Stage 2		Section 1 -Jacob's Island to Mahon	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
Economy	Capital Cost	Total - €12M Indicative Scheme Infrastructure Works Cost - €8.5M Private Land Costs - €3.5M	Total - €14M Indicative Scheme Infrastructure Works Cost - €8.5M Private Land Costs - €5.5M
	Rank		
	Average Journey Time	This scheme has a total length of 1.14km and from initial journey time calculations, would take an average of **5 mins.**	This scheme has a total length of 1.34 km and from initial journey time calculations, would take an average of **6 mins.**
	Rank		
	Journey Time Reliability	Dedicated bus lanes would be provided for full length of this route, apart from the short section on Jacobs Island.	Dedicated bus lanes would be provided for full length of this route, apart from the short section on Jacobs Island. The additional junction between the Mahon Point Shopping Centre Access and St. Michaels Drive means the journey time would be slightly worse for this criterion.
	Rank		
	Land Use Integration	The proposed scheme would have access to a strategic housing development at Jacob's Island and serve a proposed SHD at Bessboro through a pedestrian link to the R852. It would enhance the economic opportunities of the area by providing improved sustainable travel facilities. It aligns with proposals in CMATS and the Mahon LAP. Both options have access to the same schemes however Route option 1 fully aligns with the objectives of the area policies.	The proposed scheme would have access to a strategic housing development at Jacob's Island and serve a proposed SHD at Bessboro through a pedestrian link to the R852. It would enhance the economic opportunities of the area by providing improved sustainable travel facilities. Most of the route aligns with proposals in CMATS and the Mahon LAP. Both options have access to the same schemes however Route option 2 does not fully align with the objectives of the area policies.
	Rank		
	Residential Catchment		
	400m (5 mins)	571	1048
	800m (10 mins)	2284	2737
	1200m (15 mins)	5864	6404
	Employment Catchment		
	400m (5 mins)	3881	4047
	800m (10 mins)	5747	5799
	1200m (15 mins)	7643	7720
	Total residential and employment (10 mins)	25990	27755
	Rank		

Stage 2		Section 1 -Jacob's Island to Mahon	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
Integration	Transport Integration	The proposed scheme would improve existing bus routes. General traffic movements would generally remain the same, with the addition of dedicated bus facilities in both directions through widening and some reallocation of road space. Signal priority would be given to busses along the entire route, consequently general traffic would experience minor delays. Route 1 would have the most direct route through Mahon. In addition, the scheme would have the opportunity to integrate with the proposed light rail system that would travel to Cork City Centre. On balance, these options have been considered equal for this criterion.	The proposed scheme would improve existing bus routes. General traffic movements would generally remain the same, however some sections of Mahon SC Access Road, and St. Michael's Drive would have general traffic lanes reallocated or the route would require widening to allow for dedicated bus lanes in both directions of travel. Signal priority would be given to busses along the entire route, consequently general traffic would experience minor delays. In addition, the scheme would have the opportunity to integrate with the proposed light rail system that would travel to Cork City Centre. On balance, these options have been considered equal for this criterion.
	Rank		
	Cyclist Integration	The cycle route serves Loughmahon Link Road and Jacob's Island. The proposed scheme extends the current cyclists lanes and matches the Cycle Network Plan for Cork Metropolitan Area. The route creates additional cycle infrastructure, is the most direct route and follows the path of Loughmahon Link Road which would be widened to have fully segregated bike lanes. The route also ties in with two links to the Blackrock/Passage Greenway to create easy and safe access.	'The cycle route serves Loughmahon Link Road and Jacob's Island. The proposed scheme extends the current cyclists lanes and matches the Cycle Network Plan for Cork Metropolitan Area. The route creates additional cycle infrastructure, is the most direct route and follows the path of Loughmahon Link Road which would be widened to have fully segregated bike lanes. The route also ties in with two links to the Blackrock/Passage Greenway to create easy and safe access.
	Rank		
	Pedestrian Integration	The proposed scheme would generally keep existing infrastructure for pedestrians as is.	The proposed scheme would generally keep existing infrastructure for pedestrians as is.
	Rank		
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Key Attractorors along this route include Residential at Jacob's Island, Mahon Point Shopping Centre, Mahon Retail Park, and City Gate Business Park including the Mater Private Network Hospital.	Key Attractorors along this route include Residential at Jacob's Island, Mahon Point Shopping Centre, Mahon Retail Park, and City Gate Business Park including the Mater Private Network Hospital.
	Rank		

Stage 2		Section 1 -Jacob's Island to Mahon	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
	Deprived Geographic Areas	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.
	Rank		
Safety	Road Safety	Route 1 interacts with 3 major and 1 moderate intersections and route 1 does not require turning movements as it follows the major route through Mahon. All Schemes would have dedicated bus lanes for the entire route.	Route 2 interacts with 3 major and 3 moderate intersections and requires 4 turning motions. One to access the Mahon Point SC Access, through the roundabout, one onto St. Michaels Drive and then through the St. Michaels Drive/R852 junction. All Schemes have dedicated bus lanes for the entire route.
