9	Stage 2	Section 1 - Main MCA							
Assessment Criteria	Sub-Criteria	Route 1	Route 2A	Route 2B	Route 3A	Route 3B	Route 4	Route 5	Route 6
	Capital Cost	Total - 44.1M Indicative Scheme Infrastructure Works Cost - €17M Private Land Costs - €27.1M	Total - 23.8M Indicative Scheme Infrastructure Works Cost - €13.4M Private Land Costs - €10.4M	Total - 30.8M Indicative Scheme Infrastructure Works Cost - €15.4M Private Land Costs - €15.4M	Total - 11.0M Indicative Scheme Infrastructure Works Cost - €6.8M Private Land Costs - €4.2M	Total - 7.2M Indicative Scheme Infrastructure Works Cost - €4.9M Private Land Costs - €2.3M	Total - 39.5M Indicative Scheme Infrastructure Works Cost - €24.2M Private Land Costs - €15.3M	Total - 40.5M Indicative Scheme Infrastructure Works Cost - €20.4M Private Land Costs - €20.1M	Total - 45.7M Indicative Scheme Infrastructure Works Cost - €21.9M Private Land Costs - €23.8M
Economy	Average Journey Time	This Scheme has a total length of 3.5 km and has an average journey time of 10 - 11 minutes.	This Scheme has a total length of 3.5 km and has an average journey time of 12 - 13 minutes.	This Scheme has a total length of 3.5 km and has an average journey time of 12 - 13 minutes.	This Scheme has a total length of 2.1 km and has an average journey time of 7 - 8 minutes.	This Scheme has a total length of 2.1 km and has an average journey time of 7 - 8 minutes.	This Scheme has a total length of 4.42 km and has an average journey time of 18 - 19 minutes.	This Scheme has a total length of 4.18 km and has an average journey time of 16 - 17 minutes.	This Scheme has a total length of 4,76 km and has an average journey time of 18 minutes.
	Journey Time Reliability	Dedicated Bus Lanes serve the entire route. Queue relocation isguals operate on N40 bridge to give buses priority crossing. As this route has more junctions than Option 3A it performs worse than that option for this criterion.	Dedicated Bus Lanes serve the entire route. Queue relocation ispais operate on N40 bridge to give buses priority crossing. As this route has more junctions than Option 3.4 it performs wonse than that option for this criterion.	Dedicated Bus Lanes serve the entire route. Queue relocation isguis operate on N40 bridge to give buses priority crossing. As this route has more junctions than Option 3 At it performs worse than that option for this criterion.	Dedicated Bus Lanes serve the entire route. Queue relocation isignals operate on N40 beau to give buses priority crossing. This route has the no junctions and bus Lanes for its whole length so performs the best for this criterion.	Dedicated bus lanes only serve a portion of the route in the inbound direction only. However due to relinitively low traffic volumes & congestion on this route I only performs sightly worse than Option 3A because of this. This route also has no junctions meaning which is preferable compared to other route options.	Dedicated Bus Lanes serve the entire route. However, as this route has the most junctions of the server server for this orterion	Dedicated Bus Lanes serve the entire route. However, as this route has more junctions than Option Alt performs work on that option for this criterion	Dedicated Bus Lanes serve the entire route. However, as this route has more junctions than Option 3A it performs worse than that option for this criterion.
	Kank Land Use Integration Rank	All route options serve the strategic housing development near the top of Marybrough Hill. This option also serves the strategic houseing and school developments addcent to Carrigaline Road so performs best for this option.	All route options serve the strategic housing development near the top of Maryboough Hill. This option also serves the strategic school development adjacent to Carrigaline Road op reforms second best for this option.	All route options serve the strategic housing development near the top of Manboough Hill. This option also serves the strategic school development adakent to Carrigaline Roud so performs second best for this option.	All route options serve the strategic housing development near the top of Maryborough Hill. However this options seve no additional proposed developments so score worse than options 1 & 2	All route options serve the strategic housing development near the top of Maryborough Hill. However this options seve no additional proposed developments so score worse than options 1 & 2	All route options serve the strategic housing development near thetapol. Maryborough Hill. However this indigns, see no additional proposed developments so score wise INAn options 1 & 2	All route options serve the strategic housing development near the top of Maryborough Hill. However this options seve no additional proposed developments so source worse than options 1 & 2	All route options serve the strategic housing development near the top of Maryborough Hill. However this options see no additional proposed developments so score worse than options 1 & 2
	Residential Catchment 400m (5 mins)	2986	4183	4183	2503	2503	4110	4446	4129
	800m (10 mins) 1200m (15 mins)	7799 12255	8396 12157	8396 12157	5904 8263	5904 8263	9340 17779	9133 15433	11174 16771
	Employment Catchment 400m (5 mins)	558	668	668	204	204	1000	986	944
	800m (10 mins)	2104	2175	2175	1081	1081	2124	2059	2060
	Total residential and								
	employment (10 mins)	28663	30530	30530	20116	20116	37862	35355	38195
Integration	Transport Integration	This Option serves parts of routes that have busines proposed in the 2020 bus network, havener, music of the route the network havener, music of the route the network to this option access worse than the other options for this. All options along all ratefic movements to continue the analy with alight reduction in capacity due to loss of right runn lanes of queue relocation signals. Therefore these score approximately equally in terms of ratios relocation criteria is based off the public transport integration performance.	Options 2A & 23 serve a roate that has a high frequency of bourse proposed in the 2022 bouncetwork however less bourse than that of Option 3. This roate currently have been been been been been been been be	General traffic movements will remain the same in the proposed scheme, There is likely to be little ownin impact a there will be no line reductions for general traffic heaver, this has the had no sense that the same that and previous bus traffic. However, the has any bus access the previously did not have any bus access previously did not have any bus access continue to be made, with sight- reductions is capacity due to loss of any train linear of quences that equally in terms of traffic samport integration, meaning the samp for access integration, meaning the samp for access integration, meaning the samp for the criteria to based off the guildic transport integration, meaning performance.	Options 3A & 3B serve a noviet that has the hypothesis of the serve and the serve and the server and the server and the server and the server has no basis instanticular so improving this terms of public families in impact the server instantion of the server and the server instantion of the server and the server control of the server and server the server and the server is server and the server and the server instantion of the server and the server and the server instantion of the server and the server and the server instantion of the server instantion of the server and the server instantion of the server instantion o	Cardions 3A. & III. serve a rooter that has the highest Requestry via basics problem of the 2DS has reference in the service of the 2DS has reference in the service of the rooter means that they are required used in terms of public transport integrations reader means that they are required used in reductions along all reference means, with sight reductions in capacity due to loss of right truth means or queue relocation sights. Therefore these score approximately equally in terms of radia terms or tortis to based of the public transport integration performance.	Option 4 sinves part of a route that has a baseline of the second secon	Options 586 serve a route that has a high frequency of buses proposed in the 2022 law attender. This route currently has no bio infrastructures as provening this route public transport integration, and perform better than option. 2 A& has ware that a A & B. A. All options allow all traffic movements to continue to be made, with slight multicutomis in capacity due to loss of right fururs large or queue relocation signal. Therefore these ware or approximately integration, meaning the score for this integration, meaning the busilic transpor- ting attack of the public transport integration, meaning the score for this integration performance.	Options S&6 serve a route that has a high frequency of busies proposed in the 2023 bits a theorem. This notice currently has no bits infrastructures are importing them route public transport integration, and perform better than Option. J & 4 has warent the better than Option. J & 4 has warent the discutomis in capacity due to loss of right turn large or queue relocation signals. Therefore these are approximately discutomis in capacity due to loss of right turn large or queue relocation signals. Therefore these are approximately to the signal of the public transport integration, meaning the score for this curteria is based of the public transport integration performance.
