BusConnects Infrastructure Cork

Volume B Appendices Orbital Route

National Transport Authority

Quality information

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Volume B Appendicies

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West Sector

Table 5.1. Stage 1 Option Assessment – Section 1

Link No.	Road Characteristics	Comments	Pass/Fail
51_001	Regional Road	Saint Anthony Park; from the proposed Northern Distributor Road to the Entrance to Apple Hollyhill. The link consists of a single carriageway in each direction as well as protected cycle lanes in each direction. The proposed route has been identified within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_002	Residential Road	Tadhg Barry Road; from the junction with Harbour View Road to the Entrance to Apple Hollyhill. The link consists of a single carriageway in each direction as well as protected cycle lanes in each direction. The proposed route forms part of an existing bus route.The proposed route has been identified within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_003	Residential Road	Harbour View Road; from Tadhg Barry Road to Blarney Street.The link consists of a single carriageway in each direction.There are no bus lanes or cycle lanes on the link. The proposed route forms part of an existing bus route.The proposed route has been identified within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_004	Urban Road	Blarney Road; from Shanakiel Road to Harbour View Road.The link consists of a single carriageway in each direction.There are no bus lanes or cycle lanes on the link. The proposed route forms part of an existing bus route.The proposed route has been identified within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_005	Urban Road	Shanakiel Road; from Blarney Road to junction with Beech Tree Avenue.The link consists of a single carriageway in each direction.There are no bus lanes or cycle lanes on the link.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		The proposed route forms part of an existing bus route.The proposed route has been identified within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
51_006	Urban Road	Shanakiel Road; from Sundays Well Road to junction with Beech Tree Avenue.The link consists of a single carriageway in each direction.There are no bus lanes or cycle lanes on the link. The proposed route forms part of an existing bus route.The proposed route has been identified within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_007	Regional Road	Sundays Well Road; from the junction with Western Road junciton to the junction with Sanakiel Road.The link consists of a single carriageway in each direction with on-street parallel (disc) parking on the northern side of the carriageway.There are no bus lanes or cycle lanes on the link. The proposed route forms part of an existing bus route.The proposed route has been identified within CMATS as a cycle route. The potential to widen the existing carriageway is limited due to the proximity of the river to the south and the properties on the northern side of the carriageway. As the road moves away from the river it goes up a steep incline and has additional properties on the southern side of the road which further limits the potential for road widening. As this is the only existing link crossing the river Lee within the study area it is proposed to be carried forward to Stage 2 Assessment.	Pass
51_008	Regional Road	Western Road (R846); from junction with the N22, Victoria Crross Road and Western Road to the junction with the Lee Road and Sunday's Well Road.This link is a single carriageway link with an additional turning lanes in the southbound direction on approach to the junction with the N22. There is on-street parallel parking (Disc) on the western side of the carriageway. The link also includes a bridge structure over the River Lee.There are currently no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space. Width of bridge crossing is a constraint however as this is the only existing vehicular river crossing in this location this link will be carried forward to Stage 2 Assessment.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
51_009	National Road	Victoria Cross Road (N22); from Victoria Cross to the junction with the Western Road.This link is a dual Cariageway including a bridge structure over the River Lee. There are currently no bus lanes or cycle lanes on the route. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space. This link will be carried forward to Stage 2 Assessment.	Pass
51_010	National Road	Carrigrohane Road (N22); entrance to Cork County Hall to Victoria Cross.This link is a single carriageway with an outbound advisory cycle lane and an inbound bus lane which transitions into a right turn lane in advance of Victoria Cross. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_012	National Road	Carrigrohane Road (N22); junction with Inchigaggin Lane to the Carrigrohane Road car park. This is a wide single carriageway with advisory cycle lanes and an inbound bus lane for part of the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_011	National Road	Carrigrohane Road (N22); junction with the Carrigrohane Road car park to the entrance to Cork County Hall.This is a wide single carriageway with advisory cycle lanes and an inbound bus lane for part of the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_013	Proposed Regional Road	Northern Distributor Road; from Carrigrohane Road to Saint Anthony's Park.This proposed link will consists of a lane each direction for both private vehicles and public transport. There will also be cycle lanes in each direction. A new bridge will be constructed over the River Lee to facilite the link crossing the river. The proposed route has been identified within CMATS as a cycle route. The project is currently in the planning	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		phase. This link will be carried forward to Stage 2 Assessment.	
51_014	Rural Road	Inchigaggin Lane; from the junction with the Model Farm Road (R608) to the junction with Carrigrohane Road (N22). This is a narrow single carriageway link with protected structures on either side of the link and no existing footpaths. There are no dedicated bus or cycle lanes on this route, and this route is not identified as a cycle route within CMATS.Potential to provide bus priority through relocation of existing road space and road widening. Impacts upon heritage would need to further consideration. This link will be carried forward to Stage 2 Assessment.	Pass
51_015	Regional Road	Model Farm Road (R608); from the junction with Rossa Avenue to the junction with Inchigaggin Lane.This is single carriageway link with advisorary cycle lanes for part of the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_016	Regional Road	Model Farm Road; Rossa Avenue junction to Parkway Drive/IDA Park junction.The link consists of a single carriageway in both directions. The link has a raised inbound cycle path as well as a left trun filter lane approaching the Rossa Avenue junction. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_017	Regional Road	Model Farm Road; Farrenlea Park junction to Parkway Drive/IDA Park junction.The link consists of a single carriageway in both directions. The link has a raised inbound cycle path as well as a left trun filter lane approaching the Parkway Drive junction. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

2. Appendix 2.2 West Sector Stage 1 Section 2

West Sector

Table 5.2 Stage 1 Option Assessment – Section 2

Link No.	Road Characteristics	Comments	Pass/Fail
51_018	Regional Road	Model Farm Road; Bishopstown Avenue junction to Farranlea Park junction. The link consists of a single carriageway in both directions.There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_019	Residential Road	Farranlea Park; Junction with Model Farm Road to Farranlea Road. The link consists of a single carriageway in both directions with on street parallel (disk) parking on both sides of the road.There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_020	Residential Road	The Orchard / Farranlea Grove; from Farranlea Park to Farranlea Road.The link consists of a narrow single carriageway in both directions with parallel on-street residential parking on the northern side of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_021	Residential Road	Farranlea Road; Junction with Farranlea Park to junction with Farranlea Grove.The link consists of a single carriageway in both directions with on street parallel (disk) parking on both sides of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_022	Residential Road	Farranlea Road; Junction with Farranlea Grove entrance to Cork County Hall. The link consists of a single carriageway in both directions with on street parallel (disk) parking on North side of the road. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
51_023	Internal access road	Internal Cork County Hall Road from Farranlea Road to Carrigrohane Road.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_024	Residential Road	Farranlea Road; entrance to Cork County Hall to Junction with Victoria Cross Road.The link consists of a single carriageway in both directions with on street parallel (disk) parking on South side of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_025	Regional Road	Victoria Cross (R641); from Farranlea Road junction to Victoria Cross.This link consists of a dual carriageway in both directions. There are no bus lanes or cycle lanes on the linkThe link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_026	Regional Road	Victoria Cross (R641); from Dennehy's Cross to Farrenlea Road Junction.The link consists of a single carriageway northbound and a dual carriageway southbound. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_027	Regional Road	Model Farm Road; Bishopstown Avenue junction to Dennehy's Cross.The link consists of a single carriageway in both directions with an outbound advisory cucle lane for part of the link. There is also a right turn lane on approach to Dennhey's Cross. There are no bus lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
51_028	Residential Road	Bishopstown Avenue; The Ridgeway Junction to the junction with Model Farm Road.The link consists of a single carriageway in both directions with on street parallel (disc) parking on either side of the carriageway. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_029	Residential Road	The Ridgeway; Laburnum Lawn to Bishopstown Avenue junction.The link consists of a single carriageway in both directions with on street parallel (disc) parking on either side of the carriageway. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_030	Residential Road	Laburnham Lawn; Laburnham Park junction to Wilton Road junction. The link consists of a single carriageway in both directions with on street parallel (disc) parking on either side of the carriageway.There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_031	Residential Road	Laburnham Park; CUH car park access road to The Ridgeway junction. The link consists of a single carriageway in both directions with on street parallel (disc) parking on either side of the carriageway. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_032	Residential Road)	Bishopstown Avenue; Laburnum Park Junction to The Ridgeway Junction.The link consists of a single carriageway in both directions with on street parallel (disc) parking on either side of the carriageway. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_033	Hospital, internal road	CUH Internal road from roundabout with CUH to Laburnum Park Junction.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link.Potential to provide bus priority through relocation of	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
51_034	Hospital, internal road	CUH Internal road from Wilton Shopping Centre / Bishopstown Road junction to roundabout within CUH.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_035	Hospital, internal road	CUH Internal road from Wilton Shopping Centre / Bishopstown Road junction to Wilton Roundabout Junction.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an exisitng bus route Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_036	Regional Road	Wilton Road (R641); from the emergency/bus access to CUH to the junction with Liam Lynch Park.The link consists of a single carriageway in both direction and an additional nothbound bus lane. There are no cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_037	Regional Road	Wilton Road (R641); from the Liam Lynch Park junction to the Wilton Gardens junctionThe link consists of a single carriageway in both direction and an additional nothbound bus lane. There are no cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_038	Regional Road	Wilton Road (R641); from the Wilton Gardens junction to Dennehy's Cross.The link consists of a single carriageway in both direction and an additional nothbound bus lane which transistions into a a right turn lane on approach to Dennehy's Cross. There are no cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		and road widening. This link will be carried forward to Stage 2 Assessment.	
51_039	Regional Road	Magazine Road; from Dennehys Cross to the junction with College Road.The link consists of a single carriageway in both directions with an additional right turning lane on approach to Dennehy's Cross from the East. There in on-street prallel (parking) parking on the northern side of the carriageway. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_040	Residential Road	College Road; from Magazine Road to the junction with Orchard Road. The link consists of a narrow single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_041	Regional Road	Magazine Road; from the junction with College Road to the Lima Road junction. The link consists of a narrow single carriageway in both. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_042	Residential Road	College Road; from the junction with Orchard Road to the junction with St Francis Avenue.The link consists of a narrow single carriageway in both directions.There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_043	Residential Road	Orchard Road; from College Road to Victoria Cross Road. The link consists of a single carriageway in both directions as well as on-street parallel (disc)parking on the northern side of the road. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
51_044	Residential Road	St. Francis Avenue; from College Road to Magazine Road.The link consists of a narrow single carriageway in both directions with parallel on-street (disc) parking on the eastern side of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_045	Residential Road	College Road; from the junction with St Francis Avenue to the junction with St Claire's Avenue.The link consists of a narrow single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_046	Residential Road	St Clare's Avenue; from College Road to Magazine Road. The link consists of a narrow single carriageway in both directions with parallel on-street (disc) parking on both sides of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_047	Regional Road	Magazine Road; Lima Lawn junction to the junction with Kilcrea Park. The link consists of a narrow sigle carriageway in both directions with parallel on-street (disc) parking on the southern side of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_048	Regional / Residential Road	Magazine Road; from the junction with Kilcrea Park to the junction with Coolgarten Park.The link consists of a narrow single carriageway in both directions with parallel on-street (disc) parking on the southern side of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_049	Regional / Residential Road	Magazine Road; from the junction with Coolgarten Park to the junction with Dorgan's Road.The link consists of a narrow single carriageway in both directions with parallel on-street (disc) parking on the southern side of the road.	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
51_050	Residential Road	Dorgan's Road; from Magazine Road to Glasheen Road.The link consists of a narrow single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_051	Residential Road	Coolgarten Park; from Magazine Road to Glasheen Road.The link consists of an extremely narrow single carriageway in both directions with parallel on-street (disc) parking on the eastern side of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_052	Regional Road	Glasheen Road (R849); Glasheen Park junction to Coolgarten junction. The link consists of a single carriageway in both directions with on street parallel (disc) parking on the nothern side of the road. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_052	Regional Road	Glasheen Road (R849); Coolgarten junction to junction with Hartlands Avenue.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_053	Regional Road	Glasheen Road (R849); Glasheen Park junction to junction with Tara Lawn.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
51_054	Residential Road	Kilcrea Park / Glasheen Park; from Kilcrea Park junction to Glasheen Road.The link consists of a narrow single carriageway in both directions with parallel on-street (disc) parking on the eastern side of the road. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_055	Residential Road	Kilcrea Park; Magazine Road to Kilcrea Park junciton. The link consists of a narrow single carriageway in both directions with parallel on-street (disc) parking on the eastern side of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_056	Residential Road	Kilcrea Park; Lima Lawn to Kilcrea Park junciton. The link consists of a narrow single carriageway in both directions with parallel on-street (disc) parking on the eastern side of the road. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_057	Residential Road	Lima Lawn; from the junction with Kilcrea Park to Magazine Road.The link consists of a narrow sigle carriageway in both directions with parallel on-street (disc) parking on the western side of the road. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_058	Residential Road	School Avenue; from Kilcrea Park / Lima Lawn to Glasheen Road junction.The link consists of a narrow sigle carriageway in both directions with parallel on-street (disc) parking on the eastern side of the road. There is a short one-way system section of the link at the junction between School Avenue and Glasheen Road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_059	Regional Road	Glasheen Road (R849); School Avenue junction to junction with Tara Lawn.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		identified in CMATS as a proposed cycle route.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
51_060	Regional Road	Glasheen Road (R849); School Avenue junction to junction with Clashduv Estate.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_061	Regional Road	Glasheen Road (R849); Clashduv Estate to Roger Casement Park junction. The link consists of a single carriageway in both directions with a right turn lane approaching the junction with Clashduc Estate from the west. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_062	Residential Road	Roger Casement Park; Liam Lynch Park to Glasheen Road.The link consists of an extremely narrow single carriageway in both directions with parallel on-street (disc) parking on the eastern side of the road. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_063	Residential Road	Liam Lynch Park; Wilton Road to junction with Roger asement Park.The link consists of an extremely narrow single carriageway in both directions with parallel on-street (disc) parking on the northern side of the road. There are no bus lanes or cycle lanes on the link.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_064	Residential Road	Liam Lynch Park; Glasheen Road to junction with Roger Casement Park.The link consists of an extremely narrow single carriageway in both directions with parallel on-street (disc) parking on the western side of the road. There are no bus lanes or cycle lanes on the link.Potential to provide bus priority through relocation of	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
51_065	Regional Road	Glasheen Road (R849); Liam Lynch Park junciton to Roger Casement Park junction. The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_066	Regional Road	Glasheen Road (R849); Wilton Roundabout to Liam Lynch Park.The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_067	Regional Road	Wilton Road (R641); from the emergency/bus access to CUH to the junction with Liam Lynch Park.The link consists of a single carriageway in both direction and an additional nothbound bus lane. There are no cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_068	Regional Road	Bishopstown Road (R849); from Wilton Rd Roundabout to CUH / Wilton Shopping Centre Junction. This link consists of 3 to 4 lanes outbound and 2 lanes inbound with an additional inbound bus lanes with a tree lined grass median in between. The link is part of an existing bus route.There are existing advisorary on-road cycle lanes on the link. The link has been identified within CMATS as a proposed cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_069	Regional Road	Bishopstown Road (R849); from CUH / Wilton Shopping Centre Junction to Curraheen Road. The link varies from a 4 lane inbound and 3 lane outbound link to a single carriageway in both directions. The link forms part of an existing bus route and has been identified in CMATS and a proposed cycle route. There are currently no bus lanes or cycle lanes on the	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
51_070	Urban Road	Curraheen Rd; from Bishopstown Road (R849) to the junction with Melbourne Rd. This is a single carriageway link in both directions with right hand turn lanes in places.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. Pinch point exists where carriageway reduces below 20m due to buildings located on either side of the road. This is an existing bus route. This link will be carried forward to Stage 2 Assessment.	Pass
51_071	Urban Road	Melbourne Road; from Curraheen Rd to the junction with Foxford Avenue.This is single carriageway link with protected cycle lanes and a tree lines verge on either side. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_072	Urban Road	Crraheen Road; from Rossa Avenue junction to the junction with Melbourne Road.The link consists of single carriageway in both drections with on street parallel (disc) parking on the northern side of the carriageway.There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_073	Residential Road	Rossa Avenue; from Alendale Avenue to Curraheen Road.The link consists of a one-way south bound carriageway with a northbound contra-flow cycle lanes.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_074	Residential Road.	Allendale Avenue; from Rossa Avenue to Foxford Avenue.The link consists of a narrow single carrigeway	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		in both directions. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
51_075	Residential Road	Foxford Avenue; from Allendale Avenue to Model Farm Road junction. The link consists of a narrow single carrigeway in both directions. The is on street parallel (disk) parking.There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_076	Urban Road	Melbourne Road; from junction with Foxford Avenue to junction with Allendale Drive.This is single carriageway link with protected cycle lanes and a tree lines verge on either side. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_077	Residential Road	Allendale Avenue; from Model Farm Road to Foxford Avenue.The link consists of a narrow single carrigeway in both directions. The is on street parallel (disk) parking.There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_078	Residential Road	Rossa Avenue; from the MTU Access Road to Allendale Avenue Junction. The link consists of a single carriageway in both directions. With advisory cycle lanes in both directions. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
51_079	Residential Road	Rossa Avenue; from the MTU Access Road to Melbourne Road.The link consists of a single carriageway in both directions. With a southbound bus lane and a protected northbound cycle lane. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
51_080	Urban Road	Melbourne Road; from junction with Allendale Drive to junction with Rossa Avenue.This is single carriageway link with protected cycle lanes and a tree lines verge on either side. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_081	MTU Internal Access Road	MTU Internal Acces Road; from the MTU car park entrance to Rossa AvenueThe link consists of a single carriageway in both directions. There is a short bus only section controlled by access gates.There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_082	Urban Road	Rossa Avenue; from junction with Melbourne Road to the roundabout at MTU main access and Leesdale.This is single carriageway link with protected cycle lanes and a tree lines verge on either side. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_083	MTU Internal Access Road	MTU Internal Acces Road; from the Rossa Avenue / Leesdale junction internal MTU car park entrance.The link consists of a single carriageway in both directions with protected cycle lanes in both directions. There are no bus lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
51_084	Urban Road	Rossa Avenue; from the roundabout at MTU main access and Leesdale to the junction with the Model Farm Rod.This is single carriageway link with protected cycle lanes and a tree lines verge on either side. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link.Potential to	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
51_085	Residential Road	Parkway Drive / Leesdale; from MTU / RossaAvenue Roundabout to Model Farm Road.The link consists of a single carriageway in both directions with on street parallel parking on both sides of the road. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