	Rank		
	Archaeological, Architectural and Cultural Heritage	No designated sites affected. SMR site CO074-130 records the location of excavated archaeological sites uncovered during predevelopment archaeological investigations in the area N of R852 and W of Mahon Point Access Rd. No specific archaeological potential identified otherwise. Where widening into green spaces / verges along route, these areas have already been disturbed by tree-planting / previous development, which has reduced any inherent archaeological potential.	No designated sites affected. SMR site CO074-130 records the location of excavated archaeological sites uncovered during predevelopment archaeological investigations in the area N of R852 and W of Mahon Point Access Rd. No specific archaeological potential identified otherwise. Areas proposed for road widening and new connection have been previously investigated and / or disturbed to some extent, which has reduced any inherent archaeological potential.
	Rank		
	Biodiversity	Approximetaly 7 trees would need to be removed from along the Mahon Link Road to allow the road to be widen for dedicated bus lanes in both directions. There is high likelyhood of replanting the trees along the northern side of the road but low likely hood along the southern side of the road.	Approximetaly 12 trees would need to be removed from along St Michaels Drive to allow the road to be widen for dedicated bus lanes in both directions. There is high likelyhood of replanting the trees along the northern side of the road but low likely hood along the southern side of the road. An additional 1 tree would need to be removed for the new connection from Mahon Point Access Road and to St. Michaels Drive. there is low likelyhood of the trees being replanted due to a constrain of space in the area.
	Rank		

Stage 2		Section 1 -Jacob's Island to Mahon	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
Environment	Soils and Geology	The Proposed scheme would require some minor road widening along the L99484 and widening would generally be required along the length of the R852 between the Mahon Interchange Bridge and the St. Michaels Drive junction to accomodate the dedicated bus and cycle facilities. Both schemes would require additional bridges adjacent to the Mahon Interchange bridge to cater for pedestrians and cyclists over the South Link Road. On balance, it is expected that route 2 would require more earthworks due to the longer length of route and new link.	The Proposed scheme would require some minor road widening along the L99484. Minor widening would be needed along Loughmahon Link Road to make space for dedicated cycle lanes. Along Mahon Point Access road and St Michael's Drive more major widening would be need to make space for dedicated bus lanes in both directions, before rejoining Loughmahon Link Road. The proposed scheme also requires the building of a new connection from Mahon Point Access Road to St. Michaels Drive.On balance, it is expected that route 2 would require more earthworks due to the longer length of route and new link.
	Rank		
	Water Resources	Jacobs Island is surrounded by Cork Harbour SPA and the Douglas River Estuary pNHA, however, both routes use the existing L99484 on Jacobs Island and would not impact on the water resources, as minor widening would occur to the north of the existing route.	Jacobs Island is surrounded by Cork Harbour SPA and the Douglas River Estuary pNHA, however, both routes use the existing L99484 on Jacobs Island and would not impact on the water resources, as minor widening would occur to the north of the existing route.
	Rank		
	Landscape and visual	The road would be widened however an existing bus route already follows this route, so there would be a low impact on existing visuals.	The road would be widened however an existing bus route already follows this route, so there would be a low impact on existing visuals. The New connection built would removed trees from the area and have a medium impact on visuals, but the surrounding area is a large road and a business park.
	Rank		
	Noise, vibration and air quality	All schemes utilize existing traffic routes, however, widening would be required for both routes, which would move the road closer to some sensitive receptors; consequently there would be a minor change in noise, vibration, or air quality in the surrounding area.	'All schemes utilize existing traffic routes, however, widening would be required for both routes, which would move the road closer to some sensitive receptors; consequently there would be a minor change in noise, vibration, or air quality in the surrounding area.
	Rank		

Stage 2		Section 1 -Jacob's Island to Mahon	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
	Land Use and Built Environment	This route would use the existing traffic corridor on L99484, Mahon Interchange Bridge and Loughmahon Link Road, and there would be negligible impact of the existing land use character and built environment. Some private land acquisition would be required for widening on the L99484 and Loughmahon Link Road.Some public landtake would be required to construct the new pedestrian/cycle bridges adjacent to the existing Mahon Interchange Bridge and also for widening on the northern section of the Loughmahon Link Road. There would be no loss of parking along the route. On balance, these options have been considered equal for this criterion.	This route would use the existing traffic corridor on L99484, Mahon Interchange Bridge, Loughmahon Link Road, Mahon point SC Access and St. Michaels Drive. A new link would be created between the Mahon Point SC Access and St. Michaels Drive. There would be negligible impact of the existing land use character and built environment. Some private land acquisition would be required for widening on the L99484, Loughmahon Link Road, Mahon Point SC Access and St. Michaels Drive.Some public landtake would be required to construct the new pedestrian/cycle bridges adjacent to the existing Mahon Interchange Bridge and also for widening on the northern section of the Loughmahon Link Road. There would be no loss of parking along the route. On balance, these options have been considered equal for this criterion.