	Rank								
	Cyclist Integration	This scheme improves cycles router along Maryborough Hill, widening the road to majority of the roste (whereas currently only outbound cycling was provided along the whole route), with gaps at the NAD indige). Mayborough Hill a Pinnary route in the Cark Cycle Network Pan. Due to providing environment and the scheme instructurate along this primary cycle route this scheme performs better than Options 2A and 3A which use the existing genemary only and is a dark pendie cycling improvement.	This scheme used scheling grade promoting lang Maphonolph Net which is greenways in the Cark Cycle Networks Plan. This scheme and As cone woose than the other schemes due to using scheling infrastructure and not providing a network more derect in a lang a primary cycle present of the schemes of the schemes of the present schemes of the schemes of the schemes of the present schemes of the schemes of the schemes of the present schemes of the schemes o	This scheme improves to define out and any Maryborough the last of the defined out to the here cycle lanes in both directions for the majority of the rough before as careful to the edge could be the scheme as the defined out to the scheme to the scheme and the scheme provide the Corl Gyde Network Tan.	This scheme used existing gold generating along Marphonoph Null which are generating in the Cark Syde Network Plan. This scheme and Alonce variant bank other techmed use to using existing infrastructure and not providing a rear, more direct link along a primity cycle network result.	This scheme improves cycles routes along Maryborough Hill, widening the road to have cycle innes in both directions for the majority off mexals lehnersa currently the ahole route), with gaps at the NAD tridigil. Marghorough Hill is a Primary route in the Cork Cycle Network Plan. Les to powellage meritativustar Bang this patient of the Cork Cycle Network Plan. The Network Plan.	This scheme improves cycles routes along Maryborough Hil, widening the road to have cycle lanes in both directions for the angeotry of the much letheras currently the able croady, with para at the NAD tridigil. Marybory Hill is a Primary roate in the Cork Cycle Network Plan. Due to powell group Hill is a Primary that the Cork Cycle Network Plan. Due to powell group inflation until and the planary cycle route this scheme performs better than Coloros 2A and A which use the existing greenwar, only and as don't provide cycling improvements.	This scheme improves cycles routes along Maryborough Hill, widening the road to have cycle innes in both directions for the majority off in exual behaves currently the scheme currently with gaps at the NAD tridigil. Margharophy Hill is a Promy route in the CoRK cycle Network Ran. Use to providing remote this scheme performs better two protocols and which use the existing greenway only and as don't provide cycling improvements.	This scheme improves cycles routes along Maryborough Hill, widening the road to have cycle lanes in bath directions for the angiority of the available identicas currently the able couch, with papes at the NAD briegh. Maryborough Hill is a Primary roate in the Cork Cycle Network Plan. Due to parviding any Hill is a primary that primary cycle mode this scheme performs better than Coptions 2A and 3A which use the existing geneway any and as don't provide cycling improvements.
	Rank Pedestrian Integration	Proposed scheme uses existing pedestrain pathways, misking minor improvements and widening as road widening is required.	Proposed scheme uses existing pedestrain pathways; making minor improvements and widening is required.	Proposed scheme uses existing pedestrain pathways, making minor improvements and widening as road widening is required.	Proposed scheme uses existing pedestrain pathways, making minor improvements and widening as road widening is required.	Proposed scheme uses existing pedestrain pathways, making minor improvements and widening as road widening is required.	Proposed scheme uses existing pedestrain pathways, making minor improvements and widening as road widening is required.	Proposed scheme uses existing pedestrain pathways, making minor improvements and widening as road widening is required.	Proposed scheme uses existing pedestrain pathways, making minor improvements and widening as road widening is required.
Accessibility and	Rank	Key trip attractors for this option include Bain/track woods.	Key trip attractors for this option include Balybrack woods, Maryborough Hotel & Spa and Douglas Golf Club.	Key trip attractors for this option include Ballybrack woods, Manyborough Hotel & Spa and Douglas Gelf Club.	Key trip attractors for this option include Maryborough Hotel & Spa and Douglas Golf Club.	Key trip attractors for this option include Manyborough Hotel & Spa and Douglas Golf Club.	Key trip attractors for this option include Rochestown Park Hotel and Scoll Phidraig Naofa Catholic Primary School	Key trip attractors for this option include Rochestown Park Hotel and Garryduff Sports Center Options 5 & 6 perform better as they serve Garryduff Sports Center	Key trip attractors for this option include Rochestown Park Hotel and Garryduff Sports Center Options 5 & 6 perform better as they serve Garryduff Sports Center
Social inclusion	Deprived Geographic Areas	All routes go through areas of similar affluence.	All routes go through areas of similar affluence.	All routes go through areas of similar affluence.	All routes go through areas of similar affluence.	All routes go through areas of similar affluence.	All routes go through areas of similar affluence.	All routes go through areas of similar affluence.	All routes go through areas of similar affluence.
Safety	Road Safety	This route widens Maryborough kill to provide declated cycle lanes in both directions, as this the most direct route into Douglas from Maryborough it is likely that cyclicts will use this route and benefit from the increased safety of the cycle lanes, meaning that this option performs better than the options that don't have declated cycle lanes on Maryborough kill.	This toute provides no improvements to cycle provides no Mayborough Hill, as this is the most direct rule time Douglis from mayborough it is likely that cyclots will use this noter regression of fixed facilities are available, and therefore this cyclon which does not provide cycle facilities for these cyclists is less afer than the options that do.	This note widers Maryborough Hill to provide declated cycle Janes in both directions, at his the most direct route into Douglar from Maryborough it is likely that cyclicts will use this route and benefit from the increased safety of the cycle lanes, meaning that this option performs better than the options that don't have dedicated cycle Janes on Maryborough Hill.	This route provides no improvements to cycle providen on Maryborough Hill, as this is the most direct route into Douglas from maryborough is islikely that cyclists will use this route route into any facilities are available, and therefore this option which does not provide cycle facilities for these cyclists is less safe than the options that do.	This noute widens Maryborough Hill to provide declated cycle lane in both directions, as this the most direct route into Dougs from Maryborough It is likely that cyclics will use this notate ad hereful from the increased safety of the cycle lanes, meaning that the option performs better than the options that don't have declated cycle lanes on Maryborough Hill.	This route widens Maryborough Hill to provide declacated cycle bans in both directions, as this the most direct route into Dougas from Maryborough it is likely that cyclicts will we this route and benefit from the increased safety of the cycle lanse, meaning that this option performs better than the options that don't have dedicated cycle lanss on Maryborough Hill.	This route widens Maryborough Hill to provide declated cycle lane: In both directions, at his the most direct route into Douglas from Maryborough It i likely that cyclicts will we this route and benefit from the locreased safety of the cycle lanes, manning that this option performs better than the options that don't have declated cycle lanes on Maryborough Hill.	This route widens Maryborough Hill to provide declated cycle lues in both directions, at his the mod direct route into Douglas from Maryborough it i likely that cyclicts will we lite route and benefit from the increased safety of the cycle lanes, meaning that this option performs better than the options that don't have dedicated cycle luess on Maryborough Hill.
	Rank	Available assessments in the second	Analysis assessible large of the March Control	Available proportions (see as 1 - 4 - 4 - 4 - 4 - 5 - 5 - 5 - 5 - 5 - 5	No designated sites (%) - 1 - 1 - 2	No designated sites (* 1.1.1.)	Patential to impact 1999 (1999)	Petertid to invest 11 Dec.	Protocolial da importante de la Composition
	Archaeological, Architectural and Cultural Heritage	Avoids negative impacts to Church SA KCA. Potential to impact tone boundary wall associated with 15th century Rectory (NIAH site) In Ardarrig on Eide of Carrigaline Rd, however road could be widened on opposite side to avoid this impact. No other designated sites affected. While nogecific archaeological potential was identified there is a possibility for the discovery of archaeological deposits / finds along consoed new rod. When widening into-	Avoids negative impacts to Churd's A ACA Detential to impact tance boundary wall associated with 19th century Rectory (NIN4H site) In Adrarig on Li 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 paces desiveher along route, these areas have already been disturbed by tree- olatios act which has induced aw	Avoids negative impacts to Church 54 ACA. Detential to impact stone boundary wall associated with 19th century Rectory (NIAH stiel) Ardarrig on Eide 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 space elsewhere along route (even where this is greater than in 2A), these areas have already here durated by trace sharing	No designated sites affected. No specific acheaelogical potential identified. Where widening into green spaces along route, these areas have already been disturbed by tree-planting etc, which has reduced any inherent arkaeological potential. No new road proposed for this option.	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.	Potential to impact gateway (NMA) & boundary wals to tabh/sht century Hill House on NE side of Clarke's Hill, and entrance / walls to Windyrädge (NMA) on S side of Rochestown Rd (opposite Régard Dooms), however oad could be widened on opposite side to avoid these impact. ¹ No other designated sites affected. Stone boundary walls along both sides of the road on the N section of Clarke's Hill are associated with the former Mount blood estate. Not and bill bound	Petential to impact gatewaye (NiAH) & boundary waits table century Old Wood House & 28th/15th century NiII House on Niside of Clarkie's NIII, and entrance / walls to Windyrdge (NIAH) on Side of Rochestow R4 (Doposite Belgard Down), however road could be widened on opposite ide to avoid these impacts. No other designated sites affected. Stone boundary walls long both sides of the road on the N section of Clarke's NII are rouncied with the former. Mount lives	Potential to impact entrance / walls to Windyrdige (MAH) on S side of Rachettown Rd (opposite Belgard Down), however racal could be widened on opposite side to avoid these impacts. Potential impact to entrance / boundary walls to Thornbury (NIAH) on W side of Cach Hill. Official to avoid impact if widening here. No other designated sites affected. No specific archaeological potential identified. Where widening into argent

