1A and 2A have dedicated cycle lanes on Douglas Road, whereas Options 1B and 2B require cyclists to share the route with cars and general traffic. Although this would be a quiet route for Options 1B & 2B, it is still preferable for cyclists to have a dedicated cycle lane, and therefore options 1A and 2A score better for Road Safety	Option 1A and 2A have dedicated cycle lanes on Douglas Road, whereas Options 1B and 2B require cyclists to share the route with cars and general traffic. Although this would be a quiet route for Options 1B & 2B, it is still preferable for cyclists to have a dedicated cycle lane, and therefore options 1A and 2A score better for Road Safety
	Rank				

Stage 2		End to End Set			
Assessment Criteria	Sub-Criteria	Option 1A	Option 1B	Option 2A	Option 2B
Environment	Archaeological, Architectural and Cultural Heritage	<p>As far as Douglas Road no designated sites affected. No specific archaeological potential identified. Where widening into green spaces along route, these areas have already been disturbed by tree-planting etc, which has reduced any inherent archaeological potential. No new road proposed for this option</p> <p>On Douglas Road: 'Locations of widening on Douglas Rd would have potential impacts to boundaries of houses (RPS) in Douglas Rd-NW ACA & 1-7 Eldred Tce, Douglas Rd ACA. Ditto RPS houses on NE side of rd, between Ballinacurrig Pk & Rosebank junctions. Given required width, it will be impossible to avoid / mitigate all of the potential impacts here. No specific archaeological potential identified. For this reason this Option scores worse than Options 1B and 2B</p>	<p>As far as Douglas Road no designated sites affected. No specific archaeological potential identified. Where widening into green spaces along route, these areas have already been disturbed by tree-planting etc, which has reduced any inherent archaeological potential. No new road proposed for this option</p> <p>'Locations of widening on Douglas Rd would have potential impacts to boundaries of houses (RPS) in Douglas Rd-NW ACA & 1-7 Eldred Tce, Douglas Rd ACA. Ditto RPS houses on NE side of rd, between Ballinacurrig Pk & Rosebank junctions. No specific archaeological potential identified. However due to the smaller cross section it may be possible to mitigate / avoid potential impacts here, for these reasons this Option scores best overall.</p>	<p>As far as Douglas Road: Avoids negative impacts to Church St ACA. Potential to impact stone boundary wall associated with 19th century Rectory (NIAH site) in Ardarrig on E side of Carrigaline Rd, however road could be widened on opposite side to avoid this impact. No other designated sites affected. No specific archaeological potential identified. Where widening into green spaces elsewhere along route, these areas have already been disturbed by tree-planting etc, which has reduced any inherent archaeological potential. No new road proposed for this option.</p> <p>From Douglas Road onwards: 'Locations of widening on Douglas Rd would have potential impacts to boundaries of houses (RPS) in Douglas Rd-NW ACA & 1-7 Eldred Tce, Douglas Rd ACA. Ditto RPS houses on NE side of rd, between Ballinacurrig Pk & Rosebank junctions. Given required width, it will be impossible to avoid / mitigate all of the potential impacts here. No specific archaeological potential identified.</p>	<p>As far as Douglas Road: Avoids negative impacts to Church St ACA. Potential to impact stone boundary wall associated with 19th century Rectory (NIAH site) in Ardarrig on E side of Carrigaline Rd, however road could be widened on opposite side to avoid this impact. No other designated sites affected. No specific archaeological potential identified. Where widening into green spaces elsewhere along route (even where this is greater than in 2A), these areas have already been disturbed by tree-planting etc, which has reduced any inherent archaeological potential. No new road proposed for this option.</p> <p>From Douglas Road onwards: 'Locations of widening on Douglas Rd would have potential impacts to boundaries of houses (RPS) in Douglas Rd-NW ACA & 1-7 Eldred Tce, Douglas Rd ACA. Ditto RPS houses on NE side of rd, between Ballinacurrig Pk & Rosebank junctions. No specific archaeological potential identified. However due to the smaller cross section it may be possible to mitigate / avoid potential impacts here, for these reasons this Option scores second best overall.</p>
	Rank				