	Rank		

Stage 2		Section 2 - Mahon - Beaumont - Ballinlough	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
Economy	Capital Cost	Total - €10M Indicative Scheme Infrastructure Works Cost - €9.5M Private Land Costs - €0.5M	Total - €13M Indicative Scheme Infrastructure Works Cost - €9M Private Land Costs - €4M
	Rank		
	Average Journey Time	This scheme has a total length of 2.15 km and from initial journey time calculations, would take an average of **11 - 12 mins.**	This scheme has a total length of 2.09 km and from initial journey time calculations, would take an average of **11 - 12 mins.**
	Rank		
	Journey Time Reliability	Dedicated bus lanes serve the entire route. The recent 'Skehard Road Realignment and Renewal Project' created some bus priority at junctions which would be tied in. At some junctions, on Skehard Road, due to constraints the dedicated bus lane is dropped for short sections after junctions; however, signal priority will be given to buses to enable them to get ahead of general traffic and rejoin the bus lane after the junction. On balance, these options have been considered equal for this criterion	Dedicated bus lanes would serve the entire route. A new link would need to be created connecting the R852 to the Bessboro Castle Access Road and land take would be required along Bessboro Castle Access Road and Bessboro Road. The route would rejoin Skehard Road at the junction with Bessboro Road. The recent 'Skehard Road Realignment and Renewal Project' created some bus priority at junctions which this route would be tied in. At some junctions, on Skehard Road, due to constraints the dedicated bus lane is dropped for short sections after junctions; however, signal priority will be given to buses to enable them to get ahead of general traffic and rejoin the bus lane after the junction. An additional junction between the New Link and Bessboro Road would be required, however, on balance, these options have been considered equal for this criterion.
	Rank		
	Land Use Integration	The route option aligns with the proposals in CMATS and the Mahon LAP. This route options serves the recently completed residential develoopment of Eden in Blackrock and would serve the future adjacent SHD.	The route option aligns with the proposals in CMATS and the Mahon LAP. This route option creates an additional link which would create additional connectivity to Bessborough and the proposed Strategic Housing Development. As such, this enhances the economic opportunities of the area.
	Rank		
	Residential Catchment		

Stage 2		Section 2 - Mahon - Beaumont - Ballinlough	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
Integration	400m (5 mins)	3151	2745
	800m (10 mins)	8569	6849
	1200m (15 mins)	15852	12798
	Employment Catchment		
	400m (5 mins)	2287	2332
	800m (10 mins)	6782	4811
	1200m (15 mins)	10022	8192
	Total residential and employment (10 mins)	46663	37727
	Rank		
	Transport Integration	The proposed scheme would improve the existing bus routes. 'The proposed scheme would align with the recently completed 'Skehard Road Realignment and Renewal Project', where feasible, which provides improved public transport and cycling facilities on Skehard Road; however, this scheme does not create dedicated inbound and outbound bus and cycle facilities for the entirety of the route on Skehard Road and so some additional road widening and reallocation of road space from general traffic would be required which would amend the existing cross-section . Signal priority would be given to buses along the entire route and some lanes would be realocated for bus lanes, consequently, general traffic would experience minor delays.	The proposed scheme would align with part of the recently completed 'Skehard Road Realignment and Renewal Project', where feasible, which provides improves public transport and cycling facilities on Skehard Road; however, this scheme does not create dedicated inbound and outbound bus and cycle facilities for the entirety of the route on Skehard Road and so some additional road widening would be required which would amend the existing cross-section .The proposed scheme would also create new routes in the Bessborough. As Route 2 creates a new route it would be an improvement on the existing service compared to route 1.
	Rank		
	Cyclist Integration	The proposed cycle route is identified as a primary route in the Cork Cycle Network Plan and CMATS. The route would have dedicated segregated cycled facilies, improving the existing shared lanes along Skehard Road and Churchyard Lane. The route also ties in with the Blackrock/Passage Greenway to create safe and easy access. Both options follow the same route.	The proposed cycle route is identified as a primary route in the Cork Cycle Network Plan and CMATS. The route would have dedicated segregated cycled facilies, improving the existing shared lanes along Skehard Road and Churchyard Lane. The route also ties in with the Blackrock/Passage Greenway to create safe and easy access. Both options follow the same route.
	Rank		
	Pedestrian Integration	No improvements as there is existing pedestrian pathways already along entire route.	No improvements as there is existing pedestrian pathways already along entire route.
	Rank		

Stage 2		Section 2 - Mahon - Beaumont - Ballinlough	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	The proposed scheme better serves Blackrock Primary Care Hall and Retail Supermarket . After Joining Skehard Road the key trip attractors for both schemes are the same. Given that both routes serve the area either directly or indirectly, on balance, these options have been considered equal for this criterion.	The proposeed scheme better serves Bessborough Centre and Blackrock Business Park. After joining Skehard Road the attractors for both schemes are the same. Given that both routes serve the area either directly or indirectly, on balance, these options have been considered equal for this criterion.
	Rank		
	Deprived Geographic Areas	All routes serve areas of similar affluence.	All routes serve areas of similar affluence.
	Rank		
Safety	Road Safety	The proposed route requires 1 turning motion and interacts with 4 major and 2 moderate junctions.	The proposed scheme will require 3 turning motions and interacts with 3 major and 4 moderate junctions.