3. Appendix 2.3 North West Sector Stage 1 Section 1

North West

Table 6.1. Stage 1 Option Assessment – Section 1

Link No.	Road Characteristics	Comments	Pass/Fail
52_001	Local Road	Kilmore Heights to Courtown Drive. This is single carriageway link with protected cycle lanes and a tree lined verge on the south side.The link has been identified in CMATS and a proposed cycle route. There are currently no bus lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_002	Local Road	Apple Private Road, David McCarthy Road to Nash's Boreen. This is single carriageway link with protected cycle lanes and a tree lined verge on the south side.The link has been identified in CMATS and a proposed cycle route. There are currently no bus lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_003	Local Road	Apple Private Road, Harbour View Road to Kilmore Heights. The link forms part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus lanes or cycle lanes on the link. Potential to bring bus route through Apple Access Road and car park. Currently the road is restricted to Apple employees. This link will be carried forward to Stage 2 Assessment.	Pass
52_004	Regional Road / Local Road	Proposed Northern Distributor Road to Nash's Boreen, Hollyhill This is single carriageway link with protected cycle lanes and a tree lined verge on the both sides. There is a central island along this route. The link has been identified in CMATS and a proposed cycle route. There are currently no bus lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_005	Local Road	David McCarty Road, Northern Distributor Road to Apple Entrance The link has been identified in CMATS and a proposed cycle route. There are currently no bus lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_006	Local Road	Tadhg Barry Road, Apple Entrance to Harbour View Road. This is a single carriageway link with protected cycle lanes. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
52_007	Local Road	Harbour View Road, Tadhg Barry Road to Hollyhill Lane. This is a single carriageway link with protected cycle lanes. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_008	Local Road	Harbour View Road, Hollyhill Lane to Courtown Drive. This is a single carriageway link with protected cycle lanes. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_009	Local Road	Courtown Drive, Kilmore Heights to Harbour View Road. This is a single carriageway link. The link forms part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential for bus priority to be provided through reallocation of road space, road widening and / or traffic management measures. This link will be carried forward to Stage 2 Assessment.	Pass
52_010	Local Road	Kilmore Heights, Courtown Drive to Knocknaheeney Avenue. The link forms part of an existing bus route and has been identified in CMATS and a proposed cycle route. There are currently no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space, road widening and / or traffic management measures. This link will be carried forward to Stage 2 Assessment.	Pass
52_011	Local Road	Kilmore Road Lower / Churchfield Road, Dunmore Gardens to Knocknaheeny Avenue. The link consists of a wide single carriageway with on-street parking.The proposed route forms part of an existing bus route. The proposed route has been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space, road widening and / or traffic management measures. This link will be carried forward to Stage 2 Assessment.	Pass
52_012	Local Road	Dunmore Gardens, Kilmore Road Lower to Churchfield Road. The link consists of a narrow single carriageway with on-street parking. The proposed route does not form part of an existing bus route.The proposed route has not been identified within CMATS as a proposed cycle route	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
52_013	Local Road	Kilmore Road Lower / Churchfield Road, Killala Gardens to Knocknaheeny Avenue. The link consists of a wide single carriageway with traffic calming measures in place and on-street parking. The proposed route does not form part of an existing bus route.The proposed route has not been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_014	Local Road	Knocknaheeney Ave, Killala Gardens to Kilmore Road Lower. The link consists of a wide single carriageway with on and off street parking.The proposed route forms part of an existing bus route.The proposed route has been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_015	Local Road	Killala Gardens, Knocknaheeney Avenue to Kilmore Road Lower. The link consists of a single carriageway with on street parking. This route contains a cul-de-sac. The proposed route does not form part of an existing bus route.The proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_016	Local Road	Kilmore Road Lower / Churchfield Road, Killala Gardens to Dunmore Gardens. There are no dedicated bus or cycle lanes on this route, and this route is not identified as a cycle route within CMATS. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_017	Local Road	Kilmore Road Lower / Churchfield Road, Dunmore Gardens to Churchfield Way Upper. The link consists of a wide single carriageway with traffic calming measures in place and on-street parking. The proposed route does not form part of an existing bus route. The proposed route has not been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_018	Local Road	Churchfield Road; from the junction with Churchfield way upper to junction with Churchfield Square. The link consists of a wide single carriageway.The proposed route does not form part of an existing bus route. The proposed route has not been identified within CMATS as a proposed cycle route	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
52_019	Local Road	Churchfield Road; from the junction with Churchfield Square to Mount Agnes Road. The link consists of a wide single carriageway. The proposed route does not form part of an existing bus route. The proposed route has not been identified within CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_020	Local Road	Churchfield Avenue, Churchfield Square to Churchfield Road. The link consists of a single carriageway with on and off street parking.The proposed route forms part of an existing bus route. The link does not contain any bus or cycle lanes. The proposed route has not been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_021	Local Road	Churchfield Square, Churchfield Road to Churchfield Square South Churchfield Green. The link consists of a single carriageway with on and off street parking. This route also contains a cul-de-sac. The proposed route does not form part of an existing bus route. The link does not contain any bus or cycle lanes. The proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_022	Local Road	Churchfield Square South, Churchfield Square to Cronin's Field. The link consists of a single carriageway with on and off street parking. The proposed route does not form part of an existing bus route. The link does not contain any bus or cycle lanes. The proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_023	Local Road	Churchfield Square North, Churchfield Square to Cronin's Field. The link consists of a single carriageway with on and off street parking.The proposed route does not form part of an existing bus route. The link does not contain any bus or cycle lanesThe proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_024	Local Road	Churchfield Way Upper. Churchfield Green to Kilmore Road Lower Churchfield Green	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		The link consists of a single carriageway with on and off street parking.The proposed route does not form part of an existing bus route. The link does not contain any bus or cycle lanes. The proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
52_025	Local Road	Churchfield Way Upper. Churchfield Avenue to Churchfield Green. The link consists of a single carriageway with on and off street parking. The proposed route does not form part of an existing bus route. The link does not contain any bus or cycle lanesThe proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_026	Residential Road	Churchfield Green, Ascension Heights to Churchfield Way Upper. The link consists of a single carriageway with on street parking. The proposed route does not form part of an existing bus route.The proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_027	Local Road	Ascension Heights, Knocknaheeney Avenue to Churchfield Green. The link consists of a single carriageway with on street parking. The proposed route does not form part of an existing bus route.The proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_028	Local Road	Churchfield Green, Churchfield Avenue to Ascension Heights. The link consists of a single carriageway with on street parking. The proposed route does not form part of an existing bus route. The proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_029	Local Road	Knocknaheeney Ave, Killala Gardens to Harbour View Road. This is a single carriageway link with advisorary on-road cycle lanes. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
52_030	Local Road	Harbour View Road, Courtown Drive to Knocknaheeney Ave. This is a single carriageway link with advisorary on-road cycle lanes in parts.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential for bus priority to be provided through reallocation of road space, road widening and / or traffic management measures. This link will be carried forward to Stage 2 Assessment.	Pass
52_031	Local Road	St Mary Health Campus, New Road, Harbour View Road to Baker's Road Proposed new road through St Mary's Health Campus. Potentially a suitable route for bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_032	Local Road	Baker's Road, St Mary's Health Campus to Templeacre Avenue. The link consists of a single carriageway in both directions with on-street parking on both sides. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. It has not been identified as a potential CMATS route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_033	Local Road	Baker's Road, St Mary's Health Campus to Cathedral Road. The link consists of a single carriageway in both directions with on-street parking on both sides.There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_034	Local Road	Cathedral Road, Bakers Road to Presentation Road. The link consists of a single carriageway in both directions with on-street parking on both sides. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_035	Local Road	Baker's Road, Orrery Road to Cathedral Road. The link consists of a wide single one way carriageway with steep topography. The proposed route does not form part of an existing bus route. The proposed route has not been identified within CMATS as a proposed cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_036	Residential Road	Orrey Road, Baker's Road to Presentation Road. This is a single carriageway link with parking on either side of the road. The link doesn't form part of an existing bus	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
52_037	Residential Road	Presentation Road, Orrey Road to Cathedral Road. This is a single carriageway link with parking on either side of the road. The link doesn't form part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_038	Residential Road	Orrey Road, Presentation Road to Mount Eden Road This is a single carriageway link with parking on either side of the road. The link doesn't form part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_039	Local Road	Cathedral Road, Presentation Road to Mount Eden Road. The link consists of a single carriageway in both directions with on-street parking on both sides. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_040	Residential Road	Mount Eden Road, Orrey Road to Cathedral Road. This is a single carriageway link with parking on either side of the road.The link doesn't form part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_041	Residential Road	Mount Eden Road, Mount Nebo to Orrey Road. This is a single carriageway link with parking on either side of the road.The link doesn't form part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_042	Residential Road	Mount Nebo Ave, Mount Eden Road to Gurranebraher Road.This is a single carriageway link with parking on either side of the road. The link doesn't form part of an	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
52_043	Local Road	Gurranebraher Road, Mount Nebo Avenue to Cathedral Road. This is a single carriageway link with parking on either side of the road. The link doesn't form part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_044	Local Road	Cathedral Road, Mount Eden Road to Gurranbraher Road.The link consists of a single carriageway in both directions with on-street parking on both sides. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_045	Local Road	Gurranebraher Road, Cathedral Road to Templeacre Avenue. The link consists of a single carriageway in both directions with parking on both sides of the road.There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and but has not been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_046	Local Road	Cathedral Road, Gurranbraher Road to St Enda's Road. The link consists of a single carriageway in both directions with on-street parking on both sides.There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has not been identified as a potential CMATS route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_047	Residential Road	St Enda's Road, Cathedral Road to Templeacre Avenue. The link consists of a single carriageway in both directions with on-street parking on both sides.There are no bus lanes or cycle lanes on the link. It does not form part of an existing bus or cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_048	Local Road	Templeacre Avenue, Gurranebraher Road to St Enda's Road. The link consists of a single carriageway in both directions with on-street parking on both sides. There	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		are no bus lanes or cycle lanes on the link. It does not form part of an existing bus or cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
52_049	Residential Road	St Enda's Road, Templeacre Avenue to Sunvalley Drive. The link consists of a single carriageway in both directions with on-street parking on both sides.There are no bus lanes or cycle lanes on the link. It does not form part of an existing bus or cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_050	Local Road	Gurranebraher Road, Templeacre Avenue to St Colmcille's Road. The link consists of a single carriageway in both directions with parking on both sides of the road. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and but has not been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_051	Local Road	Templeacre Avenue, Mount Eden Road to Gurranebraher Road. The link consists of a single carriageway in both directions with on-street parking on both sides. There are no bus lanes or cycle lanes on the link. It does not form part of an existing bus or cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_052	Residential Road	Mount Eden Road, Cathedral Road to Templeacre Avenue. This is a single carriageway link with parking on either side of the road. The link doesn't form part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_053	Local Road	Templeacre Avenue, Colmcille's Road to Mount Eden Road. The link consists of a single carriageway in both directions with on-street parking on both sides.There are no bus lanes or cycle lanes on the link. It does not form part of an existing bus or cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_054	Local Road	St Colmcillle's Road (Side Road), Colmcille's Road to Templeacre Avenue. The link consists of a single carriageway in both directions with on-street parking on both sides.There are no bus lanes or cycle lanes on the	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		link. It does not form part of an existing bus or cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
52_055	Local Road	Templeacre Avenue, Presentation Road to Colmcille's Road.The link consists of a single carriageway in both directions with on-street parking on both sides. There are no bus lanes or cycle lanes on the link. It does not form part of an existing bus or cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_056	Residential Road	Presentation Road, Cathedral Road to Templeacre Avenue. This is a single carriageway link with parking on either side of the road. The link doesn't form part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_057	Local Road	Templeacre Avenue, Bakers Road to Presentation Road. The link consists of a single carriageway in both directions with on-street parking on both sides. There are no bus lanes or cycle lanes on the link. It does not form part of an existing bus or cycle route The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_058	Local Road	Baker's Road, Templeacre Avenue to St Colmcille's Road. The link consists of a single carriageway in both directions with on-street parking on both sides.There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. It has not been identified as a potential CMATS route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_059	Local Road	Baker's Road, St Colmcille's Road to Harbour View Road. The link consists of a single carriageway in both directions with on-street parking on both sides.There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. It has not been identified as a potential CMATS route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_060	Local Road	St Colmcillle's Road, Baker's Road to St Colmcillle's Road (Side Road). This is a single carriageway link with an eastbound advisorary on-road cycle lane.The link does not form part of an existing bus route. It has been identified in CMATS as a proposed cycle route.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
52_061	Local Road	Harbour View Road, Knocknaheeney Ave to Baker's Road. This is a single carriageway link with an eastbound advisorary on-road cycle lane.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_062	Local Road	Churchfield Avenue, Harbour View Road to Churchfield Green. The link consists of a single carriageway with on and off street parking.The proposed route forms part of an existing bus route. The link does not contain any bus or cycle lanes. The proposed route has not been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_063	Local Road	Churchfield Way Lower, Cronin's Field to St Colmcille's Road. The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place.The proposed route doesn't form part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_064	Local Road	Churchfield Avenue, Churchfield Green to Churchfield Way Upper. This is a single carriageway link. The link forms part of an existing bus route and has not been identified in CMATS as a proposed cycle route. There are currently no bus lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_065	Local Road	Churchfield Avenue Churchfield Way Upper to Churchfield Hill. The link consists of a single carriageway with on and off street parking.The proposed route forms part of an existing bus route. The link does not contain any bus or cycle lanes. The proposed route has not been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_066	Local Road	Churchfield Avenue, Churchfield Hill to Churchfield Square. The link consists of a single carriageway with on and off street parking.The proposed route forms part of an existing bus route. The link does not contain any bus or cycle lanes. The proposed route has not been identified within CMATS as a proposed cycle route	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
52_067	Residential Road	Churchfield Avenue, Churchfield Square South to Churchfield Square North. This is a single carriageway link. The link doesn't form part of an existing bus route and has not been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_068	Local Road	Churchfield Hill, Cronin's Field to Knockfreee Avenue. The link consists of a single carriageway in both directions with on-street parking on both sides.The proposed route forms part of an existing bus route.The proposed route has not been identified within CMATS as a cycle route Potential for bus priority to be provided through reallocation of road space, road widening and / or traffic management measures. This link will be carried forward to Stage 2 Assessment.	Pass
52_069	Local Road	Churchfield Place West, Churchfield Way Lower to Churchfield Hill. The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place.The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_070	Local Road	Churchfield Terrace West, Churchfield Way Lower to Churchfield Hill. The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place. The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_071	Local Road	Knockfree Avenue, St Colmcille's Road to Churchfield Hill. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and but has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_072	Local Road	St Colmcillle's Road, St Colmcillle's Road (Side Road) to Gurranabraher Road. This is a single carriageway link with an eastbound advisorary on-road cycle lane. The link does not form part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
52_073	Local Road	Sunvalley Drive, Gurranabraher Road to St Enda's Road. This is a single carriageway link with right hand turning pockets for access to residential areas. The link does not form part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_074	Local Road	Knockfree Avenue, Churchfield Hill to Bantry Park Road. The link doesn't form part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