:	Stage 2	Section 1 - Main MCA									
Assessment Criteria	Sub-Criteria	Route 1	Route 2A	Route 2B	Route 3A	Route 3B	Route 4	Route 5	Route 6		
Environment	Biodiversity	Approx 15 trees would be removed on Maryborough Hill aucht of the NRO. Be- planting in likely to possible along here. This option would require the removal of application water of trans and vegetation would expande to the NRO. Further significant amounts of trees and experision with the introduction of the Glometin me with garantile to the NRO. Further significant amounts of trees and experision would be induce to widen the significant amounts of trees and experision would be induce to widen the significant amounts of trees and the significant amounts of trees and the significant amounts of trees and the significant amounts of the significant the worst for biodiversity.	Approx 15 trees would be removed on Maryborough Hill aucht of the NG. Re- planting is likely to possible andy fleet moved on Maryborough Hill adjacent to Douglas Gif Club due to widening along here. Re planting along here may or may not to possible. A further approx 50 tree are likely to be impacted along Maryborough Woods, through here re planting is likely to be possible as the widening is hill public generation. Significant removal of trees and wegetation where the route generation.	Approx 15 trees would be removed on Maryborough Hill aucht of the NG. Re- planting is likely to possible along here. A further 15-20 trees would likely be romoved on Maryborough Hill alguent to Douglas Golf Club due to widening along ners. Re planting along here may a romy mort be possible. A further approx 50 tree are likely to be impacted along Maryborough Woods, through here re planting is likely to be possible as the widening is hit to post- due and the second second second second generatives. Significant removal of trees and wegetation wegetated area with lots of trees.	Approx 15 trees would be removed on Manjoorcugh Hill aucht of the KRD. Be- prentre gilt Kalvy to be possible adam here. A further 230 Strees would likely be removed on Manjoorcugh Hill. He planting along here may or may not be possible along here may or may not be possible han all other options for biodiversity, secarg for Option BJ, os scores second bes for the criterion. Because of this, this option scores best for this orherion.	Approx 10 trees would be removed on Manyborough Hill auth of the NRD. Re- parting is likely to be possible along here. A further 30 trees would likely be removed on Manyborough Hill. Re-planting along here may or may not be possible. This option has ignificantly less impact on bodiversity that no option 3 ho scores beefs of the other option. Also scores befs of the tortexton. Because of this, this option scores best for this ortherion.	This option would require approx 35 trees to be removed on Garydulf Road, it is likely some regioning would be possible. Approx 85 trees would likely be removed along Forward / Killordy / Calkes Wood, it is likely at test 270 of the number could be replanted. On Clarkes HII Bin of widening into a denniv vegstate dirty constaining list of trees would be required for 430m is functional bin a constanting list of the extension of the source of the source on approx 50% of the route. One Clarkes HII Bin of widening are impacted on Rocketsware Road, with planting possible on approx 35 trees would be impacted on Clarkes HII, and as a result access poorly for this criterious are impacted on Clarkes HII, and as result access poorly for this criterious between the high dynamics 3).	This option would require approx 10 trees to be removed on Gardulf Rad and trees to be removed on Gardulf Rad and would be possible, however this will be limited due to appace constraints. A further 300m length of neighrows and deminy vegetaed trees to approxe the second affected by this. On Clarkes HII Bin of widering into a dirently vegetaed tree to a second and the second bin required for T00m in fundy to approxe 100 min. Approx 35 trees would be impacted on Rechestown Rads, with planting possible on approx 50% of the route. Overall this is considered a highly upgatically due to the high denity, and are a mached on Gasch HII, and as a restrict on Casch HII. and as a restrict.	"This option would require approx 135 trees to be removed on Ganydoff Road / Cosch HIII, It bilkey yome replanting would be possible, howere this will be would be possible, howere this will be approxed to the second only opticated areas are which or bar affected by this. Approx 70 remained be impacted on Rochectown Road, with planting possible on approx 500 of the route. Overall this is considered a highly impactful Que to the high density ways planted areas impacted on Casch HII, and as a result score poorly for this criterion (but better than Option 1).		
	Rank Soils and Geology	None of the options require works in lands that are likely to contain containinistic ground. Significant earthworks would be required along the new link, and along carrigative Road where the route is constrained by steep emanaments on ether alde, particularly adjacent to high/rack Woods. Because of this this option scores badly for this criterion.	None of the options require works in lads that are likely to contain containinated ground. Significant earthworks would be required adjacent to bogais dolf Cub to widen the cross section have when there in a large level change in the cross section. Significant earthwork will also be required ating Carrigaline Road through Bahlereck Woods.	None of the options require works in lands that are likely to contain contaminated ground. Significant earthworks works be required adjacent to Douglas Goff Cuite to were the cross section-here were there is a large level change in the cross section. Significant earthworks will also be required ating Currigaline Road through Ballybrack Woods.	None of the options require works in lands, that are likely is contain containiated ground. This rouch has a source length than the other options so requires less enthworks of the options are required as the two discourses of the source of the source of the scores work than Option 3B.	None of the options require works in land that are likely to contain contaminated ground. This route require configurations can be earthworks than all other options, due to having a bit other options and requiring the least widening.	Note of the options require works in lands that are likely to contain containitiated ground. The proposet shown workd require decidated bus lane in both direction of the direction of the line of provide land to provide decidated bus lane in both direction of the direction of the line of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the direction of the dir	None of the options require works in lands that are likely to contain containitiated ground. The proposed scheme would require undering along the entire route into a mix of greenpace and private land to provide dedicated bus lane in both direction of travel. Significant Earthworks would be required on Clarkes Hil.	None of the options require works in lands that are likely to contain contaminated ground. The proposed shown would require widening along the entire note tito a mix of greenpose and private land is provide dedicated toos into in both direction of farming and the shown of the shown of the dedicated toos into the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the dedicated toos in the shown of the shown of the shown of the dedicated toos in the shown of the shown of the shown of the dedicated toos in the shown of the shown of the shown of the dedicated toos in the shown of the shown of the shown of the dedicated toos in the shown of the shown of the shown of the dedicated toos is the shown of the shown of the shown of the shown of the dedicated toos is the shown of the shown of the shown of the shown of the dedicated toos is the shown of the		
	Rank										
	Water Resources	No works near waterways are required for any options in this set.	No works near waterways are required for any options in this set.	No works near waterways are required for any options in this set.	No works near waterways are required for any options in this set.	No works near waterways are required for any options in this set.	No works near wate/ways are required for any options in this set.	No works near waterways are required for any options in this set.	No works near waterways are required for any options in this set.		
	Landscape and visual	All options make no changes to land that has been designated a Landscape preservation oxice or area of high landscape value in the Cork City Development jain. This Option has no impact on the varge of any isocal interaction of the second part yocal interaction of the second landmark building. This Option requires less widening into public greenspace than Options 2, 45, 8, 6 so scores slightly better for this criterion compared to those Options	All options make no changes to land that has been designated a Landscape preservation noise or area of high landscape value in the CoN City Development jab. This Development jab. This Option has no impact on the viewing of any local landmarks or strategic landmark building. Dues to widening isto publics (Meniphorough Viewoch) this options performs worse for this citeria than options 1 & 3 which don't do this.	All options make no changes to land that has been designated a Landscape preservation once or area of high landscape value in the CoA City Development plan. This Development plan. This Option has no impact on the viewing of any local landmarks or strateging andmark building. Dues to widening into publics (Meniphorough Viewood) this option performs worse for this criteria this options 1.8.3 which don't do this	All options make no changes to laid that has been designated a Landsrage preservation acce or are of high landscape value in the Cork City Development plan. The proposed achieven by so in longer the viewing of any local landsmice strategic landmark building. Typis Option requires less widening into public generapies than Options 2, 4,5 & 6 so access slightly better for this criterion compared to those Options	All options make to changes to land that has been designited a Landscope presentation core of any of high landscape value in the CoK City Development plan. The proposed scheme has a hugher back the viewing of any local lundering of strategic landmark building. This Option requires less widening into public greenspace than Options 2, 45 & 6 so scores slightly better for this criterion compared to those Options	All options make no changes to land that has been designated a Landscape procession of the end area of high landscape value in the Cark City Development plan. This Dependence plant the end of the option has no impact on the viewing of any local landmarks or strategic landmark building. Due to widening into public generation of this criteria than options 1 & 3 which don't do this.	All options make no changes to land that has been designated a Landscape preservation acce areas of high landscape value in the Cark City Development plan. This Option has no impact on the viewing of any local landmarks or strategic landmark building. Due to widening into publics [Focherborn etad] his option performs worse for this citeria than options 1 & 3 which don't do this.	All options make no changes to land that has been designated a Landcage preservation area or area of high landcage value in the Cork City Development plan. This Dependent plant and the service of any local landmarks or strategic landmark building. Due to widening into public Flochections that this options 1 & 3 which don't do this.		