	Rank		
	Archaeological, Architectural and Cultural Heritage	No designated sites affected. No specific archaeological potential identified. Where widening into green spaces / verges along route, these areas have already been disturbed by tree-planting / previous development, which has reduced any inherent archaeological potential.	No designated sites affected. Areas proposed for road widening have been previously disturbed by development / tree-planting etc, which has reduced any inherent archaeological potential. No specific archaeological potential identified in the small greenfield area proposed for the new connection, which has been at least partly disturbed during the construction of the adjacent buildings.
	Rank		
	Biodiversity	Approximately 37 trees arond the Loughmahon Link Road would be required to be removed to allow for the road widening. From Skehard road approximataly 23 trees would need to be removed along the route to allow for road widening. The potential to plant new trees in green verges along the route is high along Skehard Road.	The proposed scheme requires a new link to be built connecting Loughamhon Link Road and Bessboro Castle Access Road. This new link along with the additional widening of Bessboro Castle Access road and Bessboro road requires the removal of approximately 75 trees. The construction of this new link road will also affect approximately 1200m^2 of dense woodland From Skehard road approximataly an additional 10 trees would need to be moved along the route to allow for road widening. The potential to replant the trees removed for this scheme are medium, while it is feasible along Skehard road.
	Rank		

Stage 2		Section 2 - Mahon - Beaumont - Ballinlough	
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**
Environment	Soils and Geology	The proposed scheme requires no new links or structures. The road would be widened at the junction of Loughmahon Link Road/ Skehard Road and minor sections of Skehard Road would require widening however, for the majority of the route, the proposed cross-section would fit between the existing boundaries. Both schemes require some road widening along areas of Skehard Road and Churchyard Lane.	The proposed scheme requires a new link from Loughamhon Link Road to Bessboro Castle access Road which would require significant earthworks. The new link would also require a bridge over the existing Blackrock Greenway. Additionally, road widening along Bessboro Castle Acess and Bessboro Road is required, Both schemes require some road widening along areas of Skehard Road and Churchyard Lane.
	Rank		
	Water Resources	Neither of the schemes pass over or adjacent to waterways.	Neither of the schemes pass over or adjacent to waterways.
	Rank		
	Landscape and visual	The road would be widened at the junction of Loughmahon Link Road/ Skehard Road and minor sections of Skehard Road would require widening however, for the majority of the route, the proposed cross-section would fit between the existing boundaries. There would be low impact of affected views as there is already a bus route going through the area, and no vegetation is likely to be removed.	The proposed route requries road widening along Bessboro Castle Access Road, Bessboro Road, and to a lesser extent on Skehard Road, and Churchyard Lane. There is likely to be no to little impact on the views of nearby properties, however this proposed route brings the bus route over the existing greenway and creates a new bridge over the greenway, having a high impact on the path in that area. Additionally, the new connection would result in a loss of trees and vegetation.
	Rank		
	Noise, vibration and air quality	The routes follow an existing bus route and well traveled road way. The impact on noise, vibration, and air quality should be low.	The routes would create a new bus route and road widening would result in the road being closer to sensitive receptors. The impact on noise, vibration, and air quality would be high.
	Rank		
	Land Use and Built Environment	This route would using the existing road corridor along Loughmahon Link Road, Skehard Road and Churchyard Lane and there would be negligeble impact on the built environment. Some public and private land take would be required for the route, however, the required cross-section would generally align between the existing boundaries.	The route would create a new link using a bridge structure connecting Loughmahon Link Road and Bessboro Castle Access Road. The route would continue on Bessboro Castle Access Road and connect with Bessboro Road before linking with Skehard Road, where the remainder of the route is the same as option 1. For this assessment, it has been assumed that a significant level of private landtake would be required to facilitate the scheme. As the impact on privately held land would be higher on this option, it has scored worse under this criterion.
	Rank		

Stage 2		Section 3 -Beaumont - Ballinlough - City Centre				
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**	**Route 3**	**Route 4**	**Route 5**
Economy	Capital Cost	Total - €16M Indicative Scheme Infrastructure Works Cost - €9M Private Land Costs - €7M	Total - €16.5M Indicative Scheme Infrastructure Works Cost - €15M Private Land Costs - €1.5M	Total - €13M Indicative Scheme Infrastructure Works Cost - €11M Private Land Costs - €2M	Total - €12M Indicative Scheme Infrastructure Works Cost - €10M Private Land Costs - €2M	Total - €12M Indicative Scheme Infrastructure Works Cost - €10M Private Land Costs - €2M
	Rank					
	Average Journey Time	This scheme has a total length of approx. 2.84 km and from initial journey time calculations, would take an average of **10 - 11 mins.**	This scheme has a total length of approx. 2.74 km and from initial journey time calculations, would take an average of **13 - 14 mins**.	This scheme has a total length of approx. 2.4 km and from initial journey time calculations, would take an average of **11 - 12 mins.**	This scheme has a total length of approx. 2.63 km and from initial journey time calculations, would take an average of **10 - 11 mins.**	This scheme has a total length of approx. 2.37 km and from initial journey time calculations, would take an average of **11 - 12 mins.**
	Rank					
	Journey Time Reliability	The proposed route has dedicated bus lanes for the entire route.	The proposed route has dedicated bus lanes for 40% of the route. Through the use of bus gates, the other 60% is bus priority.	The proposed route has dedicated bus lanes for 50% of the route. Through the use of bus gates, the other 50% is bus priority.	The proposed route has dedicated bus lanes for 60% of the route. Through the use of bus gates, the other 40% is bus priority.	The proposed route has dedicated bus lanes for 50% of the route. Through the use of bus gates, the other 50% is bus priority.