4. Appendix 2.4 North West Sector Stage 1 Section 2.

North West

Table 6.2. Stage 1 Option Assessment – Section 2

Link No.	Road Characteristics	Comments	Pass/Fail
52_075	Local Road	Knockfree Avenue, Bantry Park Road to Upper Fair Hill The link consists of a single carriageway in both directions with parking on both sides of the road.The link doesn't form part of an existing bus route and has been identified in CMATS as a proposed cycle route. There are currently no bus or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_076	Local Road	Bantry Park Road, Knockfree Avenue to Sunview Terrace The link consists of a narrow single carriageway in both directions with off-street parking. The proposed route doesn't form part of an existing bus route. The proposed route has not been identified within CMATS as a cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_077	Local Road	Sunview Terrace, Bantry Park Road to Glengarrif Road The link consists of a narrow single carriageway in both directions with on and off-street parking.The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
52_078	Local Road	Bantry Park Road, Sunview Terrace to Bantry Park Road The link consists of a narrow single carriageway in both directions with access to residential driveways throughout. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_079	Local Road	Bantry Park Road Southern loop, Bantry Park Road to Glengarrif Road The link consists of a narrow single carriageway in both directions with on and off-street parking. The proposed route doesn't form part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_080	Local Road	Glengarrif Road, Bantry Park Road to Sunview Terrace	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		The link consists of a narrow single carriageway in both directions with on and off-street parking. The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
52_081	Local Road	Bantry Park Road Northern loop, Bantry Park Road to Glengarrif Road The link consists of a narrow single carriageway in both directions with on and off-street parking.The proposed route doesn't form part of an existing bus route. The proposed route has not been identified within CMATS as a cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_082	Local Road	Bantry Park Road, Bantry Park Road Northern Loop to Coppingers Acre The link consists of a narrow single carriageway in both directions with off-street parking. The proposed route doesn't form part of an existing bus route. The proposed route has not been identified within CMATS as a cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_083	Local Road	Bantry Park Road, Mount Agnes Road to Bantry Park Road The link consists of a narrow single carriageway in both directions with off-street parking. The proposed route doesn't form part of an existing bus route. The proposed route has not been identified within CMATS as a cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_084	Local Road	Mount Agnes Road, Churchfield Road to Bantry Road The link forms part of an existing bus route and has not been identified in CMATS. There are currently no bus lanes or cycle lanes on the link Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_085	Local Road	Mount Agnes Road, Bantry Road to Fair Hill The link forms part of an existing bus route. There are currently no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
52_086	Local Road	Mount Agnes Road, Fair Hill to Upper Fairhill The link forms part of an existing bus route and has not been identified in CMATS. There are currently no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_087	Local Road	Fair Hill, Sunview Terrace to Mount Agnes Road The link consists of a single carriageway in both directions with on-street parking. The proposed route forms part of an existing bus route. The proposed route has been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_088	Local Road	Closes Road (South), Fair Hill to Closed Road Avenue to Closes Road The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place.The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
52_089	Local Road	Liam Healy Road (South), Fair Hill to Closed Road Avenue to Closes Road The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place. The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
52_090	Local Road	Upper Fair Hill, Knockfree Avenue to Sunview Terrace The link consists of a single carriageway in both directions with on and off-street parking. The proposed route forms part of an existing bus route.The proposed route has been identified within CMATS as a cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_091	Local Road	Knockpogue Avenue, Upper Fairhill to Farranferris Avenue Drive to Fairfield Avenue The link consists of a narrow single carriageway in both directions with on street parking.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
52_092	Local Road	Knockpogue Avenue, Farranferris Avenue to Popham's Road The link consists of a single carriageway in both directions with on street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_093	Local Road	Knockpogue Avenue, Popham's Road to Fairfield Avenue The link consists of a single carriageway in both directions with on street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_094	Local Road	Fairfield Avenue, Liam Healy Road to Knockpogue Avenue The link consists of a wide single carriageway in both directions with on street parking that lies on a steep gradient. The link forms part of an existing bus route. There are currently no bus lanes or cycle lanes on the link. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment. .	Pass
52_095	Local Road	Liam Healy Road (North), Fairfield Avenue to Closes Road Avenue to Closes Road The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place. The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
52_096	Local Road	Closes Road, Closes Road to Liam Healy Road Avenue to Closes Road The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place. The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		considered a feasible link and will not be brought forward to Stage 2.	
52_097	Local Road	Closes Road (North), Fairfield Avenue to Closes Road The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place. The proposed route doesn't form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
52_098	Local Road	Fairfield Avenue, Close's Road to Liam Healy Road The link consists of a wide single carriageway in both directions with on street parking that lies on a steep gradient. The link forms part of an existing bus route. There are currently no bus lanes or cycle lanes on the link. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment. .	Pass
52_099	Local Road	Upper Fair Hill, Fairfield Avenue to Fairfield Road The link consists of a wide single carriageway in both directions with on-street parking. The proposed route forms part of an existing bus route. The proposed route has been identified within CMATS as a proposed cycle route Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
52_100	Local Road	Fairfield Road, Upper Fairhill to Knockpogue Avenue The link consists of a narrow single carriageway in both directions with on and off-street parking. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_101	Local Road	Fairfield Road, Knockpogue Avenue to Farranferris Cresent The link consists of a narrow single carriageway in both directions with on and off-street parking. The link does not form part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_102	Local Road	Fairfield Road, Farranferris Cresent to Glenwood Drive The link consists of a narrow single carriageway in both directions with on and off-street parking. The link does	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		not form part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
52_103	Local Road	Fairfield Road, Glenwood Drive to Fairfield Road The link consists of a narrow single carriageway in both directions with on and off-street parking. The link does not form part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_104	Local Road	Fairfield Road, Glenwood Drive to Fairfield Avenue The link consists of a narrow single carriageway in both directions. The link does not form part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_105	Local Road	Fairfield Avenue, Fairfield Road to Bóthar an Choimin The link consists of a single carriageway in both directions with on street parking that lies on a steep gradient. The link forms part of an existing bus route. There are currently no bus lanes or cycle lanes on the link. The link has been identified in CMATS as a proposed cycle route. The proximity of properties makes road widening less feasible. Given the importance of connectivity with Blackpool Shopping Centre this could be considered as part of a wider traffic management plan for Blackpool to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_106	Local Road	Fairfield Road, Fairfield Road to Fairfield Avenue The link consists of a narrow single carriageway in both directions with on street parking. There is a significant level different between the housing and carriageway. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_107	Local Road	Fairfield Avenue, Farranferris Place to Fairfield Road The link consists of a wide single carriageway in both directions with on street parking that lies on a steep gradient. The link does not form part of an existing bus route. There are currently no bus lanes or cycle lanes on the link.	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
52_108	Local Road	Fairfield Crescent, Fairfield Road to Fairfield Avenue Road to Fairfield Avenue. The link consists of a narrow single carriageway in both directions with on street parking. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
52_109	Local Road	Fairfield Avenue, Knockpogue Avenue to Farranferris Place The link consists of a wide single carriageway in both directions with on street parking that lies on a steep gradient. The link does not form part of an existing bus route. There are currently no bus lanes or cycle lanes on the link. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_110	Local Road	Knockpogue Avenue, Fairfield Road to Fairfield Avenue. The link consists of a narrow single carriageway in both directions with on street parking. The carriageway is lined with a verge and trees. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_111	Local Road	Farranferris Place, Fairfield Avenue to Popham's Road The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_112	Local Road	Killeen's Place, Fairfield Avenue to Popham's Road The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
52_113	Local Road	Kilnap Place, Fairfield Avenue to Popham's Road The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_114	Local Road	Kilbarry Place, Popham's Road to Fairfield Avenue The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. A give way system in place on this link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_115	Local Road	Farranferris Avenue, Fairfield Avenue to Popham's Road The link consists of a single carriageway in both directions with a steep topography. The proposed route forms part of an existing bus route. The proximity of properties on both sides of the road and the gradient of the carriageway makes road widening less feasible. Given the importance of connectivity with Blackpool Shopping Centre this could be considered as part of a wider traffic management plan for Blackpool to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_116	Local Road	St Brendan's Road, Fairfield Avenue to Popham's Road. The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. A give way system in place on this link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_117	Local Road	St Colman's Road, Fairfield Avenue to Popham's Road. The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. A give way system in place	Fail

Link No.	Road Characteristics	Comments	Pass/Fail
		on this link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	
52_118	Local Road	St Michael's Road, Fairfield Avenue to Popham's Road. The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. A give way system in place on this link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_119	Local Road	Bóthar an Choimin, Fairfield Avenue to Pophams Road The link consists of a single carriageway in both directions with on street parking.The link forms part of an existing bus route. There are currently no bus lanes or cycle lanes on the link. The link has been identified in CMATS as a proposed cycle route. The proximity of properties makes road widening less feasible. Given the importance of connectivity with Blackpool Shopping Centre this could be considered as part of a wider traffic management plan for road to facilitate bus priority. This link will be carried forward to Stage 2 Assessment. .	Pass
52_120	Local Road	Pophams Road, Bóthar an Choimin to N20 The link consists of a Single Carriageway with Right Turn Lane.The link forms part of an existing bus route. There are currently no bus lanes or cycle lanes on the link. The link has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment. .	Pass
52_121	Local Road	Brother Delaney Road, N20 Commons Road to Redforge Road The link consists of a multi lane carriageway in both directions.There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. Potential to reallocate road space to provide bus priority. This link will be carried forward to Stage 2 Assessment. .	Pass
52_122	Local Road	Redforge Road, Brother Delaney Road to Shopping Centre Access Road The link consists of a single lane carriageway in both directions with on street parking. There are no bus lanes	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		or cycle lanes on the link. The link forms part of an existing bus route. Potential to reallocate road space to provide bus priority through traffic management measures. This link will be carried forward to Stage 2 Assessment.	
52_123	Local Road	Shopping Centre Access Road, Brother Delaney Road to Redforge Road The link consists of a multi lane carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of a retail park with access for deliveries to a shopping centre Potential to reallocate road space to provide bus priority. Given the importance of connectivity with Blackpool Shopping Centre this could be considered as part of a wider traffic management plan for Blackpool Shopping Centre to facilitate bus priority. This link will be carried forward to Stage 2 Assessment. .	Pass
52_124	Local Road	Popham's Road, Fairfield Avenue to Cushing Road The link consists of a single carriageway in both directions on a steep gradient.There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route The proximity of properties on both sides of the road and the gradient of the carriageway makes road widening less feasible. Given the importance of connectivity with Blackpool Shopping Centre this could be considered as part of a wider traffic management plan for Blackpool to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_125	Local Road	Cushing Road, Redemption Road to Popham's Road. The link consists of a single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. A give way system in place on this link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_126	Local Road	Popham's Road, Farranferris Avenue to Cushing Road The link consists of a single carriageway in both directions on a steep gradient. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route The proximity of properties on both sides of the road and the gradient of the carriageway makes road widening less feasible. Given the importance of connectivity with Blackpool Shopping Centre this could be considered as part of a wider traffic management	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		plan for Blackpool to facilitate bus priority. This link will be carried forward to Stage 2 Assessment	
52_127	Local Road	Redemption Road, Farranferris Avenue to Cushing Road The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. A give way system in place on this link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_128	Local Road	Farranferris Avenue, Seminary Walk to Popham's Road The link consists of a narrow single carriageway in both directions with on street parking. The link does not form part of an existing bus route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_129	Local Road	Popham's Road, Farranferris Avenue to Farranferris Green The link consists of a single carriageway in both directions on a steep gradient. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route The proximity of properties on both sides of the road makes road widening less feasible. Given the importance of connectivity with Blackpool Shopping Centre this could be considered as part of a wider traffic management plan for Blackpool to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_130	Local Road	Kilnap Place, Popham's Road to Farranferris Avenue The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. A give way system in place on this link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_131	Local Road	Farranferris Avenue, Farranferris Green to Seminary Walk / Redemption Road The link consists of a narrow single carriageway in both directions with on street parking. The link does not form part of an existing bus route. The proximity of properties on both sides of the road and the gradient of the carriageway makes road	Pass