	Rank										
	Noise, vibration and air quality	This scheme uses existing roadways and generally does not bring vehicles closer to sensitive receptors except for a 800m section of Carrigaline Road. Overall there is likely to be very minor impacts to noise, vination, and air quality from this option	This scheme uses existing roadways and will bring vehicles closer to sensitive receptors for approx law of the route through Maryborough Woods and on Carrigaline Road. Overall there is likely to be minor impacts to noise, vibration, and air quality from this option	This scheme uses existing roadways and will bring vehicles closer to sensitive receptors for approx. Ikm of the roide through Marykorough, Woods and Carrigaline Road. Overall there is likely to be minor impacts to note, vibration, and ar quality from this option	This scheme use existing roadways and will bring vehicles closer to sensitive receptors for approx 700m of the route on Maryborough Hill. Overall there is likely to be very minor impacts to noise, vitration, and air quality from this option	This scheme uses existing roadways and not bring vehicles closer to sensitive receptors. Overall there is likely to be negligible impacts to noise, vibration, and air quality from this option	This scheme uses existing roadways and will bring vehicles: closer to sensitive receptors for part of Rochestown Road and in Mount Oval Village. Overall there is likely to be minor impacts to noise, vibration, and air quality from this option	This scheme uses existing roadways and will bring vehicles: closer to sensitive receptors for part of Garryduff Road, Clarkes Hill and Rochestown Road Overall there is likely to be minor impacts to noise, vibration, and air quality from this option	This scheme uses existing roadways and will bring vehicles: closer to sensitive receptors for part of Garrydolf Road, Coach Hill and Rochestown Road Overall there is likely to be negative impacts to noise, vination, and air quality from this option		
	Rank										
	Land Use and Built Environment	Smaller amount of land acquisition required than most other options.	Slightly higher amount of land acquisition required than other options	Sightly higher amount of land acquisition required than other options	Smaller amount of land acquisition required than most other options.	Smaller amount of land acquisition required than most other options.	Slightly higher amount of land acquisition required than other options	Slightly higher amount of land acquisition required than other options	Higher amount of land acquisition required than other options		
1	Rank										
		\bigcirc									

	Stage 2	Section 2					
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3			
	Capital Cost	Total - 6.5M Indicative Scheme Infrastructure Works Cost - €4.9M Private Land Costs - €1.2M	Total - 5.5M Indicative Scheme Infrastructure Works Cost - €5.5M Private Land Costs - €0M	Total - 4.0M Indicative Scheme Infrastructure Works Cost - €4.0M Private Land Costs - €0M			
	Rank						
Economy	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 Dtime 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						
	Land Use Integration	The proposed route will go near no proposed or current devolopments.	The proposed route will integrate and go near a future strategic housing devolpment as part of Cork future devolpment plans.	The proposed route will integrate and go near a future strategic housing devolpment as part of Cork future devolpment plans.			
	Rank						
	Residential Catchment	272	159	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			
		1000	15155	15050			
Integration	Transport Integration	Public Transport: Option 3 best serves rotues that have a higher frequency of busses shown in the proposed 2023 bus network, and for this reason they performs 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 rotues that have a higher frequency of busses shown in the proposed 2023 bus network, and for this reason they performs 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 criteron.	Public Transport: Option 3 best serves rotues that have a higher frequency of busses shown in the proposed 2023 bus network, and for this reason they performs 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 reasons 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.			
	Pank						
	Cyclist Integration	All propsed 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 propsed 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 propsed 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	Pedestrain footpaths would remain the same for proposed scheme.	Pedestrain footpaths would remain the same for proposed scheme.	Pedestrain 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	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Key trip atractors include the Douglas Shoppinh Centre and Watergold Apartment complex.	Key trip attractors include local businessess and restraurants on Dougles 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 businessess, restraurants and apartments and housing along Douglas East. Proposed options 2 and 3 score better due to serving Douglas Village better.
Social Inclusion	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			
	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 accommdate 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			
Environment	Water Resources	None of these options are llikely to impact water resources in the area.	None of these options are llikely to impact water resources in the area.	None of these options are llikely to impact water resources in the area.
	Rank			
	Landscape and visual	The proposed scheme requires widening and removing vegation 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 architectual conservatervation area for the majority of the inbound direction. There would be minor widening of the road in the area, by removng 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 he 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 Reflief 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			
		Total - €5.6M	Total - €7.2M	Total - €5.4M			
	Capital Cost	Indicative Scheme Infrastructure Works Cost - €5.6M Private Land Costs - €0M	Indicative Scheme Infrastructure Works Cost - €7.2M Private Land Costs - €0.45M	Indicative Scheme Infrastructure Works Cost - €5.4M Private Land Costs - €0.45M			
	Rank						
Economy	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.			
	Bank						
	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			
	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			
Integration	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 numbre 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 numbre 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 numbre 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 genera 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 propsed schemes use the same cycle route, and therefore perform equally for this criterion.	All propsed schemes use the same cycle route, and therefore perform equally for this criterion.	All propsed 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	Pedestrain footpaths would remain the same for proposed scheme.	Pedestrain footpaths would remain the same for proposed scheme.	Pedestrain 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 businessess, restraurants and apartments and housing along Douglas East. All options score equally for this as they all serve Douglas Village.	Key trip attractors include local businessess, restraurants and apartments and housing along Douglas East. All options score equally for this as they all serve Douglas Village.	Key trip attractors include local businessess, restraurants 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					
	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					
Environment	Water Resources	None of these options are llikely to impact water resources in the area.	None of these options are llikely to impact water resources in the area.	None of these options are llikely 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.		
	Develo					

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

	Stage 2	Douglas and South Douglas Road MCA									
Assessment	Sub-Criteria	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Route 8	Route 9	Route 10
criteria		Total - 10.5M	Total - 16.0M	Total - 30.9M	Total - 29.5M	Total - 12.4M	Total - 31.0M	Total - 33.7M	Total - 32.7M	Total - 29.6M	Total - 24.7M
	Capital Cost	Indicative Scheme Infrastructure Works Cost - €10.2M Private Land Costs - €0.3M	Indicative Scheme Infrastructure Works Cost - €15.0M Private Land Costs - €1.0M	Indicative Scheme Infrastructure Works Cost - €25.9M Private Land Costs - €5.0M	Indicative Scheme Infrastructure Works Cost - €24.7M Private Land Costs - €4.8M	Indicative Scheme Infrastructure Works Cost - €11.6M Private Land Costs - €0.8M	Indicative Scheme Infrastructure Works Cost - €22.5M Private Land Costs - €8.5M	Indicative Scheme Infrastructure Works Cost - €26.2M Private Land Costs - €7.5M	Indicative Scheme Infrastructure Works Cost - €25.2M Private Land Costs - €7.5M	Indicative Scheme Infrastructure Works Cost - €22.1M Private Land Costs - €7.5M	Indicative Scheme Infrastructure Works Cost - €15.9M Private Land Costs - €8.8M
	Rank Average Journey Time	The Scheme has a total length of 3.0 km and has an average journey time of 14 - 15 minutes.	The Scheme has a total length of 3.50 km and has an average journey time of appro y 18 minutes.	The Scheme has a total length of 3.0 km and has an average journey time of 14 - 15 minutes.	The Scheme has a total length of 3.0 km and has an average journey time of 14 - 15 minutes.	The Scheme has a total length of 3.66 km and has an average journey time of 14 - 15 minutes.	The Scheme has a total length of 3.0 km and has an average journey time of 14 - 15 minutes.	The Scheme has a total length of 3.50 km and has an average journey time of appro y 18 minutes.	The Scheme has a total length of 3.50 km and has an average journey time of appro x 18 minutes.	The Scheme has a total length of 3.66 km c and has an average journey time of 14 - 15 minutes.	The Scheme has a total length of 3.0 km and has an average journey time of 14 - 15 minutes.
Economy	Rank										
	Journey Time Reliability	Busses would share with general traffic along most of this route, with bus priority achieved using bus gates to make the traffic access only. For this reason this option will have worse journey time reliability than options that have dedicated bus lanes for the length of the route.	Busses would share with general traffic along most of this route, with bus priority achieved using bus gates to make the traffic access only. For this reason this option will have worse journey time reliability than options that have dedicated bus lanes for the length of the route.	Dedicated bus lanes serve this entire route in both directions. For this reason this Option performs better for this cirection than the options that don't provide dedicated bus lanes for the length of the route.	Dedicated bus lanes would serve both directions along River Walk Rd, South Douglas Rd sightly defore the South Link Road, and all of South Link Road. The rest of the route would be bus priority through the use of bus gates in two places of South Douglas Rd.	Busses would share with general traffic along most of this route, with bus priority achieved using bus gates to make the traffic access only. For this reason this option will have worse journey time reliability than options that have dedicated bus lanes for the length of the route.	Dedicated bus lanes serve this entire route in both directions. For this reason this Option performs better for this criterion that deoptions that don't provide dedicated bus lanes for the length of the route.	Dedicated bus lanes serve this entire route in both directions. For this reason this Option performs better for this criterion than the options that don't provide dedicated bus lanes for the length of the route.	Dedicated bus lanes serve most of the route in both directions, however bus gate are used to provide bus priority on Capwel Road where the busses would share roadspace with general traffic. This reduce the journey time reliability. There is also a high numbrer of junctions along this route. For these reasons this ogtion performs wors for this criterion than ogtions that provide dedicated bus lanes for their whole length and have a more direct route.	Dedicated bus lanes serve this entire route in both directions. For this reason this Option performs better to this criterion than the options that don't provide dedicated bus lanes for the length of the route.	Dedicated bus lanes serve this entire route in both directions. For this reason this Option performs better this criterion that don't provide dedicated bus lanes for the length of the route.