	Rank					
Integration	Land Use Integration	The proposed route serves would serve a planned stragetic housing devolpment on the N27. It would enhance the economic opportunity of the area by providing improved sustainable travel facilities. It aligns with priority measures outlined in CMATS.	The proposed route serves no current or proposed developments and it aligns with the indicative route map but does not align with the priority measures outlined in CMATS. It would however, enhance the economic opportunity of the area by improving sustainable travel facilities.	'The proposed route serves would serve a planned stragetic housing devolpment on the N27. It would enhance the economic opportunity of the area by providing improved sustainable travel facilities. It aligns with the indiactive route map and partially aligns with priority measures outlined in CMATS.	The proposed route serves would serve a planned stragetic housing devolpment on the N27. It would enhance the economic opportunity of the area by providing improved sustainable travel facilities. It aligns with the indiactive route map and partially aligns with priority measures outlined in CMATS.	The proposed route serves would serve a planned stragetic housing devolpment on the N27. It would enhance the economic opportunity of the area by providing improved sustainable travel facilities. It aligns with the indiactive route map and partially aligns with priority measures outlined in CMATS.
	Rank					
	Residential Catchment					
	400m (5 mins)	5267	6760	5161	5161	5161
	800m (10 mins)	13086	17090	12132	12132	12132
	1200m (15 mins)	28198	30120	26204	26204	26204
	Employment Catchment					
	400m (5 mins)	4739	4080	4773	4773	4773
	800m (10 mins)	14501	13310	14183	14183	14183
	1200m (15 mins)	24832	24680	24500	24500	24500
	Total residential and employment (10 mins)	90623	96040	86953	86953	86953
	Rank					
	Transport Integration	The proposed route upgrades the existing bus route in the area. It does not connect with any major travel hub. General traffic movements would remain the same. This route does not use bus gates to create access only areas and doesn't impact the motion of general traffic, leading to the better scoring.	The proposed route upgrades the existing bus route in the area. It does not connect with any major travel hub. Through the use of a bus gate at the junction of Churchyard Lane and Ballinlough Road, general traffic will be restriction to allow bus priority. Douglas Road would also be made one way outbound only for general traffic. Due to the large changes made on Ballinlough Road and Douglas Road for general traffic, this option scores poorly.	The proposed route upgrades the existing bus route in the area. It does not connect with any major travel hub. Through the use of three bus gates on Churchyard Lane and Boreenmanna Road, sections of Ballinlough Road would be make into access only and prevents through traffic. Due to the use of bus gates and the impact they would have on general traffic in the area this option scores worse.	The proposed route upgrades the existing bus route in the area. It does not connect with any major travel hub. Through the use of two bus gates on Churchyard Lane and Boreenmanna Road, sections of Ballinlough Road would be make into access only and prevents through traffic. Due to the use of bus gates and the impact they would have on general traffic in the area this option scores worse.	The proposed route upgrades the existing bus route in the area. It does not connect with any major travel hub. Through the use of two bus gates on Churchyard Lane and Boreenmanna Road, sections of Ballinlough Road would be make into access only and prevents through traffic. Due to the use of bus gates and the impact they would have on general traffic in the area this option scores worse.
	Rank					
	Cyclist Integration	The proposed cycle route is identified as a primary cycle route in CMATS and the Cork Cycle Network Plan. It would create a fully segregated route on Churchyard Lane and Boreenmanna Road. The route would join quiet streets and a new ped/cycle bridge over the N27 to tie into proposed dedicated facilities on Anglesea Street. All proposed routes use the same cycle route.	The proposed cycle route is identified as a primary cycle route in CMATS and the Cork Cycle Network Plan. It would create a fully segregated route on Churchyard Lane and Boreenmanna Road. The route would join quiet streets and a new ped/cycle bridge over the N27 to tie into proposed dedicated facilities on Anglesea Street. All proposed routes use the same cycle route.	The proposed cycle route is identified as a primary cycle route in CMATS and the Cork Cycle Network Plan. It would create a fully segregated route on Churchyard Lane and Boreenmanna Road. The route would join quiet streets and a new ped/cycle bridge over the N27 to tie into proposed dedicated facilities on Anglesea Street. All proposed routes use the same cycle route.	The proposed cycle route is identified as a primary cycle route in CMATS and the Cork Cycle Network Plan. It would create a fully segregated route on Churchyard Lane and Boreenmanna Road. The route would join quiet streets and a new ped/cycle bridge over the N27 to tie into proposed dedicated facilities on Anglesea Street. All proposed routes use the same cycle route.	The proposed cycle route is identified as a primary cycle route in CMATS and the Cork Cycle Network Plan. It would create a fully segregated route on Churchyard Lane and Boreenmanna Road. The route would join quiet streets and a new ped/cycle bridge over the N27 to tie into proposed dedicated facilities on Anglesea Street. All proposed routes use the same cycle route.