Link No.	Road Characteristics	Comments	Pass/Fail
		widening less feasible. Given the importance of connectivity with Blackpool Shopping Centre this could be considered as part of a wider traffic management plan for Blackpool to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	
52_132	Local Road	Rathpeacon Road, Popham's Road to Farranferris Avenue The link consists of a narrow single carriageway in both directions with on and off street parking. There is a significant level different between the adjacent properties and carriageway. A give way system in place on this link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_133	Local Road	Farranferris Green, Popham's Road to Farranferris Avenue The link consists of a single carriageway in both directions with on and off street parking. A give way system in place on this link. The link does not form part of an existing bus route. The proximity of properties on one side of the road and playing pitches on the other make's road widening less feasible. Significant gradient to some driveways and pitches, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
52_134	Local Road	Popham's Road, Knockpogue Avenue to Farranferris Green The link consists of a single carriageway in both directions on a steep gradient. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
52_135	Local Road	Farranferris Avenue, Farranferris Green to Knockpogue Avenue The link consists of a narrow single carriageway in both directions with on street parking. The link does not form part of an existing bus route. Potential for bus priority to be provided through reallocation of road space, road widening and / or traffic management measures. This link will be carried forward to Stage 2 Assessment.	Pass

5. Appendix 2.5 North East Sector Stage 1 Section 1.

North East Sector

Table 7.1. Stage 1 Option Assessment – Section 1

Link No.	Road Characteristics	Comments	Pass/Fail
53_001	National Road	N20 Commons Road, Brother Delaney Road to North Link Road The link consists of a multi lane carriageway in both directions with an existing overpass. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. Potential to reallocate road space to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
53_002	Urban Road	Brother Delaney Road, N20 Commons Road to Redforge Road The link consists of a multi lane carriageway in both directions. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. Potential to reallocate road space to provide bus priority. This link will be carried forward to Stage 2 Assessment. .	Pass
53_003	Urban Road	Redforge Road, Shopping Centre Access Road to Middle Dublin Hill The link consists of a single lane carriageway in both directions with on street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
53_004	Urban Road	Dublin Street, Spring Lane to Redforge Road The link consists of a single lane carriageway in both directions with on street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
53_005	Urban Road	Spring Lane, Dublin Street to Ballinecollie Road The link consists of an eastbound one way single lane carriageway with on street parking. The link passes under an existing railway bridge. There is a significant level difference between carriageway and adjacent land. The carriageway is bound by existing properties. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route.	Fail

		The proximity of properties on both sides of the narrow lane makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	
53_006	Urban Road	Spring Lane, Ballinecollie Road to Ballyvolane Road The link consists of a single lane carriageway in both directions with on street parking. The link lies on a steep gradient. There is a significant level difference between carriageway and adjacent land. The carriageway is bound by existing properties. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. The proximity of properties on the road and the level difference between the carriageway and the adjacent property makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
53_007	Urban Road	Ballyvolane Road, Spring Lane to North Ring Road The link consists of a narrow single lane carriageway in both directions. The link lies on a steep gradient. The carriageway is bound by existing properties. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route. Narrow road with properties on one side of the road and steep topography on the other side of the road. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
53_008	Regional Road	North Ring Road, Ballyvolane Road to Clonard The link consists of a multi lane carriageway consisting of 2 lanes eastbound and 1 westbound, There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
53_009	Regional Road	North Ring Road, Ballyhooly Road (R614) to Clonard The link consists of a multi lane carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
53_010	Regional Road	North Ring Road, Spring Lane to Ballyvolane Road The link consists of a multi lane carriageway consisting of 2 lanes eastbound and 1 westbound, There are no bus lanes or cycle lanes on the link.	Pass

		The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
53_011	Regional Road	Spring Lane, North Ring Road to Ballyvolane Road The link consists of a single lane carriageway in both directions. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
53_012	North Ring Road, Glen Avenue to Spring Lane	North Ring Road, Glen Avenue to Spring Lane The link consists of a multi lane carriageway in both directions on a steep gradient. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
53_013	North Ring Road, N20 Commons Road to Glen Avenue	North Ring Road, N20 Commons Road to Glen Avenue The link consists of a multi lane carriageway in both directions on a steep gradient. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
53_014	Urban Road	Glen Avenue, North Ring Road (R635) to Ballyhooly Road (R614) The link consists of a single lane carriageway in both directions with on street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of the Carnloch Drive Residential Development makes road widening less feasible for a 190m section of the road. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

53_015	Urban Road	Ballyhooly Road (R614), Glen Avenue to Old Youghal Road The link consists of a single lane carriageway in both directions with on street parking. The carriageway is bound by existing properties. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. The proximity of properties on both sides of the road and on street parking makes road widening less feasible. This link will be carried forward to Stage 2 Assessment.	Pass
53_016	Urban Road	Ballyhooly Road (R614), Glen Avenue to Gordon's Hill The link consists of a single lane carriageway in both directions with off street parking. The carriageway is bound by existing properties where there is a level difference between the properties and carriageway There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Significant gradient to some driveways, as a result, it will not be brought forward to Stage 2 Assessment.	Fail
53_017	Urban Road	Ballyhooly Road (R614), Gordon's Hill to North Ring Road The link consists of a single lane carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
53_018	Regional Road	Ballyhooly Rd. to Proposed Northern Distributor Rd. / North Ring Rd. (R635) Junction The link consists of a single lane carriageway in both directions. Grass verge lines the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_019	Urban Road	Gordon's Cross to Ballyhooly Rd. via Gordon's Hill The link consists of a single lane carriageway in both directions with on and off street parking. The link lies on a steep gradient. The carriageway is bound by existing properties. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route. The steep topography of this link makes it unsuitable as a bus route. There are buildings located on either side of the carriageway which limits the potential to widen the existing	Fail

		road. This link will not be carried forward to the Stage 2 Assessment.	
53_020	Urban Road	Dillon's Cross to Gordon's Cross The link consists of a narrow single lane carriageway in both directions with on street parking. The carriageway is bound by existing properties. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. This link will be carried forward to Stage 2 Assessment.	Pass
53_021	Urban Road	Gordon's Cross to St. Christopher's Drive The link consists of a single lane carriageway in both directions with on street parking. The carriageway is bound by existing properties. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. This link will be carried forward to Stage 2 Assessment.	Pass
53_022	Urban Road	Old Youghal Rd. to Murmont Avenue The link consists of a single lane carriageway in both directions with on and off street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_023	Urban Road	St. Christopher's Drive to Murmont Park The link consists of a single lane carriageway in both directions with on and off street parking. Grass verge lines the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	Pass

53_024	Urban Road	Old Youghal Rd. to Murmont Crescent via Murmont Park The link consists of a single lane carriageway in both directions with on and off street parking on a steep gradient. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The steep topography of this link makes it unsuitable as a bus route. Residential area with on street parking and properties on either side of the road; as a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
53_025	Urban Road	Murmont Park to Colmcille Avenue. The link consists of a single lane carriageway in both directions with on and off street parking. Grass verge lines the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. This link will be carried forward to Stage 2 Assessment.	Pass
53_026	Urban Road	Colmcille Avenue to Kerry Rd The link consists of a wide single lane carriageway in both directions with on and off street parking. Grass verge lines the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible but remains an important corridor. As a result, it will be brought forward to Stage 2.	Pass
53_027	Urban Road	Murmont Crescent to Old Youghal Rd. via Colmcille Avenue The link consists of a single lane carriageway in both directions with on street parking through a residential area. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

53_028	Urban Road	Murmont Crescent to Slí Gartan. via Colmcille Avenue The link consists of a wide single lane carriageway in both directions with on and off street parking through a residential area. There is a large green area on eastern side of the carriageway. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route but has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_029	Urban Road	Murmont Park to Colmcille Avenue via Murmont Crescent The link consists of a single lane carriageway in both directions with on and off street parking through a residential area. There is a large public green on the southern side of the carriageway. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_030	Urban Road	Murmont Crescent to Murmont Avenue The link consists of a single lane carriageway in both directions with on and off street parking on a steep gradient. There is a large public green on the eastern side of the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The steep topography of this link makes it unsuitable as a bus route. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
53_031	Urban Road	St. Christopher's Drive to Murmont Park The link consists of a single lane carriageway in both directions with on and off street parking. There are traffic calming measures along this link. The route passes a local primary school. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_032	Urban Road	Murmont Park to Iona Rd	Pass

		The link consists of a narrow single lane carriageway in both directions with on and off street parking through a residential area. There is traffic calming measures in place. There is a large public green on the southern side of the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
53_033	Urban Road	Murmont Rd. to Iona Rd The link consists of a narrow single lane carriageway in both directions with on and off street parking through a residential area. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_034	Urban Road	Iona Rd. to Murmont Rd The link consists of a narrow single lane carriageway in both directions with on and off street parking through a residential area. There is a large public green on the western side of the carriageway. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route. It has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_035	Urban Road	Murmont Rd. / Iona Rd. to Colmcille Avenue The link consists of a narrow single lane carriageway in both directions with on and off street parking through a residential area. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_036	Urban Road	Colmcille Avenue to Inis Eoghin The link consists of a single lane carriageway in both directions with on and off street parking through a residential area.	Pass

		There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
53_037	Urban Road	Slí Gartan to Iona Rd. The link consists of a wide single lane carriageway in both directions through a residential area. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route but has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_038	Urban Road	Slí Gartan to Inis Eoghin The link consists of a narrow single lane carriageway in both directions with on and off street parking through a residential area. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route but has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_039	Urban Road	Slí Gartan to Colmcille Avenue via Inis Eoghin The link consists of a narrow single lane carriageway in both directions with on and off street parking through a residential area. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route. It has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_040	Urban Road	Inis Eoghin to Kerry Rd. The link consists of a single lane carriageway in both directions with on and off street parking through a residential area. There is a public green on the northern side of the carriageway There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route.	Pass

		Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
53_041	Urban Road	Kerry Rd. to North Ring Rd. (R635) via Colmcille Avenue The link consists of a single lane carriageway in both directions with on and off street parking through a residential area. Grass verge lines the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_042	Urban Road	Slí Gartan to Colmcille Avenue via Kerry Rd. The link consists of a wide single lane carriageway in both directions with on and off street parking through a residential area. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_043	Urban Road	Inis Eoghin to Kerry Rd. via Slí Gartan The link consists of a narrow single lane carriageway in both directions with on and off street parking through a residential area. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
53_044	Urban Road	Slí Gartan to Old Youghal Rd. The link consists of a narrow single lane carriageway in both directions with on and off street parking through a residential area. Traffic calming measures are in place on this link. There are no bus lanes or cycle lanes on the link. The link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail

53_045	Urban Road	Kerry Rd. to North Ring Rd. (R635) The link consists of a narrow single lane carriageway in both directions with on and off street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. The proximity of properties on both sides of the road makes road widening less feasible but remains an important corridor. As a result, it will be brought forward to Stage 2.	Pass
53_046	Regional Road	North Ring Rd. (R635) / Old Youghal Rd. (R615) to Old Youghal Rd. The link consists of a single lane carriageway in both directions with diverge lanes approaching the junction. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_047	Regional Road	Proposed Northern Distributor Rd. / North Ring Rd. (R635) Junction to Old Youghal Rd. (R615) The link consists of a wide single lane carriageway in both directions. Grass verge lines the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_048	Regional Road	Old Youghal Rd. to Boherboy Rd. The link consists of a single lane carriageway in both directions with on and off street parking. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_049	Regional Road	Boherboy Rd. to Colmcille Avenue The link consists of a multi lane carriageway in both directions. Grass verge lines the carriageway. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route.	Pass

Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.

6. Appendix 2.6 North East Sector Stage 1 Section 2.

North East

Table 7.2. Stage 1 Option Assessment – Section 2

Link No.	Road Characteristics	Comments	Pass/Fail
53_050	Regional Road	Colmcille Avenue to Silverspings Interchange / Lower Glanmire Rd. (N8) The link consists of a multi lane carriageway in both directions with on a steep gradient. Grass verge lines the carriageway. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_051	National Road	Silverspings Interchange / Lower Glanmire Rd. (N8) to Burke's Hill The link consists of a multi lane carriageway in both directions. Grass verge lines the carriageway with a centre island. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_052	National Road	Burke's Hill to Dunkettle Roundabout (N8) The link consists of a multi lane carriageway in both directions. Grass verge lines the carriageway with a centre island. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_053	National Road	Dunkettle Roundabout (N8) to Silversprings Interchange via Proposed Tivoli Residential Proposals for this road include bus lanes from Dunkettle Roundabout (N8) to Silversprings Interchange via Proposed Tivoli Residential Docklands Development. The project is currently in the planning phase. This link will be carried forward to Stage 2 Assessment.	Pass

53_054	National Road	Dunkettle Roundabout (N8) to Dunkettle Interchange / South Ring Rd. (N40) The link consists of a multi lane carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
53_055	National Road	Dunkettle Interchange to South Ring Rd. (N40) The link consists of a multi lane carriageway in both directions. There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route. It has been identified in CMATS as a proposed cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

7. Appendix 2.7 South East Sector Stage 1 Section 1.

South East

Table 8.1. Stage 1 Option Assessment – Section 1

Link No.	Description	Comment	Pass/Fail
54_001	National Road	N40 South Link Road; from the Jack Lynch Tunnel to Exit 10. This link consists of a dual carriageway in both directions seperated by a central median with a hard shoulder on either side of the link also. Cycling is prohibited permitted through the Jack Lynch Tunnel. Alternative route for pedestrians and cyclists to avoid the tunnel includes Lower Glanmire Road to new bridge at 'Skew Bridge' to connect with Monahan Road to Mahon Passage Greenway. This link will be carried forward to Stage 2 Assessment.	Pass
54_002	National Road	N40 Junction 10 Off-Ramp; from the N40 Westbound to the R852. This link consists of two lanes existing the N40. There is a cycle ban on this link as cyclists are not permitted through the Jack Lynch Tunnel. Potential for bus priority to be provided through reallocation of road space. Alternative route for pedestrians and cyclists to avoid the tunnel includes Lower Glanmire Road to new bridge at Monahan Road to Mahon Passage Greenway. This link will be carried forward to Stage 2 Assessment.	Pass
54_003	Regional Road	Loughmahon Rink Road R852; N40 Overbridge. The link consists of two lanes in each direction, seperated by a central median. There are no bus lanes or cycle lanes on the route.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_004	National Road	N40 Entry Ramp; from Loughmahon Road to the N40 at junciton 10. This link consists of 1 to 2 lanes eastbound with an additional hard shoulder. Potential for bus priority to be provided by reallocation of road space. Alternative route for pedestrians and cyclists to avoid the tunnel includes Mahon Passage Greenway to new bridge at Monahan Road to Lower Glanmire Road. This link will be carried forward to Stage 2 Assessment.	Pass