	Rank										
	Land Use Integration	There is a neighbourhood and local center on Douglas Road (designated in the Draft Cork (ct) Development Plan 2022-2028) which would benifit from the options that make it access only, as this will increase the amneinity value of this area, this means there is a small positive for land use integration from this. This option serves more of the land designated as Ciry Center in the Draft Cork City Development Plan 2022-2028 than options 5.4 g, and therefore overall performs better for this criterion than those options.	There is a neighbourhood and local center on South Douglas Road (designated in the Draft Cork (11) Veelognment Plan 2022- 2028) which would benifit from the option. That make at access only, as this will increase the amneinity value of this area. This options serves more of the land designated as City Center in the Draft Cork City Development Plan 2022-2028 than options 5.4 g, and therefore overall performs better for this criterion than those options.	There are 2 small public open spaces which will be affected on Douglas Road II Douglas Road widened, this will be a minor negative impact as most of the space will remain. This option serves more of the land designated as City Center in the Draft Cork City Development Plan 2022-2028 than options 5 & 9, and therefore overall performs better or this criterion than those options.	There are 2 small public open spaces which will be affected on Douglas Notal // Douglas Road is widened, this will be and the space will remain. This option serves more of the land designated as City Center in the Draft Cork City Development Plan 2022 2028 than options 5 & 8, and therefore overall perform better of this criterion than those options.	This option does not serve any neighbourhood / local centers or effect any public greenspace. This option serves less of the land designated as CIV center in the Draft Cork City Development Pian 202-2028 than the other options, and therefore performs worse for this criterion than the options that do.	There are 2 small public open spaces which will be affected on boughs Road / Boughs Road is widened, this will only be a minor regative impact as most of the space will remain. This option serves more of the land designated as City Center in the Draft Cork City Development Pian 2022-2028 than options 5 & 8, and therefore overall perform better for this citetion than those options.	This option serves more of the land designated as City Center in the Draft Cork City Development Film 2022-2028 than options 5 & A, and therefore overall performs better for this citerion than those options.	"This option does not serve any neighbourhood / local centers or effect any public greenpace. This option serves more of the land designated as City Center in the Draft Cork City Development Files 2022-2028 than options 5.4 a, and therefore overall perfrom better for this citerion than those options.	This option does not serve any neighbourhood / local centers or effect any public greenspace. This option serves less of the land designated as City Center in the boraft Cork City Development Pian 202-2028 than the other options, and therefore performs worse for this criterion than the options that do.	There are 2 small public open spaces which will be affected on Douglas Moaid / Douglas floads is widened, but will only be a minor negative impact as most of the space will remain. This options serves more of the land designated as City Center in the Draft Cork City Development Plan 2022-2028 than options 5.8.9 and therefore overall perform the this criterion than those options.
	Rank Residential Catchment										
	400m (5 mins) 800m (10 mins)	3957 13288	6693 17741	1763 10716	1763 10716	3707 9237	3957 13288	6693 17741	6693 17741	3707 9237	3957 13288
	Employment Catchment	24985	3338	1379	1370	20878	24985	33099	33099	20878	24985
	800m (10 mins)	2453 8153 21286	11342 26083	7558	7558	4270	2453 8153 21286	3338 11342 26083	3338 11342 26083	4270	2453 8153 21286
	Total residential and	21200	20083	20041	20041	10217	21200	20083	20083	10217	21200
	employment (10 mins) Rank	74122	98296	65223	65223	50170	74122	98296	98296	50170	74122
Integration		Public Transport: This option provides bus inforstructure on Douglas Ready which has a very high frequency of busices proposed on the 2023 bus network. For this ession this option performs better for public transport integration than the options that serve S. Douglas Road. General Traffic:	Public Transport: This option provides bus infrastructure on 5. Douglas Road which has a lower frequency of busies proposed on the 2023 bus network compared to Douglas Road. For this reason this option performs worse for jubic transport integration than the options that serve Douglas Road. General Traffic: This option makes 5. Douglas Road access only for general traffic, which will have a	Public Transport: This option provides hus infrastructure on a one way loop around Douglas and 5. Douglas Road. This means that it will not be possible to have separate hus roates on Douglas Road and 5. Douglas Road as is network. For this reason, option that utalies a one way loop perform the worst for public transport integration. A second Tardino 1990	Public Transport: This option provides hus infrastructure on a one way loop around Douglas and 3. Douglas Road. This means that it will not be possible to have seperate bus routes on Douglas Road. This means that it will not be possible to have seperate bus routes on the 2023 bus network. For the reason, options that utalities a one way loop perform the worst of protein amove timegration. General Traffic This option makes straffic use a one way loop around Douglas and 5. Douglas Road. This is	Public Transport: This option provides bus infrastructure on 5. Douglas Road which has a lower frequercy of busses proposed on the 2023 bus network compared to Douglas Road. For this reason this option performs worse for public transport integration than the options that serve Douglas Road. General Traffic: This option makes 5. Douglas Road access only for general Traffic, which will have significant impact on the traffic movements in the area. Therefore this	Public Transport: This option provides bus infrastructure on Douglas Road which has a very high frequency of busies proposed on the 2023 bus network. For this reason this option performs better for public transport intergration than the options that serve S. Douglas Road. General Tarffic: This option makes Douglas Road one way only for general Tarffic, which was a significant impact on the Tarffic moviments	Public Transport: This depice provides hus inforstructure on 5. Onigita Read witch hala slower frequency of busines proposed on the 2023 for public transport in gaption perform werear for public transport in gaption perform werear options that severe Oouglia Hoad one way only for general traffic, which will have a this option makes 5. Douglias find one way	Public Transport: This option provides bus infrastructure on 5. Douglas fact which has a lower frequency of buses proposed on the 2023 for table transport integration than the options that serve Douglas Road. General Traffic: This option makes 5. Douglas Road one was only for general traffic, which will have a	Public Transport: This option provides bus infrastructure on S. Douglas Road which has a lower frequency of buses proposed on the 2023 for this reason this option performs worse for public transport integration than the options that serve Douglas Road. General Traffic. This option makes S. Douglas Road one way only for general traffic, which will have a	Public Transport: This option provides bus infrastructure on Douglas Road which has a very high frequency of busses proposed on the 2023 bus network. For this reason this option performs better for public transport integration than the options that serve 5. Douglas Road. General Traffic: This option makes Douglas Road one way only for general traffic, which will have a genificant impact on the traffic movements
	Transport Integration	only for general traffic, which will have a very significant impact on the traffic movements in the area. Therefore this option scores worke for general traffic integration than the options that maintain more traffic movements. Overall Rating: Overall as this perofims one of the best for public Transport Integration on balance it gets a good rating overall for transport integration.	very significant impact on the traint movements in the area. Therefore this option scores worse for general traffic integration than the options that maintain more traffic movements. Overall a this performs poorly for Public Transport integration and general traffic integration it gets a low overall accer for this criterion. on balance it gets a goot despite scoring worse for general traffic integration than some other options.	This option makes traffic use a one way loop around Douglas and S. Douglas Road. This is likely to have a similar level of impact to the options that make either of these roads access only for general traffic and therefore this performs poorly for general traffic integration. Overall Rain: Overall Rain: Integration as it performs poorly for both public transport and general traffic integration.	options that make either of these radis access only for general traffic, and therefore this performs poorly for general traffic integration. This option has a allows 2 way traffic on 5. Douglas Road west of Cappeel Road. This means traffic will be able to head west after leaving the N22 on the off ramp there, and for this reason this option performs better than Option 3 for general traffic integration. Overall https://for.Tansport integration as it performs poorly for Tansport integration as it performs general general public transport and general guiltic integration.	option scores worke to general traffic integration than the options, that maintain more traffic movements. This option has a allows 24 wg findlic or 55. Douglas Road west of Capwell Road. This means traffic will be able to haid west after leaving the N27 on the off camp there, and for this reast his option performs better than Option's 3 for general traffic integrations at the performs poorty for Transport Integrations at the performs potter than options 2 & 3.	In the area. However, this impact will be lower than the options that make Dougliss Road access only for general tarffic, and Dougliss Road and S. Dougliss Road one way only for general tarffic. Therefore this option scores joint best for general tarffic integration, with other options that require similar interventions. Overall Rating: Overall Rating: Overall Rating: Doverall for both rensport integration and general traffic integration.	In the area, showever, this impact will be lower than the options that make 5. Deoglas Road access only for general traffic and lower than the options that make both Douglas Road and 5. Douglas Road one way only for general traffic. Therefore this options core spirit best for general traffic integration, with other options that require similar interventions. Overall Rating: Overall this performs poorly for Transport integration as it performs poorly for public transport integration.	In the area, Hoovere, this impact will be lower than the options that make 5. Doughas Road access only for general traffic, and lower than the options that make both Douglas Road and 5. Douglas Road one way only for general traffic. Therefore this options core spinit best for general traffic integration, with other options that require similar interventions. Overall Rating: Overall this performs poorly for Transport integration as it performs poorly for public transport integration	In the area, However, this impact will be lower than the options that make S. Douglas Road access only for general traffic, and lower than the options that make both Douglas Road and S. Douglas Road one way only for general traffic. Therefore this option scores joint bots for general traffic integration, with other options that require similar interventions. Overall Roling : Overall this performs poorly for Transport integration as it performs poorly for public transport integration	In the area. However, this impact will be lower than the options that make Douglas Road access only for general traffic, and lower than the options that make Douglas Road and S. Douglas Road one way only for general traffic. Therefore this option scores joint best for general traffic integration, with other options that require similar interventions. Overall Rating: Overall Rating:
	Kank										