	Rank					
	Pedestrian Integration	The proposed route would upgrade the existing infrastructure for pedestrians and improvements would be made to include pedestrian crossing facilities all junctions and bus stop users would be catered for through dedicated or nearby controlled crossing facilities. The route is not identified as a strategic route in CMATS. This route is identified as the best route for pedestrians as it improves the facilites for pedestrians along the entire route.	The proposed route would keep the existing infrastructure for pedestrians as is on Ballinlough Road and Belair Estate. An upgrade to existing facilities would be provided on Douglas Road and Anglesea Street. Douglas Road is identified as a strategic walking route in CMATS.	The proposed route would keep the existing infrastructure on Ballinlough Road, Willow Lawn and Oakfield Lawn. An upgrade to existing facilities on Boreenmanna Road would be completed from Willow Lawn to the junction with the N27. The route is not identified as a strategic route in CMATS.	The proposed route would keep the existing infrastructure on Ballinlough Road and Oakfield Lawn. An upgrade to existing facilities on Boreenmanna Road would be completed from Oakfield Lawn to the junction with the N27. The route is not identified as a strategic route in CMATS.	The proposed route would keep the existing infrastructure on Ballinlough Road and Willow Lawn. An upgrade to existing facilities on Boreenmanna Road would be completed from Willow Lawn to the junction with the N27. The route is not identified as a strategic route in CMATS.
	Rank					
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Key trip attractors include Páirc Ui Rinn GAA Grounds, Cork Constitution Rugby Gorunds, Beaumont Park, Ballinlough Park, 5 Primary Education schools, Elderwood Housing Complex, the recently developed Aylesbury Residential development and The Elysian / Tower retail/commercial/residential area. On balance this route is considered to score higher than most others as it picks up residential, education, commercial and leisure facilities.	Key trip attractors include Ballinlough Sports field, Ballinlough Park, Ballinlough Village Centre, 2 primary education schools, St. Finbarr's Hospital, City General Hospital, South Infirmary Victoria University Hospital and the Elysian Tower retail/commercial/residential area. On balance this route is considered to score higher to most others as it picks up three hospitals along with residential, educationsla, retail and leisure facilities.	Key Trip Attractors include Ballinlough Sports Field, Ballinlough Park, 3 primary educations schools, and The Elysian / Tower retail/commercial/residnetial area.	Key Trip Attractors include Ballinlough Sports Field, Ballinlough Park, 3 primary educations schools, and The Elysian / Tower retail/commercial/residnetial area.	Key Trip Attractors include Ballinlough Sports Field, Ballinlough Park, 3 primary educations schools, and The Elysian / Tower retail/commercial/residnetial area..
	Rank					

Stage 2		Section 3 -Beaumont - Ballinlough - City Centre				
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**	**Route 3**	**Route 4**	**Route 5**
	Deprived Geographic Areas	The majority of the areas served by the proposed route are considered marginally above average or affluent.	The majority of the areas served by the proposed route are generally considered to be marginally above average. A small section is considered maginally below average or affluent. On balance, this option picks up more areas which are classified as marginally below average.	The majority of the areas served by the proposed route are considered affluent or marginally above average. Two small sections of the route are considered to be marginally below average affluence	The majority of the areas served by the proposed route are considered affluent or marginally above average. A small section is considered to be marginally below average affluence	The majority of the areas served by the proposed route are considered affluent or marginally above average. A small section is considered to be marginally below average affluence
	Rank					
Safety	Road Safety	The proposed route requires 1 turning motion and interacts with 3 junctions, 2 major and 1 minor.	The proposed route requires 3 turning motions and interacts with 4 major and 2 minor junctions.	The proposed route requires 5 turning motions and interacts with 4 minor and 1 major junctions.	The proposed route requires 3 turning motions and interacts with 1 major and 2 minor junctions.	The proposed route requires 3 turning motions and interacts with 3 junctions, 1 major and 2 minor.
	Rank					
Environment	Archaeological, Architectural and Cultural Heritage	No designated sites affected. No impact to adjacent ACA (Nos 1-13 Railway Cottages, Anglesea St). Route traverses zone of archeological potential for a souterrain (CO074-133), which has been fully excavated, and a graveyard, which is enclosed & c. 30m away (CO074-065). While neither site would be directly affected, there is slight potential for associated archaeological features surviving sub-surface, which may be disturbed if road-widening is required in these areas.	No impact to adjacent Douglas Rd - Northwest ACA (along SW side of Douglas Rd). No impact to adjacent ACA (Annevile Ballinlough Road). No other designated sites would be affected and no specific archaeological potential identified.	No designated sites would be affected and no specific archaeological potential identified. No impact to adjacent ACA (Nos 1-13 Railway Cottages, Anglesea St).	No designated sites would be affected and no specific archaeological potential identified. No impact to adjacent ACA (Nos 1-13 Railway Cottages, Anglesea St).	No designated sites would be affected and no specific archaeological potential identified. No impact to adjacent ACA (Nos 1-13 Railway Cottages, Anglesea St).