54_005	Regional Road	Loughmahon Rink Road R852; from the N40 slip road to Mahon Point Shopping Centre Entrance. The link consists of two lanes in each direction, seperated by a central median. The are additional turning lanes on the route. There are no bus lanes on the route.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_006	Regional Road	Loughmahon Rink Road R852; from Mahon Point Shopping Centre Entrance to the junction with St Michael's Drive. The link consists of 1 lane westbound and 2 lanes eastbound with additional turning lanes on approach to the junctions. There are cycle lanes in each direction on this link. There are no bus lanes on the route.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_007	Access Road	Mahon Shopping Centre Internal Access Road; from the junction with Loughmahon Road to the City Gate Park Roundabout. The proposed link consists of 2 lanes in each direction serperated by a central median. There are additional turning lanes on approach to the Loughmahon junction. The link forms part of an existing bus route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_008	Access Road	Potential new link connecting the Mahon Point City Gate Park Roundabout to St Michael's Drive. The proposed link would be a bus, cyclists and pedestrian access only link. Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	Pass
54_009	Access Road	Mahon Shopping Centre Internal Access Road; from the City Gate Park Roundabout to the western Mohon Point Shopping Centre roundabout. The link consists of 2 lanes in each direction serperated by a central median.The link forms part of an existing bus route. Potential for bus priority to be provided by reallocation of road space and road widening. This	Pass

		section will be carried forward to Stage 2 Assessment.	
54_010	Access Road	Potential new link connecting the western Mohon Point Shopping Centre roundabout to St Michael's Drive. The proposed link would be a bus, cyclists and pedestrian access only link. Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	Pass
54_011	Access Road	Mahon Shopping Centre Internal Access Road; from the western Mahon Point Shopping Centre roundabout to the eastern Mahon Point Shopping Centre roundabout. The link consists of 2 lanes in each direction serperated by a central median.The link forms part of an existing bus route. Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_012	Access Road	Potential new link connecting the eastern Mohon Point Shopping Centre roundabout to Estuary Drive. The proposed link would be a bus, cyclists and pedestrian access only link. Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_013	Access Road	Mahon Shopping Centre Internal Access Road; from the eastern Mahon Point Shopping Centre roundabout to Mahon Point Bus Access Link. The link consists of a single carriageway in each direction.The link forms part of an existing bus route. Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_014	Urban Road	Ringmahon Road; from the junction with Skehard Road to the junction with St Michael's Drive. The link consists of single carriageway in both directions with on-street parallel parking. There is a tree lined verge on either side of the carriageway. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass

54_015	Urban Road	St Michael's Drive; from proposed Mahon Point bus access road 54_012 to the existing bus access to Mahon Point Shopping Centre. The link consists of single carriageway in both directions with on-street parallel parking.There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_016	Urban Road	St Michael's Drive; from proposed Mahon Point bus access road 54_010 to proposed Mahon Point bus access road 54_012. The link consists of single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_017	Urban Road	Ballinure Avenue / The Maples; from Skehard Road to St Michael's Road. The link consists of single carriageway in both directions with on-street parallel parking.There are no bus lanes and no cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_018	Urban Road	St Michael's Drive; from proposed Mahon Point bus access road 54_008 to proposed Mahon Point bus access road 54_010. The link consists of single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_019	Urban Road	St Michael's Drive; from Loughmahon Link Road Junction to potential bus access road 54_008. The link consists of a single carriageway in both directions with an additional westbound bus lane.The link forms part of an existing bus route.The link has been identified in CMATS as a proposed cycle route.	Pass

		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_020	Regional Road	Loughmahon Rink Road R852; from the junction with St Michael's Drive to Skehard Road. The link consists of a single carriageway in each direction. There is a northbound cycle lane and a southbound cycle lane for a section of the link. There are no bus lanes on the route.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_021	Regional Road	Skehard Road (R852); from the junction with Loughmahon Road to the junction with Bessboro Road. The link consists of a single carriageway in each direction with an additional bus lane in each direction. With additional turning lanes on approach to junctions. The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Project at construction stage which will provide bus priority in both directions. This section will be carried forward to Stage 2 Assessment.	Pass
54_022	Regional Road	Skehard Road; from the Ringmahon Road junction to the Loughmahon Link Road Junction. This link consists of a wide single carriageway and cycle lanes in both directions. Additional turning lanes are provided on approach to the junctions. There are no bus lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_023	Urban Road	Ringmahon Road; from Skehard Road to the junction with Convent Road. This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_024	Regional Road	Skehard Road; from the junction with Avenue de Rennes to the Ringmahon Road.	Pass

		This link consists of a wide single carriageway in both directions and an eastbound raised cycle lane. Additional turning lanes are provided on approach to the junctions. There are no bus lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_025	Urban Road	Avenue de Rennes; from the junction with Skehard Road to the junction with Ringahon Road. The link consists of single carriageway in both directions with on-street parallel and perpendiclar parking. There are no bus lanes and no cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_026	Regional Road	Skehard Road; from the junction with Ballinure Road to the junction with Avenue de Rennes. This link consists of a wide single carriageway in both directions. Additional turning lanes are provided on approach to the junctions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment. section will be carried forward to Stage 2 Assessment.	Pass
54_027	Regional Road	Skehard Road; from Ringmahon Road to the junction with Ballinure Road, This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_028	Regional Road	Ringmahon Road; from the junction with Skehard Road to the junction with Castle Road. The link consists of single carriageway in both directions with on-street parallel parking. There is a tree lined verge on either side of the carriageway. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The	Pass

		link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_029	Urban Road	Castle Road; from Ringmahon Road to the junction with Ferney Road. This link consists of a single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_030	Urban Road	Castle Road; from the junction with Ferney Road to the junction with Convent Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking in some locations. The excisting pedestrian facilities are below standard. A give-way system operates in places on this link. There are no bus lanes and no cycle lanes on the link.The link has been identidied within CMATS as a cycle route. The proximity of properties on one side of the road and SPA of Cork Harbour on the other side of the road make road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_031	Urban Road	Ferney Road; from Castle Road to the junction with Ringmahon Road. This link consists of a single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_032	Regional Road	Ringmahon Road; from junction with Ferney Road to the junction with Castle Road. This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_033	Regional Road	Ringmahon Road; from junction with Avenue de Rennes to the junction with Ferney Road.	Pass

		This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_034	Regional Road	Ringmahon Road; from Dunlocha Cottages to Avenue de Rennes. This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_035	Residential Road	Dunlocha Cottages; from Ringmahon Road to Rope Walk. This link consists of a narrow single carriageway in both directions with on-street parallel parking in some locations.There are no bus lanes and no cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_036	Regional Road	Ringmahon Road; from the junction with Convent Road to the junction with Dunlocha Cottages. This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_037	Urban Road	Convent Road / Upper Convent; from Ringmahon Road to the junction with Convent Avenue. This link consists of a narrow single carriageway in both directions with on-street parallel parking in some locations.There are no bus lanes and no cycle lanes on the link.This link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_038	Residential Road	Rope Walk / Convent Avenue; from the junction with Dunlocha Cottages to Convent Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking in	Fail

		some locations.There are no bus lanes and no cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_039	Urban Road	Convent; from the junction with Convent Avenue to Blackrock Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking.There are no bus lanes and no cycle lanes on the link.This link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_040	Urban Road	Blackrock Road; from the junction with Convent Road to the junction with Church Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking.There are no bus lanes and no cycle lanes on the link.This link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail

8. Appendix 2.8 South East Sector Stage 1 Section 2.

South East

Table 5.2.Stage 1 Option Assessment – Section 2

Link No.	Receiving Environment	Comment	Pass/Fail
54_041	Single Carriageway, Residential, Existing Bus Route, Proposed Cycle Route (CMATS)	Church Road; from the junction with Upper Beaumont Drive to Blackrock Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link.The link has been identified within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_042	Single Carriageway, Residential, Proposed Cycle Route (CMATS)	Blackrock Road; from the junction with Beaumont Lane to Church Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_043	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS)	Beaumont Lane, Beaumont Drive to Beaumont Crescent This link consists of a single carriageway in both directions with off and on-street parking.There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail

54_044	Single Carriageway, Residential, Commercial, Off Street and On Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Blackrock Road; from the junction with Beaumont Lane to Church Lane. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_045	Narrow Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Churchyard Lane; from Blackrock Road to Boreenmanna Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking. A give-way system operated on the northern section of this link. There are no bus lanes and no cycle lanes on the link.The link has been identified within CMATS as a cycle route.The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_046	Single Carriageway, Residential, Commercial, Beaumont Quarry, Existing Bus Route, Proposed Cycle Route (CMATS)	Churchyard Lane; from the junction with the Ballinlough Road to Boreenmanna Road. This link consists of a single carriageway in both directions with on-street parallel parking and a northbound cycle lane for some of the link. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_047	Single Carriageway, Residential, Commercial, Existing Bus Route, Proposed Cycle Route (CMATS)	Churchyard Lane; from the junction with the Ballinlough Road to Boreenmanna Road. This link consists of a single carriageway in both directions with	Pass

		on-street parallel parking and a northbound cycle lane. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
54_048	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Road; from Silverdale Walk to Churchyard Lane. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_049	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Road; from Silverdale Walk to Silverdale Drive. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_050	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Avenue; from Silverdale Drive to Silverdale Walk. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_051	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Proposed Cycle Route (CMATS)	Silverdale Avenue; from Silverdale Drive to Silverdale Walk. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The link has been	Fail

		identified within CMATS as a cycle route. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_052	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Drive; from Silverdale Avenue to the junction with Silverdale Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_053	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Gardens; from the junction with Ashleigh Drive to ilverdale Avenue. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_054	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Gardens; from the junction with Ashleigh Drive to the junction with Ashleigh Rise. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_055	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Drive; from the junction with Ashleigh Gardens to the junction with Ashleigh Rise. This link consists of a single carriageway in both directions with on-street parallel parking. There	Fail

		are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_056	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Rise; from Ashleigh Drive to Ashleigh Gardens. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_057	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Drive; from Firmount Avenue to Ashleigh Rise. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_058	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Firmount Avenue; from the junction with Ashleigh Drive to Woodvale Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_059	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Rise; from the junction with Ashleigh Gardens to the junction with Skehard Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link.	Fail

		The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_060	Single Carriageway, Residential, Off-street Parking	Woodvale Road; from either end of Firmount Avenue. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_061	Single Carriageway, Residential, Off-street Parking	Woodvale Road; from Firmount Avenue to Rosegreen Ave junction. This link consists of a single carriageway in both directions with off-street parallel parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_062	Single Carriageway, Residential, Off-street Parking	Rosegreen Avenue, Woodvale Road to Beaumont Drive This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_063	Single Carriageway, Residential, Off-street Parking	Woodvale Road; from Firmount Avenue to Rosegreen Ave. This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening.	Pass

		This link will be carried forward to Stage 2 Assessment.	
54_064	Single Carriageway, Residential, Off-street Parking	Linden Avenue, Woodvale Road to Beaumont Drive This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_065	Single Carriageway, Residential, Off-street Parking, Beaumont Girls School at end of road	Woodvale Road, Linden Avenue to Beaumont Lawn This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_066	Single Carriageway, Residential, Off-street Parking	Beaumont Lawn, Woodvale Road to Beaumont Drive This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_067	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS)	Beaumont Drive, Beaumont Lawn to Beaumont Crescent Junction This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a	Fail

		result, it will not be brought forward to Stage 2.	
54_068	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS),	Beaumont Drive, Beaumont Crescent to Beaumont Crescent This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_069	Single Carriageway, Residential, Off Street and On Street Parking	Beaumont Crescent, Beaumont Drive to Beaumont Drive This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_070	Single Carriageway, Residential, Off Street and On Street Parking	Dundonian Road, Beaumont Drive to Beaumont Crescent This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_071	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS),	Upper Beaumont Drive, Linden Avenue to Beaumont Lawn This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified	Fail

		as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_072	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS)	Upper Beaumont Drive, Rosegreen Avenue to Linden Avenue This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_073	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS)	Upper Beaumont Drive, Church Road to Rosegreen Avenue This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_074	Single Carriageway, Residential, Off Street and On Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Church Road; from the junction with Skehard Road to the junction with Upper Beaumont Drive. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link. This link forms part of an existing bus route. The link has been	Fail

		identified within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_075	Single Carriageway, Commercial, Residential, Partial Bus and Cycling Priority provided, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Bessboro Road to the junction with Church Road. The link consists of a single carriageway in each direction with an additional bus lane in each direction. Additional turning lanes on approach to junctions. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Project at construction stage which will provide bus priority in both directions. This section will be carried forward to Stage 2 Assessment.	Pass
54_076	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Church Road to the junciton with Woodvale Road. The proposed link consists of a single carriageway in each direction, an eastbound bus lane and a westbound cycle lane. Additional turning lanes are provided on approach to the junction. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_077	Single Carriageway, Residential, Off-street Parking	Woodvale Road; from Skehard Road to the junction with Firmount Avenue; This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

54_078	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Woodvale Road to Ashleigh Rise. The proposed link consists of a single carriageway in each direction, an eastbound bus lane and a westbound cycle lane. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_079	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Rise, Ashleigh Gardens to Skehard Road This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_080	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Ashleigh Rise to the junction with Silverdale Drive. The proposed link consists of a single carriageway in each direction, an eastbound bus lane and a westbound cycle lane. Aditional turning lanes and turning pockets are also provided. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_081	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Drive; from Skehard Road to the junction with Silverdale Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result,	Fail

		it will not be brought forward to Stage 2.	
54_082	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Silverdale Drive to the junction with the Well Road. The proposed link consists of a single carriageway in each direction, an eastbound bus lane and a westbound cycle lane. Aditional turning lanes and turning pockets are also provided. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_083	Multi Lane Carriageway, Residential, Existing Bus Route, Proposed Cycle Route (CMATS), Existing Bus Facilities	Churchyard Lane; from the junction with the Ballinlough Road to Silverdale Road. This link consists of a single carriageway in both directions with a northbound cycle lane. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. Potential for bus priority to be through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_084	Single Carriageway, Residential, Multi Lane Carriageway on Approach to Junction, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Skehard Road (R852) to Churchyard Lane The link consists of a single carriageway in each direction with diverge lanes on approach to Skehard Road. The link contains off street residential parking. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_085	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route	Well Road (R853), Churchyard Lane to Ardmahon Estate	Pass

	(CMATS), Level difference between carriageway and adjacent property, Steep Gradient on Carriageway	The link consists of a single carriageway in each direction on a steep gradient with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	
54_086	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Ardmahon Estate to Lake Lawn The link consists of a single carriageway in each direction with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
54_087	Single Carriageway, residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Lake Lawn to Hetty Field The link consists of a single carriageway in each direction with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires	Pass

		traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	
54_088	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Hetty Field to Woodview The link consists of a single carriageway in each direction with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
54_089	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Woodview to Douglas Road (R610) The link consists of a single carriageway in each direction with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
54_090	Multi Lane Carriageway, Existing Bus Route, Proposed Cycle Route (CMATS)	Douglas Road (R610), Well Road (R853) to Douglas Village The link consists of a multi lane carriageway in each direction under an existing flyover. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route.	Pass

		Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
54_091	Multi Lane Carriageway, Industrial Park	Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_092	Existing Greenway, trees, and earthworks on either side	The level difference between the existing greenway and the road network makes connecting the greenway to the existing roads less feasible. This link will not be carried forward to Stage 2 Assessment.	Fail
54_093	Existing Greenway, trees, and earthworks on either side	Potential for bus priority to be provided through reallocation and widening of the Greenway. This link will be carried forward to Stage 2 Assessment.	Fail
54_094	Existing Greenway, trees and earthworks on either side	Potential for bus priority to be provided through reallocation and widening of the Greenway. This link will be carried forward to Stage 2 Assessment.	Fail
54_095	New Link.	Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	Pass
54_096	Single carriageway, Industrial area, Future residential development.	Potential for bus priority to be provided through reallocation of road space and carriageway widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_097	Single carriageway, Industrial area, Grass verges and trees.	Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