	Cyclist Integration	This Option has a direct route for cyclists, however, the cyclists share the road space with traffic and busses and don't have dedicated facilities. For this reason this option performs worse than the options that have the same route but have dedicated cycle facilities.	This Option has a less direct route for cyclists compared to options that use Douglas Road, also, the cyclists share the road space with traffic and busses and don't have dedicated facilities. For these reasons this option performs worse than the options that have use Douglas Road and have dedicated cycle facilities.	This Option makes cyclists follow a one way loop around Douglas and South Douglas Road, the inbound and the outbound lane are over 400m apart in places. It is not convienient for cyclists to have to detour this far to use a link, and herefore this potion performs worse than options that have dedicated cycle facilities in both directions on the same road.	This Option makes cyclists follow a one way loop argund Douglas and South Douglas Road, the lipbound and the outbound lane are over 400m apart in places. It is not convienient for cyclists to have to detour this far to use a link, and therefore this option performs worse than options that have dedicated cycle facilities in both directions on the same road.	This Option has a less direct route for cyclists compared to options that use Douglas Road, also, the cyclists share the road space with traffic and busses and don't have dedicated facilities. For these reasons this option performs worse than the options that have use Douglas Road and have dedicated cycle facilities.	Cyclists are given dediacted cycle lanes, however the route is not as direct as the options that use Douglas Road for cycling, for this reason this option performs worse for this criterion than the other options have a more direct route and provide the same level of service.	This Option has a direct route for cyclists, and cyclists are given dedicated cycle lanes. . For this reason this option performs joint best for this criterion with the other options that use the same route and provide the same level of service.	This Option has a direct route for cyclists, and cyclists are given dedicated cycle lanes . For this reason this option performs joint best for this criterion with the other options that use the same route and provide the same level of service.	This Option has a direct route for cyclists, and cyclists are given dedicated cycle lanes . For this reason this option performs joint best for this criterion with the other options that use the same route and provide the same level of service.	This Option has a direct route for cyclists, and cyclists are given dedicated cycle lanes . For this reason this option performs joint best for this criterion with the other options that use the same route and provide the same level of service.
	Rank										
	Pedestrian Integration	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterian.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.	All options maintain existing pedestrian movements and improve provision along the bus corridors. For this reason they all perform equally for this criterion.
	Rank		Allenter					All source and the		All source and the	All south
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure) Rank	All route options except the one's that follow's. link roads serve a similar number of key trip attractors. The options that follow's. Link Road miss out part of Cork (trip: Center which is a key trip attractor, served by all other routes, this means options that follow's. Link Road score worse for this criterion.	All route options except the one's that follow 5. Inkr roads ever a similar number of key trip attractors. The options that follow 5. Link Road miss out part of Cork (V) center which is a key trip attractor, served by all other routes, this means options that follow 5. link Road score worse for this criterion.	All route options except the one's that " follows", like route as unit a number of key trip attractors. The options that follows. S Link Road miss out part of Cork (or Center which is a key trip attractor, served by all other routes, this means options that follow S. link Road score worse for this criterion.	All role options except the ones that flows S link road serve a similar number of key trip attractors. The options that follow S. Link Road miss out part of Cork (IV) center which is a key trip attractor, served by all other routes, this means options that follow S. link Road score worse for this criterion.	All route options except the ones that follow 5. link roads serve a similar number of key trip attractors. The options that follow 5. Link Road miss out part of Cork for Q: center which is a key trip attractor, served by all other routes, this means options that follow 5. link Road score worse for this criterion.	All route options except the ones that follow 5. link road serve a similar number of key trip attractors. The options that follow 5. link Road miss out part of Cork (TQ: Center which is a key trip attractor, served by all other routes, this means options that follow 5. link Road score worse for this criterion.	All route options except the one's that follows. Jink road serve a similar number of key trip attractors. The options that follow S. Link Road miss out part of Cork (Dir Center which is a key trip attractor, served by all other routes, this means options that follow S. link Road score worse for this criterion.	All route options except the one's that follow 5. Ink roads are a similar number of key trip attractors. The options that follow 5. Link Road miss out part of Cork (trip Center which is a key trip attractor, served by all other routes, this means options that follow 5. link Road score worse for this criterion.	All route options except the ones that number follow 5. link road serve a similar number of key trip attractors. The options that follow 5. Link Road miss out part of Cork (trip Center which is a key trip attractor, served by all other routes, this means options that follow 5. link Road score worse for this criterion.	All route options except the ones that follows. Sink roads serve a similar normatic of key trip attractors. The options that follow S. Link Road mis- tup attractor, served by all other routes, this means options that follow S. link Road score worse for this criterion.
		All routes serve areas of similar affluence.	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.
	Deprived Geographic Areas Rank	ranging from slightly above average to above average.	ranging from slightly above average to above average.	ranging from slightly above average to above average.	ranging from slightly above average to above average.	ranging from slightly above average to above average.	ranging from slightly above average to above average.	ranging from slightly above average to above average.	ranging from slightly above average to above average.	ranging from slightly above average to above average.	ranging from slightly above average to above average.
Safety	Road Safety	As cyclists share with general traffic for much of this route instead of heaving dedicated cycle lines this option performs worse for Road Safety than options that provide dedicated cycle facilities	As cyclists share with general traffic for much of this foute instead of heaving edicited cycle faces this option performs worse for Road Safety than options that provide dedicated cycle facilities	While dedicated cycle lanes are provided as they are provided in one direction only, with the other direction sometimes over 400m away, it is possible that cyclists will use the one way cycle track in the wrong direction and this could cause conflicts. For this reson this option performs worse for road safety than options with 2 way cycle tracks on the same link.	While dedicated cycle lanes are provided, a they are provided in one direction only, with the other direction sometimes over 400m away, it is possible that cyclicits will use the one way cycle track in the wrong direction and this could cause conflicts. For this result his option performs worse for road safety than options with 2 way cycle tracks on the same link.	As cyclists share with general traffic for much of this route instead of heaving dedicated cycle lanes this option performs worse for Road Safety than options that provide dedicated cycle facilities	As this route provides dedicated cycle lanes it performs better for road safety than the route options which don't	As this route provides dedicated cycle lanes it performs better for road safety than the route options which don't	As this route provides dedicated cycle lane it performs better for road safety than the route options which don't	As this route provides dedicated cycle lanes it performs better for road safety than the route options which don't	As this route provides dedicated cycle lanes it performs better for road safety than the route options which don't
	Rank	Locations of widening on Douglas Rd	Locations of widening on Sth Douglas Rd	Locations of widening on Douglas Rd	Locations of widening on Douglas Rd would	Location of widening on Sth Douglas Rd	Locations of widening on Douglas Rd would	Locations of widening on Douglas Rd would	Locations of widening on Douglas Rd would	Locations of widening on Douglas Rd would	Locations of widening on Douglas Rd would
	Archaeological, Architectural and Cultural Heritage	wolud have potential impacts to bundaries of houses (IPS) in Douglos Rd- WW ACA & 1-7 Ekited Tc, Douglos Rd- WW ACA. Dttto RPS houses on R4 Side of rd, between Ballinacurrig PA & Rosebank No specific archivelogical potential identified.	would have potential impacts to kHPs gates at the stable-stutto potential impacts to boundary of house (NIAH) on N side of the boundaries of houses in 1 a 4/ ranconside to the stable of the Stable of the Stable of the N side of rd B Stable (NHS) on Stable of rd. No specific archaeological potential identified.	would have potential impacts to boundaries of houses (IPS) in Douglos Ad- WW ACA. Dtto RF 21 Etherd Tice, Douglos Rd ACA. Dtto RF 21 Etherd Tice, Douglos Rd boundaries of houses on H2 site of rd, between Balimacurig PA & Rosebank Locations of wholeing an Sth Douglas Rd would have potential impacts to BFS gather at the Stable. Duto potential impacts to boundaries of houses in 1.4 Francosci boundaries of houses in 1.4 Francosci boundaries of houses in 1.4 Francosci Construction (M1) and Construction (IPS) on N side of rd & PO Box (IPS) on S side of rd. Given required widths, it may be more difficult to avoid / mitigate impacts. No specific archaeological potential identified.	Taxe potential impacts to boundaries of houses (IPS) in ouglas rdk NVA CA & 1.7 Elifera Tee, Douglas Rdk NVA CA & 1.7 Elifera Tee, Douglas Rdk NVA CA. Ditto NPS houses on IVE side of rd, between Ballmacurig PA & Rosebank junctions Douglas Rd would have potential impact to Given regulared withs. It may be more difficult to avoid / mitigate impacts. No specific archaeological potential identified.	would nave potential impact to IPS gates at The Stable. On other designated sites affected. No specific archaeological potential identified.	have potential impacts to boundaries of houses (IVS) in ouglas RA-NW AK-A & 1.7 Elford tre, Douglas RA-NW AK-A & 1.7 Ballinacaring IP & Rotebane Junctions. Also potential to ing Sables, gales at the solution of the sables, gales at the Given required widths, it may be more difficult to avoid / mitigate impacts. No specific archaeological potential identified.	have potential impacts to boundaries of houses (IRS) in ougles R4-NW AK & 8.17 Elifered Tee, Dougles R4-AK AC & 1010 RPS houses on K4 & boundaries of the tween Bairmacurrig P4 & Rosebank junctions would have potential impact to R95 gates at The Stables, Ditte potential impacts to boundaries of houses in 1-4 Francosia, Evergreen R4 ACA & of RC Durch (RPS) on side of r4 R0 bounds in 1-6 Francosia, Evergreen R4 ACA & of RC Durch (RPS) on side of r4 R0 bounds in 1-6 francosia, Evergreen R4 ACA & of RC Durch (RPS) on difficult o avoid / mitigate impacts. No specific archaeological potential identified.	There potential impacts to boundaries of houses (IWS) in ouglas RA-NW ACA & 1.7 Elford Tee, Douglas RA ACA. Ditto IWS houses on IKS side of rd, between Ballmacurrig PA & Rosebank junctions? Douglas RA would have potential impact to Given require withhs, it may be more difficult to avoid / mitigate impacts. No specific archeological potential identified.	have potential impacts to boundaries of houses (IPS) in ouglas rok NVA CA 8, 1-7 Elifera Tee, Douglas RA NVA CA 8, 1-7 Binouses on IKS side of rd, between Ballmacurrig PA & Roetbenki Junctions Ucoations of reside of rd, between wold have potential impact to IPS gates Given regulared withs, it may be more difficult to avoid / mitigate impacts. No specific archaeological potential identified.	have potential impacts to Boundaries of bouses (PR) in houghs Rd+WA CA & 1-7 Eldred Tee, Douglas Rd ACA Datto NFS houses on RK side of rd, batween Balinourig PA Rostensh Junctions Gene required list all of the inpose to avoid / mitigate all of the potential to avoid / mitigate all of the potential identified.