	Rank					
	Biodiversity	The proposed route requires the removal of 10 trees from the sides of Churchyard lane, and 62 trees from Boreenmanna road. The possibility to replant trees is high because of existing open green space along the verge. The route passes by no SACs, SPA's, or pNHAs. Widening into Beaumont Quarry would be required some land take of an area defined in the Cork City Development Plan as an area of High Value Landscape. Existing trees in this area can however, be retained.	The proposed route requires the removal of approximetaly 10 trees along Douglas Road and a further 12 along Southern Road. The possibility to replant trees is low due to constraints of space along Douglas Road and Southern Road. The route passes by no SACs, SPA's, or pNHAs.	The proposed route reqires the removal of 6 trees along Boreenmanna Road at the junction of Boreenmanna and Willow Lawn in addition to this a further 21 trees need to be removed from Boreenmanna Road. No additional Greenery would be removed for the construction of this route. The possibility to replant trees is high because of existing green space along the verge. The route passes by no SACs, SPA's, or pNHAs.	The proposed route reqires the removal of 6 trees along Boreenmanna Road at the junction of Boreenmanna and Willow Lawn in addition to this a further 30 trees need to be removed from Boreenmanna Road. No additional Greenery would be removed for the construction of this route. The possibility to replant trees is high because of existing green space along the verge. The route passes by no SACs, SPA's, or pNHAs.	The proposed route reqires the removal of 21 trees along Boreenmanna Road. No additional Greenery would be removed for the construction of this route. The possibility to replant trees is high because of existing green space along the verge. The route passes by no SACs, SPA's, or pNHAs.
	Rank					
	Soils and Geology	No new structures or links are required to be built along the route for the dedicated bus facilities. A new structure would be required to facilitate cyclists over the N27 from Rockboro Road to Hibernian Road. Road widening would be required along Churchyard Lane and Boreenmanna Road, to provide the dedicated bus and cycle lanes along those sections of the route. The areas being widened into are not industrial, and have low risk of contamination, however, on Churchyard Lane, widening into the old Beaumont Quarry would be required which may need more earthworks than other routes. This option requires the most widening/land aquisition over the route compared to other routes, however, the construction of bus gates is not required.	A new structure/widening of the existing structure over the N27 on Douglas Road would be required to facilitate pedestrians on the bridge. A new structure would also be required to facilitate cyclists over the N27 from Rockboro Road to Hibernian Road. This route requires a new bus gate to be build at the junction of Ballinlough Road and Churchyard Lane. Widening/land aquisition would be required on areas of Douglas Road.	No new structures or links are required to be built along the route for the dedicated bus facilities. A new structure would be required to facilitate cyclists over the N27 from Rockboro Road to Hibernian Road. This route would require three new bus gates to be built, to make Ballinlough Road access only. A new link would also need to be created to link Oakfiled Lawn and Boreenmanna Road. Given the level difference, excavation and earthworks would be required to create this link. Additonally, local road widening would be needed on Boreenmanna road to allow for dedicated bus lanes and cycle lanes. This option requires the most gates, some road widening and a new link between Oakfield Lawn and Boreennmanna Road.	No new structures or links are required to be built along the route for the dedicated bus facilities. A new structure would be required to facilitate cyclists over the N27 from Rockboro Road to Hibernian Road. This route would require three new bus gates to be built, to make Ballinlough Road access only. A new link would also need to be created to link Oakfiled Lawn and Boreenmanna Road. Given the level difference, excavation and earthworks would be required to create this link. Additonally, local road widening would be needed on Boreenmanna road to allow for dedicated bus lanes and cycle lanes.	No new structures or links are required to be built along the route for the dedicated bus facilities. A new structure would be required to facilitate cyclists over the N27 from Rockboro Road to Hibernian Road. This route would require two new bus gates to be built, to make Ballinlough Road access only. Additonally, local road widening would be needed on Boreenmanna road to allow for dedicated bus lanes and cycle lanes. This option scores better than the other options due to a smaller section of roading needing localised widening on Boreenmanna Road .
	Rank					
	Water Resources	No Route passess over or is adjacent to any bodies of water.	No Route passess over or is adjacent to any bodies of water.	No Route passess over or is adjacent to any bodies of water.	No Route passess over or is adjacent to any bodies of water.	No Route passess over or is adjacent to any bodies of water.