9. Appendix 2.9 South East Sector Stage 1 Section 3.

South East

Table 8.3.Stage 1 Option Assessment – Section 3

Link No.	Receiving Environment	Comment	Pass/Fail
54_098	Dual carriageway with hard shoulders.	N40 South Link Road; from Exit 10 to Exit 9. This link consists of a three lanes in both directions seperated by a central median with a hard shoulder on either side of the link also. There are no bus lanes or cycle lanes on this link. Potential for bus priority to be provided through reallocation of road space. Alternative route for pedestrian and cyclist facilities via Skehard Road or Rochestown Road. This link will be carried forward to Stage 2 Assessment.	Pass
54_099	Single carriageway diverges from N40 to N28	N40 Junction 9 Off-Ramp; from the N40 to the N28. This link consists of two lanes existing the N40. There are no bus lanes or cycle lanes on this link. Potential for bus priority to be provided through reallocation of road space and road widening. Alternative route for pedestrian and cyclist facilities via Mahon Passage Greenway and Rochestown Road. This link will be carried forward to Stage 2 Assessment.	Pass
54_100	Multiple Lane Carriageway Diverge to R610 roundabout, Existing Bus Route	N28; from Junction 9 (N40) off-ramp to Rouchestown Road R610 Roundabout via N28 Off-Ramp junction. This link consists of two to three lanes southbound on the N28. There are no bus lanes or cycle lanes on this link. Potential for bus priority to be provided through reallocation of road space and road widening. Alternative route for pedestrian and cyclist facilities via Mahon Passage Greenway and Rochestown Road. This link will be carried forward to Stage 2 Assessment.	Pass
54_101	Multiple Lane Carriageway, Existing Bus Route, Proposed Cycle Route (CMATS)	Rochestown Road R610; from the N28 off ramp to the N28 on ramp. This link consists of two lanes west bound and one lane eastbound. There is no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identidied within CMATS as a cycle route.	Pass

		Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
54_102	Multiple Lane Carriageway, Existing Bus Route	N28; from Rochestown Road (R610) to N40 Eastbound ramp (Junction 9). The link consists of 3 to 4 lanes with no bus lanes or no cycle lanes. Potential for bus priority to be provided through reallocation of road space. Alternative route for pedestrian and cyclist facilities via Mahon Passage Greenway and Rochestown Road. This section will be carried forward to Stage 2 Assessment	Pass
54_103	Single Carriageway Diverge from N28 to N40, Existing Bus Route	N40 Eastbound ramp (Junction 9); from N28 to N40 Eastbound. The link consists of a single eastbound lane with a hard shoulder. There are no bus lanes or cycle lane on the link. Potential for bus priority to be provided through reallocation of road space and road widening. Alternative route for pedestrian and cyclist facilities via Mahon Passage Greenway and Rochestown Road. This link will be carried forward to Stage 2 Assessment.	Pass
54_104	Dual Carriageway with Hard Shoulders, Existing Bus Route	N40 South Link Road; from the R610 flyover to junction 9 on the N40. This link consists of a two lanes in both directions seperated by a central median with a hard shoulder on either side of the link also. There are no bus lanes or cycle lanes on this link. Potential for bus priority to be provided through reallocation of road space. Alternative route pedestrian and cyclist facilities via Rochestown Road. This link will be carried forward to Stage 2 Assessment.	Pass
54_105	Multiple Lane Carriageway, Existing Bus Route	Douglas Relief Road (R610); from the roundabout at the entrance to Douglas Court Shopping Centre to East Douglas Street and Douglas Road. The link consists of two lanes southbound and one lane northboud, with an existing right turn lane on approach to the roundabout. There is no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

54_106	Multiple Lane Carriageway, Existing Bus Route	Douglas Relief Road (R610); from the Fingerpost Roundabout to the roundabout at the entrance to Douglas Court Shopping Centre. The link consists of two lanes southbound and one lane northboud, with an existing right turn lane on approach to the roundabout. There is no bus lanes or cycle lanes on the link. The link forms part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_107	Single Carriageway, Right Turn Lanes, Existing Bus Route	Rochestown Road (R610); from the with Newenham Drive to the Fingerpost Roundabout. The link consists of a single carriageway in each diection with right turning pockets for right turners in both directions. There is no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_108	Single Carriageway, Cycle Lanes either side of the Carriageway, Existing Bus Route, Bus Lane on approach to Fingerpost Roundabout, Proposed Cycle Route (CMATS)	Maryborough Hill; from the junction with Maryborough Avenue to the Fingerpost Roundabout. The link consists of a single carriageway in both directions, with cycle lanes in either direction.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_109	Narrow Single Carriageway	Maryborough Avenue; from junction with Lime Trees Road to Maryborough Hill. The link consists of a single carriageway residential street with informal on street parallel parking.There is no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_110	Single carriageway, Cycle Lanes either side of the Carriageway,	Maryborough Hill; from the junction with Lime Tree Road to the junciton with Maryborough Avenue.	Pass

	Existing Bus Route, Proposed Cycle Route (CMATS)	The link consists of a single carriageway in both directions, with cycle lanes in either direction.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	
54_111	Wide Single Carriageway, Residential, Proposed Cycle Route (CMATS)	Lime Trees Road; from Maryborough Avenue to Newenham Drive.. The link consists of a narrow single carriageway. There is no bus lanes or cycle lanes on the link.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_112	Single Carriageway, Residential, Off Street and On Street Parking, Proposed Cycle Route (CMATS)	Lime Trees Road; from Maryborough Avenue to Newenham Drive. The link consists of a single carriageway residential street with informal on street parallel parking.There is no bus lanes or cycle lanes on the link.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_113	Single Carriageway, Residential, Off Street and On Street Parking, Proposed Cycle Route (CMATS)	Newenham Drive; from Lislee Road to Lime Trees Road. The link consists of a single carriageway residential street with informal on street parallel parking.There is no bus lanes or cycle lanes on the link.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_114	Single Carriageway, Residential	Lime Trees Road East; from Newenham Drive to Perrier Drive. The link consists of a single carriageway residential street with informal on street parallel parking.There is no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_115	Single carriageway,	Perrier Drive; from Rochestwon Road to the junction with Lislee Road.	Pass

	Trees, Proposed Cycle Route (CMATS)	The link consists of a single carriageway residential street with informal on street parallel parking. There is no bus lanes or cycle lanes on the link.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	
54_116	Wide Single Carriageway, Grass Verge and Trees, Right Turn Lanes, Existing Bus Route, Proposed Cycle Route (CMATS)	Rochestown Road (R610); from the junction with the N28 to the junction with Delford Drive / Perrier Drive. The link consists of a single carriageway in each diection with right turning pockets for right turners in both directions. There is no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_117	Single Carriageway, Residential, Off Street and On Street Parking	Delford Drive; from Rochestown Road to Kiltegan Cresent. The link consists of a single carriageway residential street with informal on street parallel parking.There is no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_118	Single Carriageway, Residential, Off Street and On Street Parking	Kiltegan Cresent; from Delford Drive to the junction with Kiltegan Lawn. The link consists of a single carriageway residential street with informal on street parallel parking. There is no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_119	Single Carriageway, Residential, Off Street and On Street Parking	Kiltegan Park; from Kiltegan Cresent to the junction with Kiltegan Lawn. The link consists of a single carriageway residential street with informal on street parallel parking. There is no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible.	Fail

		As a result, it will not be brought forward to Stage 2.	
54_120	Single Carriageway, Residential, Off Street and On Street Parking	Kiltegan Lawn; from Kiltegan Cresent to the junction with Kiltegan Park. The link consists of a single carriageway residential street with informal on street parallel parking. There is no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_121	Single carriageway, Wide Verge, Brick Entrance	Kiltegan Lawn; from Rochestown Road to the junction with Kiltegan Park. The link consists of a single carriageway residential street. There is no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_122	Wide Single Carriageway, Grass Verge and Trees, Right Turn Lanes, Existing Bus Route	Rochestown Road (R610); from with Delford Drive / Perrier Drive to the junction with Kiltegan Lawn. The link consists of a single carriageway in each diection with right turning pockets for right turners in both directions. There is no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_123	Wide Single Carriageway, Grass Verge and Trees, Right Turn Lanes, Existing Bus Route	Rochestown Road (R610); from the junction with Kiltegan Lawn to the junction with Newenham Drive. The link consists of a single carriageway in each diection with right turning pockets for right turners in both directions. There is no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_124	Single Carriageway, Residential, Off Street and On Street Parking	Newenham Drive; from Rochestown Road to the junction with Lislee Road.	Pass

		The link consists of a single carriageway residential street with informal on street parallel parking. There is no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	
54_125	Single Carriageway, Residential, Off Street and On Street Parking, Proposed Cycle Route (CMATS)	Lisless Drive; from Perrier Drive to Newenham Drive. The link consists of a single carriageway residential street with informal on street parallel parking. There is no bus lanes or cycle lanes on the link. The link has been identidied within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail

10. Appendix 2.10 South Central Sector Stage 1 Section 1.

South East

Table 8.1. Stage 1 Option Assessment – Section 1

Link No.	Description	Comment	Pass/Fail
54_001	National Road	N40 South Link Road; from the Jack Lynch Tunnel to Exit 10. This link consists of a dual carriageway in both directions seperated by a central median with a hard shoulder on either side of the link also. Cycling is prohibited permitted through the Jack Lynch Tunnel. Alternative route for pedestrians and cyclists to avoid the tunnel includes Lower Glanmire Road to new bridge at 'Skew Bridge' to connect with Monahan Road to Mahon Passage Greenway. This link will be carried forward to Stage 2 Assessment.	Pass
54_002	National Road	N40 Junction 10 Off-Ramp; from the N40 Westbound to the R852. This link consists of two lanes existing the N40. There is a cycle ban on this link as cyclists are not permitted through the Jack Lynch Tunnel. Potential for bus priority to be provided through reallocation of road space. Alternative route for pedestrians and cyclists to avoid the tunnel includes Lower Glanmire Road to new bridge at Monahan Road to Mahon Passage Greenway. This link will be carried forward to Stage 2 Assessment.	Pass
54_003	Regional Road	Loughmahon Rink Road R852; N40 Overbridge. The link consists of two lanes in each direction, seperated by a central median. There are no bus lanes or cycle lanes on the route.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_004	National Road	N40 Entry Ramp; from Loughmahon Road to the N40 at junciton 10. This link consists of 1 to 2 lanes eastbound with an additional hard shoulder. Potential for bus priority to be provided by reallocation of road space. Alternative route for pedestrians and cyclists to avoid the tunnel includes Mahon Passage Greenway to new bridge at Monahan Road to Lower Glanmire Road. This link will be carried forward to Stage 2 Assessment.	Pass

54_005	Regional Road	Loughmahon Rink Road R852; from the N40 slip road to Mahon Point Shopping Centre Entrance. The link consists of two lanes in each direction, seperated by a central median. The are additional turning lanes on the route. There are no bus lanes on the route.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_006	Regional Road	Loughmahon Rink Road R852; from Mahon Point Shopping Centre Entrance to the junction with St Michael's Drive. The link consists of 1 lane westbound and 2 lanes eastbound with additional turning lanes on approach to the junctions. There are cycle lanes in each direction on this link. There are no bus lanes on the route.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_007	Access Road	Mahon Shopping Centre Internal Access Road; from the junction with Loughmahon Road to the City Gate Park Roundabout. The proposed link consists of 2 lanes in each direction serperated by a central median. There are additional turning lanes on approach to the Loughmahon junction. The link forms part of an existing bus route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_008	Access Road	Potential new link connecting the Mahon Point City Gate Park Roundabout to St Michael's Drive. The proposed link would be a bus, cyclists and pedestrian access only link. Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	Pass
54_009	Access Road	Mahon Shopping Centre Internal Access Road; from the City Gate Park Roundabout to the western Mohon Point Shopping Centre roundabout. The link consists of 2 lanes in each direction serperated by a central median.The link forms part of an existing bus route. Potential for bus priority to be provided by reallocation of road space and road widening. This	Pass

		section will be carried forward to Stage 2 Assessment.	
54_010	Access Road	Potential new link connecting the western Mohon Point Shopping Centre roundabout to St Michael's Drive. The proposed link would be a bus, cyclists and pedestrian access only link. Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	Pass
54_011	Access Road	Mahon Shopping Centre Internal Access Road; from the western Mahon Point Shopping Centre roundabout to the eastern Mahon Point Shopping Centre roundabout. The link consists of 2 lanes in each direction serperated by a central median.The link forms part of an existing bus route. Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_012	Access Road	Potential new link connecting the eastern Mohon Point Shopping Centre roundabout to Estuary Drive. The proposed link would be a bus, cyclists and pedestrian access only link. Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_013	Access Road	Mahon Shopping Centre Internal Access Road; from the eastern Mahon Point Shopping Centre roundabout to Mahon Point Bus Access Link. The link consists of a single carriageway in each direction.The link forms part of an existing bus route. Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_014	Urban Road	Ringmahon Road; from the junction with Skehard Road to the junction with St Michael's Drive. The link consists of single carriageway in both directions with on-street parallel parking. There is a tree lined verge on either side of the carriageway. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass

54_015	Urban Road	St Michael's Drive; from proposed Mahon Point bus access road 54_012 to the existing bus access to Mahon Point Shopping Centre. The link consists of single carriageway in both directions with on-street parallel parking.There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_016	Urban Road	St Michael's Drive; from proposed Mahon Point bus access road 54_010 to proposed Mahon Point bus access road 54_012. The link consists of single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_017	Urban Road	Ballinure Avenue / The Maples; from Skehard Road to St Michael's Road. The link consists of single carriageway in both directions with on-street parallel parking.There are no bus lanes and no cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_018	Urban Road	St Michael's Drive; from proposed Mahon Point bus access road 54_008 to proposed Mahon Point bus access road 54_010. The link consists of single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_019	Urban Road	St Michael's Drive; from Loughmahon Link Road Junction to potential bus access road 54_008. The link consists of a single carriageway in both directions with an additional westbound bus lane.The link forms part of an existing bus route.The link has been identified in CMATS as a proposed cycle route.	Pass

		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_020	Regional Road	Loughmahon Rink Road R852; from the junction with St Michael's Drive to Skehard Road. The link consists of a single carriageway in each direction. There is a northbound cycle lane and a southbound cycle lane for a section of the link. There are no bus lanes on the route.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_021	Regional Road	Skehard Road (R852); from the junction with Loughmahon Road to the junction with Bessboro Road. The link consists of a single carriageway in each direction with an additional bus lane in each direction. With additional turning lanes on approach to junctions. The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Project at construction stage which will provide bus priority in both directions. This section will be carried forward to Stage 2 Assessment.	Pass
54_022	Regional Road	Skehard Road; from the Ringmahon Road junction to the Loughmahon Link Road Junction. This link consists of a wide single carriageway and cycle lanes in both directions. Additional turning lanes are provided on approach to the junctions. There are no bus lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_023	Urban Road	Ringmahon Road; from Skehard Road to the junction with Convent Road. This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_024	Regional Road	Skehard Road; from the junction with Avenue de Rennes to the Ringmahon Road.	Pass