	Rank										
	Biodiversity	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. Approx 3. Trees would be impacted by the scheme.	This Option mainly uses the existing road space with minimal widening of the cross section, for this reaspon less trees and hedges are impacted and the scheme performs better for biodiversity. Approx 2 trees would be impacted by the scheme	This option requires widening the cross section on both Douglas and S. Douglas Road. This will require the removal of approx 18 trees and 720m length of vegetated areas / hedgerows. For this reason this option has a larger impact on biodiversity than options 1 & 2.	This option requires widening the cross section on both Douglas and 5. Douglas Road. This will require the removal of approx 18 trees and 720m length of wegetated areas / hedgerows. For this reasons / hedgerows. For this reasons / hedgerows. For this reasons / hedgerows.	This Option mainly uses the existing road space with minimal widening of the cross section, for the reapon less trees and hedges are impacted and the scheme performs better for biodiversity. Approx 2 trees would be impacted by the scheme	This option requires widening the cross section on both Douglas and 5. Douglas Road, to a large extent than options 3. & 4. This will require the removal of approx 40 tress and 5% neight of vegetated areas / hedgerows. For this reason this option has a large impact on biodiversity.	This option requires widening the cross section on both Douglas and 5. Douglas Road, to a large extent than options 3. & 4. This will require the removal of approx 40 trees and 57 in length of vegetated areas / hedgerows. For this reason this option has a large impact on biodiversity.	This option requires widening the cross section on both Douglas and 5. Douglas Road, to a large extent than options 3. & 4. This will require the removal of approx 40 tress and 57 in length of vegetated areas / hedgerows. For this reason this option has a large impact on biodiversity.	This option requires widening the cross section on both Douglis and 5. Douglis Road, to a large extenrt than options 3 & 4. This will require the removal of approx 40 trees and 5% neight of vagetated areas / hedgerows. For this reason this option has a large impact on biodiversity.	This option requires widening on Dougas Read only, however the cross section will be widened on this road to a larger extent than any of the other options. This will require the removal of approx 64 trees and 580m length of vegetated areas / hedgerows. As this option requires the largest total number of trees to be removed, but not the largest amount of vegetated areas it has a large impact on biodiversity, but no larger than option 6, 78, 88

	Stage 2			_		Douglas and South	Douglas Road MCA				
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7	Route 8	Route 9	Route 10
	Soils and Geology	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 usual require more significant earthworks. For this reason this option scores better than the options that require more widening for this criterion.	The route options that use traffic intervention measures (bue 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. For this reason this options that require more widening for this criterion.	The route options that use traffic intervention measures (bue gates) to achieve bus priority score batter for this criterion than the ones that require widening of the road carriageway, as widening would require more significant earthworks. For this reason this option scores worse than the options that utalise bus gates for this criterion.	The route options that use traffic intervention measures (bus gates) to achieve bus priority score better for this widening of the road carringeney, as widening would require more significant earthworks. For this mason this option scores worse than the options that utalize bus gates for this criterion.	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. For this reason this option scores better than the options that require more widening for this criterion.	The route options that use traffic intervention measures (bue 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. For this reason this option scores worse than the options that utalike bus gates for this criterion.	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 carriageners, as widening of the road carriageners, as widening on use of the road carriageners, as widening on the road carr	The route options that use traffic intervention measures (bus gates) to achieve bus priority score batter for this criterion has the ones that require widening of the road carriageway, as widening would require more significant earthworks. For this reason this option scores worse than the options that utaliae bus gates for this criterion.	The route options that use traffic intervention measures (bue 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. For this reason this option scores worse than the options that utalike bus gates for this criterion.	The route options that use traffic intervention measures (bus gates) to achieve bus priority score better for this criterion than the ones that the require widening of the road carriagewey, as widening would require more significant earthworks. For this meason this option scores worse than the options that utalitie bus gates for this criterion.
	Rank										
Environment	Water Resources	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.	None of the options are likely to any water resources, and for this reason they all perform equally for this criterion.
	Rank										
	Landscape and visual	None of the route options would affect any of the strategic views shown in the Draft Cork City Development Plan 2022-2023. There is limited public greenpace along the route, this may be affected to a small degree by widening but it is not likely to have any significant impact. This route generally requires less widening of the cross secton than the other routes, and for this reason performs better for landscape and visual.	None of the route options would affect any of the strategic views shown in the Draft Cork City Development Plan 2022-2028. There is limited public greenspace along the route, this may be affected to a small degree by widening but it is not likely to have any significant impact. The scheme may require widening through an area designated as an ACA. Here may be impacts associated with this when setting back boundary walls. This route generally requires less widening of the cross section than the other routes, and for this reaction performs better for landscape and visual.	None of the route options would affect any of the strategic views shown in the Draft Cork City Development Plan 2022-2028. There is limited public greenspace along the route, this may be affected to a small degree by widening but it is not likely to have any significant impact. This scheme goes through an area designated as an ACA. however as widening of the carriageway is not required through here there are no impacts likely to carr as a result of this. There is widening required along much of this route wich will likely have a small compared to the options that don't require widening.	None of the route options would affect any of the strategic views shown in the Toratt Cork (Ety Development Plan 2022-2028. There is limited public greenspace along the route, this may be affected to a small degree by videning but it is not likely to have any significant impact. There is widening required along much of this route widen will likely have a small negative effect on Landscope and visual compared to the options that don't require widening.	None of the route options would affect any of the strategic views shown in the Draft Cork (TJV Development Plan 2022-2028. This route doesn't pass close to any greenspace or ACX is ols likely to have minimal effect on Landscope and visual. This route generally requires less videning of the cross section than the cother routes, and for this reason performs better for landscape and visual.	None of the route options would affect any of the strategic views shown in the Draft Cork (Cty Development Pian 2022-2028. There is limitide public greenspace along the route, this may be affected to a small degree by widening but it is not likely to have any significant impact. There is widening required along much of this route with likely have a small negative effect on Landscape and visual compared to the polons that don't require widening.	None of the route options would affect any of the strategic views shown in the Tark Cork (Ity Development Plan 2022-2028. The scheme may require widening through an area designated as an ACA, there may be impacts associated with this when setting back boundary walls. There is widening required along much of this route with illiek/have a small negative effect on Landscape and visual compared to the polons that don't require widening.	None of the route options would affect any of the strategic views shown in the Draft Cork (City Development Plan 2022-2028. This route doesn't pass close to or through public greenpace or ACAs. There is widening required along much of this route wich will likely have a small compared to the options that don't require widening.	None of the route options would affect any of the strategic views shown in the Draft Cork (Tty Development Plan 2022-2028. This route doesn't pass close to or through public greenpace of ACA's. There is widening required along much of this route wich will likely have a small negative effect on Landscape and wisual compared to the options that don't require widening.	None of the route options would affect any of the strategic views shown in the Draft Cork (Ety Development Plan 2022-2028. There is limitied public greenspace along the route, this may be affected to a small degree by widening but it is not likely to have any significant impact. There is widening required along much of this route wich will likely have a small negative effect on Landscape and visual compared to the polions that don't require widening.