	Rank					
	Landscape and visual	The proposed route widens Churchyard Road and Boreenmanna Road for bus lanes. This includes widening into Beaumont Park which is designated as an area of High Landscape Value in the Cork City Development Plan. Similarly, widening would be required into Ballinlough Park which is defined as Public Open Space. Local views would see the removal of some trees blocking the road.	This route option does not propose road widening for bus lanes on Ballinlough Road or Bellair Estate. Some road widening would be required on Douglas Road, however, it would not impact on the Architectural Conservation Areas along the route.	This route option does not propose road widening for bus lanes on Ballinlough Road or Oakfield Lawn and Willow Lawn. A new link would be created connecting Oakfield Lawn and Boreenmanna Road. 'Once the proposed route joins Boreenmanna Road, local road widening would be required. Local views would see the removal of trees blocking the road. This route option does not affect any Public Open Spaces or High Value Landscapes as defined in the Cork City Development Plan.	This route option does not propose road widening for bus lanes on Ballinlough Road and Oakfield Lawn. A new link would be created connecting Oakfield Lawn and Boreenmanna Road. 'Once the proposed route joins Boreenmanna Road, local road widening would be required. Local views would see the removal of trees blocking the road. This route option would require widening into Ballinlough Park which is identified as a Public Open Space in the Cork City Development Plan.	This route option does not propose road widening for bus lanes on Ballinlough Road and Willow Lawn. . 'Once the proposed route joins Boreenmanna Road, local road widening would be required. Local views would see the removal of trees blocking the road. This route option does not affect any Public Open Spaces or High Value Landscapes as defined in the Cork City Development Plan.
	Rank					
	Noise, vibration and air quality	Local Road widening would be required for this route option. The dedicated bus facilities would generally fit within the existing carriageway width. The widening would be carried out generally to facilitate pedestrian and cycle facilities; as such, noise, vibrartion, and air quality would remain simliar to current conditions.	This route option does not propose road widening for bus lanes on Ballinlough Road or Bellair Estate. Some road widening would be required on Douglas Road predominantly for pedestrian and cycle facilities however, in one small area, widening would be required to facilitate dedicated bus facilities which would move the traffic closer to some sensitive receptors.	This route option does not propose road widening for bus lanes on Ballinlough Road, Oakfield Lawn or Willow Lawn. Some road widening would be required on Boreenmanna Road predominantly for pedestrian and cycle facilities; as such, noise, vibrartion, and air quality would remain simliar to current conditions.	This route option does not propose road widening for bus lanes on Ballinlough Road and Oakfield Lawn. Some road widening would be required on Boreenmanna Road predominantly for pedestrian and cycle facilities; as such, noise, vibrartion, and air quality would remain simliar to current conditions.	This route option does not propose road widening for bus lanes on Ballinlough Road and Willow Lawn. Some road widening would be required on Boreenmanna Road predominantly for pedestrian and cycle facilities; as such, noise, vibrartion, and air quality would remain simliar to current conditions.
	Rank					

Stage 2		Section 3 -Beaumont - Ballinlough - City Centre				
Assessment Criteria	**Sub-Criteria**	**Route 1**	**Route 2**	**Route 3**	**Route 4**	**Route 5**
	Land Use and Built Environment	The route would use the existing road corridors of Churchyard Lane, Boreenmanna Road and the N27, therefore there is only a minor impact on land use character and built environment as the route would mainly result in the reallocation of existing road space. Local road widening would be required in areas throughout this route, resulting in land aquistition of public and private land. Widening would predominatly be required for pedestrian and cycle facilities. The route would also results in the removal of formal and informal road side parking on areas of Boreenmanna Road, including parking at Pairc Ui Rinn to facilitate the dedicated bus facilities. Some landtake from Ballinlough Park would also be required. As the impact on privately held land and parking is higher compared to other routes, this option has scored worse under this criterion.	This route option uses the existing route corridors. It does not propose road widening for bus lanes on Ballinlough Road or Bellair Estate. Some road widening would be required on Douglas Road predominantly for pedestrian and cycle facilities however, in some areas, widening would be required through private land aquisition to facilitate dedicated bus facilities. The dedicated bus facilities on Douglas Road would result in the loss of formal on-street parking for residents; private land aquisition would be required from home and business owners. Land aquisition would also be required from the HSE to create a dedicated parking area for local residents, where on-street parking has been removed. As the impact on privately held land is higher compared to other routes, this option has scored worse under this criterion.	This route option uses the existing route corridors, therefore there is only a minor impact on land use character and built environment. This route option does not propose road widening for bus lanes on Ballinlough Road, Oakfield Lawn or Willow Lawn. A new link would be required linking Oakfield Lawn and Boreenmanna Road, which would require land aquistion from a local business. Some road widening would be required on Boreenmanna Road predominantly for pedestrian and cycle facilities. The route would also results in the removal of formal and informal road side parking on areas of Boreenmanna Road, but not to the same extend as route 1, therefore this route option scores better.	This route option uses the existing route corridors, therefore there is only a minor impact on land use character and built environment. 'This route option does not propose road widening for bus lanes on Ballinlough Road or Oakfield Lawn. A new link would be required linking Oakfield Lawn and Boreenmanna Road, which would require land aquistion from a local business. Some road widening would be required on Boreenmanna Road predominantly for pedestrian and cycle facilities. Some land take would also be required from Ballinlough Park. The route would also results in the removal of formal and informal road side parking on areas of Boreenmanna Road, but not to the same extend as route 1, therefore this route option scores better.	This route option uses the existing route corridors, therefore there is only a minor impact on land use character and built environment. This route option does not propose road widening for bus lanes on Ballinlough Road or Willow Lawn. Some road widening would be required on Boreenmanna Road predominantly for pedestrian and cycle facilities. The route would also results in the removal of formal and informal road side parking on areas of Boreenmanna Road, but not to the same extend as route 1, therefore this route option scores better.
	Rank					