		This link consists of a wide single carriageway in both directions and an eastbound raised cycle lane. Additional turning lanes are provided on approach to the junctions. There are no bus lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_025	Urban Road	Avenue de Rennes; from the junction with Skehard Road to the junction with Ringahon Road. The link consists of single carriageway in both directions with on-street parallel and perpendiclar parking. There are no bus lanes and no cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_026	Regional Road	Skehard Road; from the junction with Ballinure Road to the junction with Avenue de Rennes. This link consists of a wide single carriageway in both directions. Additional turning lanes are provided on approach to the junctions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment. section will be carried forward to Stage 2 Assessment.	Pass
54_027	Regional Road	Skehard Road; from Ringmahon Road to the junction with Ballinure Road, This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_028	Regional Road	Ringmahon Road; from the junction with Skehard Road to the junction with Castle Road. The link consists of single carriageway in both directions with on-street parallel parking. There is a tree lined verge on either side of the carriageway. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The	Pass

		link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_029	Urban Road	Castle Road; from Ringmahon Road to the junction with Ferney Road. This link consists of a single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_030	Urban Road	Castle Road; from the junction with Ferney Road to the junction with Convent Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking in some locations. The excisting pedestrian facilities are below standard. A give-way system operates in places on this link. There are no bus lanes and no cycle lanes on the link.The link has been identidied within CMATS as a cycle route. The proximity of properties on one side of the road and SPA of Cork Harbour on the other side of the road make road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_031	Urban Road	Ferney Road; from Castle Road to the junction with Ringmahon Road. This link consists of a single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_032	Regional Road	Ringmahon Road; from junction with Ferney Road to the junction with Castle Road. This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_033	Regional Road	Ringmahon Road; from junction with Avenue de Rennes to the junction with Ferney Road.	Pass

		This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_034	Regional Road	Ringmahon Road; from Dunlocha Cottages to Avenue de Rennes. This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_035	Residential Road	Dunlocha Cottages; from Ringmahon Road to Rope Walk. This link consists of a narrow single carriageway in both directions with on-street parallel parking in some locations.There are no bus lanes and no cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_036	Regional Road	Ringmahon Road; from the junction with Convent Road to the junction with Dunlocha Cottages. This link consists of a wide single carriageway in both directions. There are no bus lanes and no cycle lanes on the link.The link forms part of an existing bus route.The link has been identidied within CMATS as a cycle route. Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
54_037	Urban Road	Convent Road / Upper Convent; from Ringmahon Road to the junction with Convent Avenue. This link consists of a narrow single carriageway in both directions with on-street parallel parking in some locations.There are no bus lanes and no cycle lanes on the link.This link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_038	Residential Road	Rope Walk / Convent Avenue; from the junction with Dunlocha Cottages to Convent Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking in	Fail

		some locations.There are no bus lanes and no cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_039	Urban Road	Convent; from the junction with Convent Avenue to Blackrock Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking.There are no bus lanes and no cycle lanes on the link.This link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_040	Urban Road	Blackrock Road; from the junction with Convent Road to the junction with Church Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking.There are no bus lanes and no cycle lanes on the link.This link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail

11. Appendix 2.11 South Central Sector Stage 1 Section 2.

South East

Table 5.2.Stage 1 Option Assessment – Section 2

Link No.	Receiving Environment	Comment	Pass/Fail
54_041	Single Carriageway, Residential, Existing Bus Route, Proposed Cycle Route (CMATS)	Church Road; from the junction with Upper Beaumont Drive to Blackrock Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link.The link has been identified within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_042	Single Carriageway, Residential, Proposed Cycle Route (CMATS)	Blackrock Road; from the junction with Beaumont Lane to Church Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_043	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS)	Beaumont Lane, Beaumont Drive to Beaumont Crescent This link consists of a single carriageway in both directions with off and on-street parking.There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail

54_044	Single Carriageway, Residential, Commercial, Off Street and On Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Blackrock Road; from the junction with Beaumont Lane to Church Lane. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_045	Narrow Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Churchyard Lane; from Blackrock Road to Boreenmanna Road. This link consists of a narrow single carriageway in both directions with on-street parallel parking. A give-way system operated on the northern section of this link. There are no bus lanes and no cycle lanes on the link.The link has been identified within CMATS as a cycle route.The link forms part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_046	Single Carriageway, Residential, Commercial, Beaumont Quarry, Existing Bus Route, Proposed Cycle Route (CMATS)	Churchyard Lane; from the junction with the Ballinlough Road to Boreenmanna Road. This link consists of a single carriageway in both directions with on-street parallel parking and a northbound cycle lane for some of the link. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_047	Single Carriageway, Residential, Commercial, Existing Bus Route, Proposed Cycle Route (CMATS)	Churchyard Lane; from the junction with the Ballinlough Road to Boreenmanna Road. This link consists of a single carriageway in both directions with	Pass

		on-street parallel parking and a northbound cycle lane. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
54_048	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Road; from Silverdale Walk to Churchyard Lane. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_049	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Road; from Silverdale Walk to Silverdale Drive. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_050	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Avenue; from Silverdale Drive to Silverdale Walk. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_051	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Proposed Cycle Route (CMATS)	Silverdale Avenue; from Silverdale Drive to Silverdale Walk. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The link has been	Fail

		identified within CMATS as a cycle route. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_052	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Drive; from Silverdale Avenue to the junction with Silverdale Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_053	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Gardens; from the junction with Ashleigh Drive to ilverdale Avenue. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_054	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Gardens; from the junction with Ashleigh Drive to the junction with Ashleigh Rise. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_055	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Drive; from the junction with Ashleigh Gardens to the junction with Ashleigh Rise. This link consists of a single carriageway in both directions with on-street parallel parking. There	Fail

		are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_056	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Rise; from Ashleigh Drive to Ashleigh Gardens. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_057	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Drive; from Firmount Avenue to Ashleigh Rise. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_058	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Firmount Avenue; from the junction with Ashleigh Drive to Woodvale Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_059	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Rise; from the junction with Ashleigh Gardens to the junction with Skehard Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link.	Fail

		The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_060	Single Carriageway, Residential, Off-street Parking	Woodvale Road; from either end of Firmount Avenue. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_061	Single Carriageway, Residential, Off-street Parking	Woodvale Road; from Firmount Avenue to Rosegreen Ave junction. This link consists of a single carriageway in both directions with off-street parallel parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_062	Single Carriageway, Residential, Off-street Parking	Rosegreen Avenue, Woodvale Road to Beaumont Drive This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_063	Single Carriageway, Residential, Off-street Parking	Woodvale Road; from Firmount Avenue to Rosegreen Ave. This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening.	Pass

		This link will be carried forward to Stage 2 Assessment.	
54_064	Single Carriageway, Residential, Off-street Parking	Linden Avenue, Woodvale Road to Beaumont Drive This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_065	Single Carriageway, Residential, Off-street Parking, Beaumont Girls School at end of road	Woodvale Road, Linden Avenue to Beaumont Lawn This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_066	Single Carriageway, Residential, Off-street Parking	Beaumont Lawn, Woodvale Road to Beaumont Drive This link consists of a single carriageway in both directions with off-street parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_067	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS)	Beaumont Drive, Beaumont Lawn to Beaumont Crescent Junction This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a	Fail

		result, it will not be brought forward to Stage 2.	
54_068	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS),	Beaumont Drive, Beaumont Crescent to Beaumont Crescent This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_069	Single Carriageway, Residential, Off Street and On Street Parking	Beaumont Crescent, Beaumont Drive to Beaumont Drive This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_070	Single Carriageway, Residential, Off Street and On Street Parking	Dundonian Road, Beaumont Drive to Beaumont Crescent This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_071	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS),	Upper Beaumont Drive, Linden Avenue to Beaumont Lawn This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified	Fail

		as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_072	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS)	Upper Beaumont Drive, Rosegreen Avenue to Linden Avenue This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_073	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle Route (CMATS)	Upper Beaumont Drive, Church Road to Rosegreen Avenue This link consists of a single carriageway in both directions with off and on-street parking. There are no bus lanes or cycle lanes on the link. This route contains an existing bus route. It has also been identified as a proposed cycle route in CMATS The proximity of properties and gradient of driveways, as well as the level difference between carriageway and properties makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_074	Single Carriageway, Residential, Off Street and On Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Church Road; from the junction with Skehard Road to the junction with Upper Beaumont Drive. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes and no cycle lanes on the link. This link forms part of an existing bus route. The link has been	Fail

		identified within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
54_075	Single Carriageway, Commercial, Residential, Partial Bus and Cycling Priority provided, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Bessboro Road to the junction with Church Road. The link consists of a single carriageway in each direction with an additional bus lane in each direction. Additional turning lanes on approach to junctions. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Project at construction stage which will provide bus priority in both directions. This section will be carried forward to Stage 2 Assessment.	Pass
54_076	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Church Road to the junciton with Woodvale Road. The proposed link consists of a single carriageway in each direction, an eastbound bus lane and a westbound cycle lane. Additional turning lanes are provided on approach to the junction. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_077	Single Carriageway, Residential, Off-street Parking	Woodvale Road; from Skehard Road to the junction with Firmount Avenue; This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. Potential for bus priority to be through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

54_078	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Woodvale Road to Ashleigh Rise. The proposed link consists of a single carriageway in each direction, an eastbound bus lane and a westbound cycle lane. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_079	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Ashleigh Rise, Ashleigh Gardens to Skehard Road This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
54_080	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Ashleigh Rise to the junction with Silverdale Drive. The proposed link consists of a single carriageway in each direction, an eastbound bus lane and a westbound cycle lane. Aditional turning lanes and turning pockets are also provided. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_081	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	Silverdale Drive; from Skehard Road to the junction with Silverdale Road. This link consists of a single carriageway in both directions with on-street parallel parking. There are no bus lanes or cycle lanes on the link. The proximity of properties and gradient of driveways makes road widening less feasible. As a result,	Fail

		it will not be brought forward to Stage 2.	
54_082	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	Skehard Road (R852); from the junction with Silverdale Drive to the junction with the Well Road. The proposed link consists of a single carriageway in each direction, an eastbound bus lane and a westbound cycle lane. Aditional turning lanes and turning pockets are also provided. The link forms part of an existing bus route. The link has been identified within CMATS as a cycle route. Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	Pass
54_083	Multi Lane Carriageway, Residential, Existing Bus Route, Proposed Cycle Route (CMATS), Existing Bus Facilities	Churchyard Lane; from the junction with the Ballinlough Road to Silverdale Road. This link consists of a single carriageway in both directions with a northbound cycle lane. The link has been identified within CMATS as a cycle route. The link forms part of an existing bus route. Potential for bus priority to be through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_084	Single Carriageway, Residential, Multi Lane Carriageway on Approach to Junction, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Skehard Road (R852) to Churchyard Lane The link consists of a single carriageway in each direction with diverge lanes on approach to Skehard Road. The link contains off street residential parking. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_085	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route	Well Road (R853), Churchyard Lane to Ardmahon Estate	Pass

	(CMATS), Level difference between carriageway and adjacent property, Steep Gradient on Carriageway	The link consists of a single carriageway in each direction on a steep gradient with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	
54_086	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Ardmahon Estate to Lake Lawn The link consists of a single carriageway in each direction with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
54_087	Single Carriageway, residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Lake Lawn to Hetty Field The link consists of a single carriageway in each direction with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires	Pass

		traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	
54_088	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Hetty Field to Woodview The link consists of a single carriageway in each direction with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
54_089	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	Well Road (R853), Woodview to Douglas Road (R610) The link consists of a single carriageway in each direction with off street parking. Existing carriageway is bound by properties. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties makes road widening less feasible. Connectivity with Douglas is necessary to fulfil the orbital function of this route. Requires traffic management plan for Well Road (R853) to facilitate bus priority. This link will be carried forward to Stage 2 Assessment.	Pass
54_090	Multi Lane Carriageway, Existing Bus Route, Proposed Cycle Route (CMATS)	Douglas Road (R610), Well Road (R853) to Douglas Village The link consists of a multi lane carriageway in each direction under an existing flyover. The route forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route.	Pass

		Potential for bus priority to be provided through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
54_091	Multi Lane Carriageway, Industrial Park	Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
54_092	Existing Greenway, trees, and earthworks on either side	The level difference between the existing greenway and the road network makes connecting the greenway to the existing roads less feasible. This link will not be carried forward to Stage 2 Assessment.	Fail
54_093	Existing Greenway, trees, and earthworks on either side	Potential for bus priority to be provided through reallocation and widening of the Greenway. This link will be carried forward to Stage 2 Assessment.	Fail
54_094	Existing Greenway, trees and earthworks on either side	Potential for bus priority to be provided through reallocation and widening of the Greenway. This link will be carried forward to Stage 2 Assessment.	Fail
54_095	New Link.	Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	Pass
54_096	Single carriageway, Industrial area, Future residential development.	Potential for bus priority to be provided through reallocation of road space and carriageway widening. This section will be carried forward to Stage 2 Assessment.	Pass
54_097	Single carriageway, Industrial area, Grass verges and trees.	Potential for bus priority to be provided through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

12. Appendix 2.12 South West Sector Stage 1 Section 1.

South West

Table 10.1.Stage 1 Option Assessment – Section 1

Link No.	Road Characteristics	Comments	Pass/Fail
56_001	National Road	N40 South Ring Road; from Kinsale Road Roundabout to Sarsfield Road Roundabout. This link consists of 3 lanes in each direction as well as additionalmerge and diverge lanes at slip roads or junctions. This link has no bus lanes or cycle lanes. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_002	Urban Road	Sarsfield Road; from Spur hill to Sarsfields Road Roundabout. This link consists of a single carriageway in each direction with additional turning lanes provided in places. There is a grass verge on either side of the carriagesway. This link forms part of an existing bus route. There are no bus lanes or cycle lanes on the link. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through reallocation of road space and extending into grass verge. This link will be carried forward to Stage 2 Assessment.	Pass
56_003	Urban Road	Spur Hill; from the junction with Sarsfield Road to Togher Road. This link consists of a single carriageway in each direction. This link forms part of an existing bus route. There are no bus lanes or cycle lanes on the link. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through reallocation of road space and extending into grass verge. Pinch points are evident i.e. the lodge dentist practice where carriageway is reduced. This link will be carried forward to Stage 2 Assessment.	Pass
56_004	Urban Road	Togher Road; from Spur Hill to the junction with Tramore Road. This link consists of a single carriageway in each direction. Part of this link consists of a overbridge over the N40 South Ring Road. This link forms part of an existing bus route. There are no bus lanes or cycle lanes on the link. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through reallocation of road space and carriageway widening. Pinch points are evident i.e. the N40 bridge where	Pass

		carriageway is reduced. This link will be carried forward to Stage 2 Assessment.	
56_005	Proposed Regional Road	Togher Road, Northern Distributor Road to Spur Hill This link consists of a single carriageway in each direction on a steep gradient This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_006	Proposed Regional Road	Proposed Southern Distributor Road; from the junction with the Togher Road and Chestnut Drive to the junction with the Lehenaghmore Road and Ardcahon Drive. This link will consist of a footpath, cycle lane, bus lane and a general traffic lane in each direction. The proximity of the carriageway to the existing properties makes the route less feasible. This section will not be carried forward to Stage 2 Assessment	Fail
56_007	Urban Road	Lower Pouladuff, Forge Hill to Proposed Southern Distributor Road This link does not form part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Existing narrow carriageway, no existing bus services. Significant land take required to achieve objectives. Existing bridge would need to be widened. Steep topography. This section will not be carried forward to Stage 2 Assessment	Fail
56_008	Proposed Regional Road	Southern Distributor Road; from the junction with the Kinsale Road to Lehenaghmore Road through Ardcahon Drive. This link will consist of a footpath, cycle lane, bus lane and a general traffic lane in each direction. This link has been identified within CMATS as a cycle route. Bus priority will be provided as part of the Southern Distributor Road. This link will be carried forward to Stage 2 Assessment.	Pass
56_009	National Road	Kinsale Rd (N27), Forge Hill to Ballycurreen Road (R851) This link consists of two southbound lanes on approach to the junction with Ballycurreen Road, two northbound lanes. There is a cycle lane in both directions. This link forms part of an existing bus route. This link has been identified within CMATS as a cycle route Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