	Biodiversity	<p>Maryborough Hill to Douglas Road: Approx 10 trees would be removed on Maryborough Hill south of the N40. Re-planting is likely to be possible along here. A further 10 trees would likely be removed on Maryborough Hill.</p> <p>Douglas Road to City Centre: 'This option requires significant widening on Douglas Road. This will require the removal of approx 64 trees and 580m length of vegetated areas / hedgerows.</p> <p>Overall score: This option has minimal biodiversity impacts up to Douglas Road, but will have a large impact on biodiversity on Douglas Road. The impact on Douglas Road is less than the impact that options 2A & 2B have on Carrigaline Road. Therefore this option scores second best for this criterion.</p>	<p>Maryborough Hill to Douglas Road: Approx 10 trees would be removed on Maryborough Hill south of the N40. Re-planting is likely to be possible along here. A further 10 trees would likely be removed on Maryborough Hill.</p> <p>Douglas Road to City Centre: This Option mainly uses the existing road space with minimal widening of the cross section, for this reason less trees and hedges are impacted and the scheme performs better for biodiversity.</p> <p>Overall Score: This option has significantly less impact on biodiversity than the other options and performs best for this criterion.</p>	<p>Maryborough Hill to Douglas Road (via Maryborough Woods and Caragaline Road): Approx 15 trees would be removed on Maryborough Hill south of the N40. Re-planting is likely to be possible along here. A further approx 50 trees are likely to be impacted along Maryborough Woods, through here re-planting is likely to be possible as the widening is into public greenspace. Significant removal of trees and vegetation where the route goes through Ballybrack Wood. 8m of widening for 210m in densely vegetated woodland area.</p> <p>Douglas Road to City Centre: 'This option requires significant widening on Douglas Road. This will require the removal of approx 64 trees and 580m length of vegetated areas / hedgerows.</p> <p>Overall score: This option has large impacts on biodiversity both through Ballybrack and on Douglas Road and for this reason scores the worst for this criterion.</p>	<p>Maryborough Hill to Douglas Road (via Maryborough Woods and Caragaline Road): Approx 15 trees would be removed on Maryborough Hill south of the N40. Re-planting is likely to be possible along here. A further approx 50 trees are likely to be impacted along Maryborough Woods, through here re-planting is likely to be possible as the widening is into public greenspace. Significant removal of trees and vegetation where the route goes through Ballybrack Wood. 8m of widening for 210m in densely vegetated area with lots of trees.</p> <p>Douglas Road to City Centre: This Option mainly uses the existing road space with minimal widening of the cross section, for this reason less trees and hedges are impacted and the scheme performs better for biodiversity.</p> <p>Overall Score: This option has large impacts on biodiversity both through Ballybrack Wood, however it has minimal impacts on Douglas Road. For this reason this option scores worse than Options 1A & 1B for biodiversity, but better than Option 2A.</p>
	Rank				
	Soils and Geology	<p>Maryborough Hill to Douglas Road: None of the options require works in lands that are likely to contain contaminated ground. This route requires significantly less earthworks than Options 2A & 2B due to having a shorter route and requiring the least widening.</p> <p>Douglas Road to City Centre: This option requires road widening on Douglas Road and so is more impactful here than Options 1B & 2B.</p>	<p>Maryborough Hill to Douglas Road: None of the options require works in lands that are likely to contain contaminated ground. This route requires significantly less earthworks than Options 2A & 2B due to having a shorter route and requiring the least widening.</p> <p>Douglas Road to City Centre: The option uses bus gates to provide priority on Douglas Road and so only minor widening to provide footpaths is required This option involves less road widening and earthworks than the other 3 options and so is slightly preferable under this criterion.</p>	<p>Maryborough Hill to Douglas Road (via Maryborough Woods and Caragaline Road): None of the options require works in lands that are likely to contain contaminated ground. Significant earthworks would be required adjacent to Douglas Golf Club to widen the cross section here where there is a large level change in the cross section. Significant earthworks will also be required along Carrigaline Road through Ballybrack Woods.</p> <p>Douglas Road to City Centre: This option requires road widening on Douglas Road and so is more impactful here than Options 1B & 2B.</p>	<p>Maryborough Hill to Douglas Road (via Maryborough Woods and Caragaline Road): None of the options require works in lands that are likely to contain contaminated ground. Significant earthworks would be required adjacent to Douglas Golf Club to widen the cross section here where there is a large level change in the cross section. Significant earthworks will also be required along Carrigaline Road through Ballybrack Woods.</p> <p>Douglas Road to City Centre: The route options that use traffic intervention measures (bus gates) to achieve bus priority score better for this criterion than the ones that require widening of the road carriageway, as widening would require more significant earthworks.</p>