	Rank										
	Noise, vibration and air quality	The options that require the least widening of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic closer to houses. This option mainly utailses traffic interventions instead of widening to provide bus priority, and for this reason this option performs better for this criterion than the options that widen to provide dedicated bus lanes.	The options that require the least widening of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic clozer to house. This option mainly utalises traffic interventions instead of widening to provide bus profiles, and for this reason this option performs better for this criterion than the options that widen to provide dedicated bus lanes.	The options that require the least widening of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic closer to houses. This option invokes significant widening of the road carriageway to provide dedicates bus lanes, and therefore performs worse for this criterion than the options that use traffic interventions to provide bus priority.	The options that require the least wideling of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic closer to houses. This option involves significant wideling of the road carriageway to provide dedicated bus lanes, and therefore perform worsa for his criterion than the options that use traffic interventions to provide bus priority.	The options that require the least widening of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic clozer to house. This option mainly utalises traffic interventions instead of widening to provide bus profroms better for this criterion than the options that widen to provide designed bus viden to providen to provide designed bus viden to pro	The options that require the least widening of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic closer to house. This option involves significant widening of the road carriageway to provide dedicates bus lanes, and therefore performs worse for this criterion than the options that use traffic interventions to provide bus priority.	The options that require the least widening of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic closer to house; This caption involves logificant widening of the road carriageway to poyoide declines bus lanes, and therefore performs worse for this criterion than the options that use traffic fine-wentions to provide too priority	The options that require the least widening of the carriageway for traffic / burses will be form best for this criterions at they will bring less traffic closer to house. This coshon involves significant widening of the cosh carriageway to provide dedicates but base, and breefore performs worke of this option should be built but use traffic interventions to provide built priority.	The options that require the least widening of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic closer to houses. This option invokes significant widening of the road carriageway to provide dedicated bus lanes, and therefore performs worse for this criterion than the options that use traffic interventions to provide bus priority.	The options that require the least widening of the carriageway for traffic / busses will perform best for this criterion as they will bring less traffic closer to houses. This option invokes significant widening of the road carriageway to provide dedicated bus lanes, and therefore performs worse for this criterion than the options that use traffic interventions to provide bus priority.
	Bank										
	Land Use and Built Environment	This roote, along with the other route options that utalies bus gates instead of and widening to provide bus priority, have minimal land acquisition. For this reason Options 12, 28 Serform the best for Land use and the Built Environment.	This route, along with the other route options that utalies bus gates instead of routal widening to provide bus priority, have minimal land acquisition. For this reason Options 12, 8 & Sperform the best for Land use and the Built Environment.	This route requires widening along Douglas Road and South Douglas Road, land acquisition will be required along both roads, and for this reason this route performs worke than options 1, 2 & 5.	This route requires widening along Douglas Road and South Douglas Road, land acquisition will be required along both roads, and roth reason this route performs worse than options 1, 2 & 5.	This route, along with the other route options that utakes bus gates instead of route widening to provide hus priority, have minimal land acquisition. For this reason Options 12, 82 septram the best for Land use and the Built Environment.	This route requires widening along Dauglas Road and South Douglas Road, land acquisition will be required along both roads, and for this reason this route performs worse than option; 1, 2 & 5.	This route requires widening along Douglas Road and South Douglas Road, land acquisition will be required along both roads, and for this reason that route performs works than ^a options 1, 2 & 5.	This route requires widening along Douglas Road and South Douglas Road, land acquisition will be required along both roads, and for this reason this route performs worse than options 1, 2 & 5.	This route requires widening along Douglas Road and South Douglas Road, land acquisition will be required along both roads, and for this reason this route performs worke than options 1, 2 & 5.	This route requires widening along Douglas Road and not South Douglas Road, hower- more land is required from each affected property on Douglas Road than with the other options, but less properties overall are affected. As a result of this, on balance this criterion scores equally the options that require widening on both Douglas and 5. Douglas Road.
	Rank										

	Stage 2	End to End Set								
Assessment	Sub-Criteria	Option 1A	Option 1B	Option 2A	Option 2B					
Criteria	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					
	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.					
Economy	Kank									
	Journey Time Reliability Rank	Option 1A and 2A have dedicated bus lanes on a larger proportion of Douglas Road. They also have dedicated cyle 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 cyle 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 cyle 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 cyle 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.					
	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.					
	Residential Catchment									
	400m (5 mins)	6955	6955	8635	8635					
	1200m (10 mins)	40021	21309 40021	23801 43915	43915					
	Employment Catchment	0	0	0	0					
	400m (5 mins) 800m (10 mins)	3735	3735	4199	4199 12106					
	1200m (15 mins)	26256	26256	27046	27046					
	Total residential and employment (10	0	0	0	0					
	mins)	105206	109288	113/02	119702					
	Kank	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	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	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	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					
Integration	Transport 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	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	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	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 rotue, however Options 1A and 2A provid 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 rotue, however Options 1A and 2A provid 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 rotue, however Options 1A and 2A provid 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 rotue, however Options 1A and 2A provid 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.					
	капк									
	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					
Accessibility and	Rank 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					
Social Inclusion	Rank									
	Deprived Geographic Assoc	All options serve areas with similar deprivation indicies so	All options serve areas with similar deprivation indicies so	All options serve areas with similar deprivation indicies so	All options serve areas with similar deprivation indicies so					
	Deprived Geographic Areas	score equally for this criterion	score equally for this criterion	score equally for this criterion	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 prefereable 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 prefereable 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 prefereable 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 prefereable 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					
	Archaeological, Architectural and Cultural Heritage	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 On Dougals 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	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 'Locations of widening on Douglas Rd would have potential impacts to boundaries of houses (RPS) in Douglas Rd-NW ACA & 1-7 Eldred Tcc, 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.	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. 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.	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. 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.					
	Rank									
	Biodiversity	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. Douglas Road to City Centre: 'This option requires significant widening on Dougas Road. This will require the removal of approx 64 trees and 580m length of vegetated areas / hedgerows. 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.	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. Douglas Road to City Centre: This Option mainly uses the existing road space with minimal widening of the cross section, for this reaspon less trees and hedges are impacted and the scheme performs better for biodiversity. Overall Score: This option has significantly less impact on biodiversity than the other options and performs best for this criterion.	 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 densly vegetated woodland area. Douglas Road to City Centre: This option requires significant widening on Dougas Road. This will require the removal of approx 64 trees and 580m length of vegetated areas / hedgerows. 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. 	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 densly vegetated area with lots of trees. Douglas Road to City Centre: This Option mainly uses the existing road space with minimal widening of the cross section, for this reaspon less trees and hedges are impacted and the scheme performs better for biodiversity. Doverall 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.					
	Rank									
Environment	Soils and Geology	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 requireing the least widening. Douglas Road to City Centre: This option requires road widening on Douglas Road and so is more impactful here than Options 1B & 2B.	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 requireing the least widening. Douglas Road to City Centre: The option uses bus gates to provide priority on Douglas Road and so only minor widenig to provide footpaths is required This option involves less road widnening and earthworks than the other 3 options and so is slightly preferable under this criterion.	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. Douglas Road to City Centre: This option requires road widening on Douglas Road and so is more impactful here than Options 1B & 2B.	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. 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.					
	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	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. 'Maryborough Hill to Douglas Road: Road widening into public greenspace and private gardens required. Douglas Road to City Centre: Significant widening into private gardens along the route and felling of mature trees within the private boundaries. High Impact.	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. 'Maryborough Hill to Douglas Road: Road widening into public greenspace and private gardens required. Douglas Road to City Centre: Widening into private gardens to facilitate construction of footpaths only.	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. '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. 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.	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. '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. Douglas Road to City Centre: Widening into private gardens to facilitate construction of footpaths only.					
	Rank									
		This scheme involves road widening on Maryborough Hill		This scheme involves road widening on Maryborough Hill, Maryborugh Woods and Douglas Road, and would bring	This scheme involves road widening on Maryborough Hill, Maryborugh Woods and to a lesser extent on Douglas Road,					

Noise, vibration and air quality	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.	vehicles closer to sensitive receptors.Although the an 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	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 Downd, Caragaline Road and Douglas Road.	Land acquisition required on Maryborough Hill, Maryborough Downd, Caragaline Road and Douglas Road.
Rank				