	Rank				
	Water Resources	No watercourses are likely to be impacted as a result of any of these options	No watercourses are likely to be impacted as a result of any of these options	No watercourses are likely to be impacted as a result of any of these options	No watercourses are likely to be impacted as a result of any of these options
	Rank				
	Landscape and visual	<p>All options do not affect land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. This Option has no impact on the viewing of any local landmarks or strategic landmark building.</p> <p>'Maryborough Hill to Douglas Road: Road widening into public greenspace and private gardens required.</p> <p>Douglas Road to City Centre: Significant widening into private gardens along the route and felling of mature trees within the private boundaries. High Impact.</p>	<p>All options do not affect land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. This Option has no impact on the viewing of any local landmarks or strategic landmark building.</p> <p>'Maryborough Hill to Douglas Road: Road widening into public greenspace and private gardens required.</p> <p>Douglas Road to City Centre: Widening into private gardens to facilitate construction of footpaths only.</p>	<p>All options do not affect land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. This Option has no impact on the viewing of any local landmarks or strategic landmark building.</p> <p>'Maryborough Hill to Douglas Road (via Maryborough Woods and Caragaline Road): Significant road widening into private gardens along the route and felling of mature trees within the private boundaries. High Impact.</p> <p>Douglas Road to City Centre: Significant road widening into private gardens along the route and felling of mature trees within the private boundaries. High Impact.</p>	<p>All options do not affect land that has been designated a Landscape preservation zone or area of high landscape value in the Cork City Development plan. This Option has no impact on the viewing of any local landmarks or strategic landmark building.</p> <p>'Maryborough Hill to Douglas Road (via Maryborough Woods and Caragaline Road): Significant road widening into private gardens along the route and felling of mature trees within the private boundaries. High Impact.</p> <p>Douglas Road to City Centre: Widening into private gardens to facilitate construction of footpaths only.</p>
	Rank				
Noise, vibration and air quality	This scheme involves road widening on Maryborough Hill and Douglas Road and would bring vehicles closer to sensitive receptors. Although the 4m closest to the boundary will be used by cyclists and pedestrians only and not vehicles. Some screening provided by trees on private land would be lost	This scheme involves road widening on Maryborough Hill and to a lesser extent on Douglas Road, this would bring vehicles closer to sensitive receptors.	This scheme involves road widening on Maryborough Hill, Maryborough Woods and Douglas Road, and would bring vehicles closer to sensitive receptors. Although the 4m closest to the boundary will be used by cyclists and pedestrians only and not vehicles. Some screening provided by trees on private land would be lost	This scheme involves road widening on Maryborough Hill, Maryborough Woods and Douglas Road, and would bring vehicles closer to sensitive receptors. Although the 4m closest to the boundary will be used by cyclists and pedestrians only and not vehicles. Some screening provided by trees on private land would be lost	
Rank					
Land Use and Built Environment	Land acquisition required on Maryborough Hill and Douglas Road.	This route utilises bus gates on Douglas Road instead of road widening to provide bus priority, and so requires less land acquisition. Some land acquisition is still required on Maryborough Hill. For this reason performs the best for Land use and the Built Environment.	Land acquisition required on Maryborough Hill, Maryborough Down, Caragaline Road and Douglas Road.	Land acquisition required on Maryborough Hill, Maryborough Down, Caragaline Road and Douglas Road.	
Rank					