56_010	National Road	Forge Hill, Lower Pouladuff Road to Kinsale Road (N27) This link does not form part of an existing bus route. Existing narrow carriageway, no existing bus services. Significant land take required to achieve objectives. Existing bridge would need to be widened. Steep gradient on this link. This section will not be carried forward to Stage 2 Assessment.	Fail
56_011	National Road	Kinsale Road (N27); from the junction with the Ballycurreen Road to the Kinsale Road Roundabout. This link consists of two southbound lanes, with and additional right turn lane on approach to the junction with Ballycurreen Road, one northbound bound lane and a northbound bus lane which is shared with left turning private vehicles on approach to the Kinsale Road roundabout. This link forms part of an existing bus route. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_012	Roundabout / National Road	Kinsale Road Roundabout circulating lanes. The link consists of 3 to 4 lanes circulating the signalised roundabout beneath the N40 overpass. There is a shared pedestrian and cycle path through the roundabout connecting Kinsale Road on the north and south of roundabout and Frankfield Road. This link forms part of an existing bus route.This link has been identified within CMATS as a cycle route. Potential to provide bus priority through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass
56_013	Roundabout / National Road	Kinsale Road Roundabout circulating lanes. The link consists of 3 to 4 lanes circulating the signalised roundabout beneath the N40 overpass. There is a shared pedestrian and cycle path through the roundabout connecting Kinsale Road on the north and south of roundabout and Frankfield Road. This link forms part of an existing bus route. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	Pass

13. Appendix 2.13 South West Sector Stage 1 Section 2.

South West

Table 10.2.Stage 1 Option Assessment – Section 2

Link No.	Road Characteristics	Comments	Pass/Fail
56_014	Urban Road	Kinsale Road; from the junction with Mick Barry Road to the Kinsale Road Roundabout. The link consists of a single carriageway in both directions with an additional right turn lane provided on approach to the Mick Barry Road junction and a second approach lane in advance of the Kinsale Road Roundabout. There is a two-way cycle path on the western side of the link.This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_015	Urban Road	Kinsale Road; from junction with Tramore Road to junction with Mick Barry Road. The link consists of a single carriageway in both directions with an additional right and left turn lanes provided on approach to the Tramore Road junction. There is a two-way cycle path on the western side of the link.This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_016	Urban Road	Tramore, Kent Road to Kinsale Road This link consists of a wide single carriageway in each direction with an eastbound advisory cycle lane. This link doesn't form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_017	Urban Road	Kinsale Road; from Cemetery Cross to junction with Tramore Road. The link consists of a single carriageway in both directions with an additional right turn lane provided on approach to the Tramore Road junction. There is a northbound protected cycle lane and on-street parallel parking on the eastern side of the link. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_018	Urban Road	Pearse Road; from the junction with Kent Road to the Kinsale Road. The link consists of a single carriageway in both directions with trees on either side. The link forms part of an existing bus route.There are no bus lanes or cycle lanes on the	Pass

		link.This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_019	Residential Road	Pearse Road; from the junction with Connolly Road to the junction with Kent Road. The link consists of a single carriageway in both direction with trees on either side. The link forms part of an existing bus route.There are no bus lanes or cycle lanes on the link.This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_020	Urban Road	Kent Road, Pearse Road to Tramore Road This link consists of a narrow single carriageway in each direction, through a residential area, with on-street parking. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not considered a feasible link and will not be brought forward to Stage 2.	Fail
56_021	Urban Road	Tramore Road, Kent Road to Lower Friars Walk This link consists of a wide single carriageway in each direction with an eastbound advisory cycle lane. This link doesn't form part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_022	Urban Road	Lower Friars Walk from Connolly Road junction to Tramore Road This link consists of a single carriageway in each direction, through a residential area, with off-street parking. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_023	Urban Road	Tramore Road, Casey's Cross Pouladuff Road to Lower Friars Walk This link consists of a wide single carriageway in each direction with an eastbound advisory cycle lane. This link doesn't form part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

56_024	Urban Road	Pouladuff Road, Casey's Cross Lower Pouladuff Road to Forge Hill This link consists of a single carriageway in each direction with a bridge over the N40 South Ring Road. . There are also verges and trees on each side of the carriageway. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_025	Urban Road	Tramore Road, Casey's Cross / Pouladuff Road to Togher Road This link consists of a narrow single carriageway in each direction, through a residential area with on-street parking. This link does not form part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_026	Urban Road	Lower Pouladuff Road, Casey's Cross to Connolly Park This link consists of a narrow single carriageway in each direction, through a residential area. This link does not form part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_027	Urban Road	Lower Pouladuff Road, Connolly Park to Vicar's Road This link consists of a single carriageway in each direction, through a residential area with on-street parking. The route also has existing cycle facilities. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_028	Urban Road	Connolly Road, Lower Pouladuff Road to Connolly Road This link consists of a narrow single carriageway in each direction, through a residential area with on-street parking. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_029	Residential Road	Connolly Road; from Vicars Road to the junction with Connolly Park. The link consists of a single carriageway in both direction with trees on either side. There is on-street parallel parking on either side of the road.	Pass

		There are no bus lanes or cycle lanes on the link.This link forms part of an exisitng bus route.This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_030	Residential Road	Connolly Green, Plunkett Road to Connolly Road This link consists of a single carriageway in each direction through a residential area with on & off street parking. A grass verge lines the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_031	Residential Road	Connolly Road; from the junction with Connolly Park to the junction with Lower Friars Walk. The link consists of a single carriageway in both direction with trees on either side. There is on-street parallel parking on either side of the road.There are no bus lanes or cycle lanes on the link. This link forms part of an exisitng bus route. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_032	Residential Road	Lower Friars Walk, Killeenreendowney Avenue to Connolly Road This link consists of a narrow single carriageway in each direction, through a residential area, with on-street parking. This link does not form part of an existing bus route. Potential to provide bus priority through reallocation of road space and extending into grass verge. This link will be carried forward to Stage 2 Assessment.	Pass
56_033	Residential Road	Connolly Road; from the junction with Lower Friars Walk to the junction with Clarkes Road. The link consists of a single carriageway in both direction with trees on either side. There is on-street parallel parking on either side of the road. There are no bus lanes or cycle lanes on the link. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_034	Residential Road	Connolly Road; from the junction with Clarkes Road to Pearse Road. The link consists of a single carriageway in both direction with trees on either side. There is on-street parallel parking on either side of the road. There are no bus lanes or cycle lanes on the link.	Pass

		This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_035	Residential Road	Clarke's Road, Pearse Road to Connolly Road The link consists of a narrow single carriageway in both directions with on street parking and a give way system in place. There is a large grass area on the eastern side of the carriageway. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_036	Urban Road	Pearse Road, Clarke's Road to Connolly Road This link consists of a single carriageway in each direction with on-street parking. There are also verges and trees on each side of the carriageway. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_037	Urban Road	Pearse Road, Lower Friars Road to Clarke's Road This link consists of a single carriageway in each direction with on-street parking. There are also verges and trees on each side of the carriageway. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_038	Urban Road	Pearse Road, Pearse Place to Lower Friars Walk This link consists of a single carriageway in each direction. There are also verges and trees on each side of the carriageway and passes a primary school. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_039	Urban Road	Lower Friars Walk, Pearse Road to Killeenreendowney Avenue This link consists of a single carriageway in each direction with on-street parking. There are also verges and trees on each side of the carriageway.	Pass

		This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_040	Residential Road	Pearce Place, Pearse Road to Father Dominic Road This link consists of a single carriageway in each direction through a residential area with on & off street parking. A grass verge lines the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_041	Residential Road	Father Dominic Road, Killeenreendowney Avenue to Pearce Place This link consists of a single carriageway in each direction through a residential area with on & off street parking. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_042	Residential Road	Killeenreendowney Avenue, Plunkett Road to McDonagh Road This link consists of a single carriageway in each direction through a residential area with on & off street parking. A grass verge lines the carriageway. A give way system is also in place. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_043	Residential Road	Killeenreendowney Avenue, Lower Friars Walk to McDonagh Road This link consists of a single carriageway in each direction through a residential area with on & off street parking. A grass verge lines the carriageway. A give way system is also in place. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_044	Residential Road	McDonagh Road, Killeenreendowney Avenue to Connolly Green This link consists of a single carriageway in each direction through a residential area with on & off street parking. Traffic calming measures are also in place. This link does not form part of an existing bus route.	Fail

		The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
56_045	Residential Road	Plunkett Road, Connolly Green to Sarahville Place This link consists of a single carriageway in each direction through a residential area with on & off street parking. Traffic calming measures are also in place. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_046	Residential Road	Plunkett Road, Killeenreendowney Avenue to Sarahville Place This link consists of a single carriageway in each direction through a residential area with on & off street parking. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_047	Residential Road	Plunkett Road, Killeenreendowney Avenue to Father Dominic Road This link consists of a narrow single carriageway in each direction through a residential area with on & off street parking. A give way system and traffic calming measures are also in place. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_048	Residential Road	Father Dominic Road, Pouladuff Road to Plunkett Road This link consists of a single carriageway in each direction through a residential area with on & off street parking. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_049	Residential Road	Father Dominic Road, Plunkett Road to Pearce Place This link consists of a single carriageway in each direction through a residential area with on & off street parking. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_050	Urban Road	Edward Walsh Road / Pouladuff Road to Pearse Road This link consists of a single carriageway in each direction, with on & off-street parking. This link forms part of an existing bus route.	Pass

		Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_051	Urban Road	Pearse Road, Togher Road to Pouladuff Road & to Pearse Place This link consists of a single carriageway in each direction. With on-street parallel (disc) parking on either side of the carriageway. There are also verges and trees on each side of the carriageway. The route passes a primary school. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_052	Urban Road	Glendalough Park, Togher Road to Brookfield Park This link consists of a single carriageway in each direction, with on & off-street parking. The carriageway is adjacent to The Lough, a large local amenity. This link does not form part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_053	Residential Road	Togher Road; from the junction with Brookfield Lawn to the junction with Glendalough Park / Pearse Road. This link consists of a single carriageway in each direction. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through reallocation of road space. Potential for land take is restricted due to distance between residential dwellings on either side of the road. As this is an existing bus route on a local strategic route this link will be carried forward to Stage 2 Assessment.	Pass
56_054	Residential Road	Togher Road; from the junction with Earlwood Estate to the junction with Brookfield Lawn. This link consists of a single carriageway in each direction with on-street parallel parking on the eastern side of the carriageway. This link forms part of an existing bus route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_055	Residential Road	Togher Road; from the junction with Ardmanning Avenue to Earlwood Estate. This link consists of a single carriageway in each direction with on-street parallel parking on the eastern side of the carriageway.	Pass

		This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_056	Residential Road	Ardmanning Ave, Togher Road to Patrick Trahy Road This link consists of a narrow single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties and contains traffic calming measures.This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_057	Residential Road	Patrick Trahy Road, Edward Walsh Road to Ardmanning Ave This link consists of a narrow single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_058	Residential Road	Edward Walsh Rd, Patrick Trahy Road to Pouladuff Road This link consists of a single carriageway in each direction, with on & off-street parking. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_059	Residential Road	Edward Walsh Road, Michael Fitzgerald Road to Patrick Trahy Road This link consists of a single carriageway in each direction, with on & off-street parking. There is also traffic calming measures in place. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_060	Residential Road	Michael Fitzgerald Road, Edward Walsh Road to Charles Daly Road This link consists of a narrow single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties.This link does not form part of an existing bus route. Existing narrow carriageway, no existing bus services. Significant land take required to achieve objectives. Existing bridge would need to be widened. Steep	Fail

		topography. This section will not be carried forward to Stage 2 Assessment.	
56_061	Residential Road	Charles Daly Road, Michael Fitzgerald Road to Pouladuff Road This link consists of a narrow single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties.This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. Steep topography. This section will not be carried forward to Stage 2 Assessment.	Fail
56_062	Urban Road	Pouladuff Road, Charles Daly Road to Edward Walsh Road This link consists of a wide single carriageway in each direction, through a residential area with on-street parking. This link forms part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_063	Residential Road	Sarahville Place, Plunkett Road to Pouladuff Road This link consists of a single carriageway in each direction through a residential area with on & off street parking. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_064	Urban Road	Pouladuff Road, Vicar's Road / Connolly Road to Charles Daly Road This link consists of a wide single carriageway in each direction, through a residential area with on-street parking. This link forms part of an existing bus route. Potential to provide bus priority through relocation of existing road space. This link will be carried forward to Stage 2 Assessment.	Pass
56_065	Urban Road	Vicar's Road; from Togher Road to Lower Puladuff Road. The link consists of a single carriageway in both direction with trees on either side of the road as well as additional right hand turn lanes on appraoch to both junctions. There is a westbound protected cycle lane on part the link and onstreet residential parking on the link also. This link forms part of an exisitng bus route. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_066	Urban Road	Togher Road from the juncton of Tramore Road to the junction of Clashduv Road.	Pass

		This link consists of a single carriageway in each direction. There is on-street parallel parking on the western side of the carriageway. This link forms part of an existing bus route. There are no bus lanes or cycle lanes on the link. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through reallocation of road space. Potential for land take is restricted due to residential dwellings on either side of the road. As this is an existing bus route on a local strategic route this link will be carried forward to Stage 2 Assessment.	
56_067	Urban Road	Clashduv Estate; from the junciton with Elm Road to Togher Road. The link consists of a single carriageway in both direction with trees on either side of the road. There is a westbound protected cycle lane on the link.This link forms part of an exisitng bus route. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_068	Urban Road	Togher Road; from the junction with Clashduv Road to the junction with Edward Walsh Road. This link consists of a single carriageway in each direction. There is on-street parallel and perpendicular parking on either side of the carriageway. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. This link has been identified within CMATS as a cycle route.Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_069	Residential Road	Edward Walsh Road, Michael Fitzgerald Road to Togher Road This link consists of a single carriageway in each direction, with on & off-street parking. Grass verges and trees line the carriageway. There is also traffic calming measures in place. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_070	Urban Road	Togher Road; from the junction with Edward Walsh Road to the junction with Earlwood Estate. This link consists of a single carriageway in each direction. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

56_071	Urban Road	Togher Road; from the junction with Earlwood Estate to the junction with Ardmanning Avenue. This link consists of a single carriageway in each direction with on-street parallel parking on the eastern side of the carriageway. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. There are no bus lanes or cycle lanes on the link. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_072	Residential Road	Earlwood Estate, Togher Road to Earlwood Estate This link consists of a single carriageway in each direction, with on & off-street parking.This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_073	Residential Road	Earlwood Estate, Earlwood Estate to Hazel Road (South) The link consists of a single carriageway in both directions with on street parking. There is a large grass area on the northern side of the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_074	Residential Road	Hazel Road, Cherry Tree Road to Earlwood Estate The link consists of a single carriageway in both directions with on street parking. There is a large grass area on the eastern side of the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_075	Residential Road	Earlwood Estate, Earlwood Estate to Hazel Road (North) The link consists of a single carriageway in both directions with on street parking. There is a large grass area on the southern side of the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_076	Residential Road	Earlwood Estate, Togher Rd to Earlwood Estate This link consists of a single carriageway in each direction, with on & off-street parking. Grass verges and trees line the carriageway. There is also traffic calming measures in place. This link does not form part of an existing bus route.	Pass

		Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_077	Residential Road	Earlwood Estate, Hillside Lawn to Earlwood Estate This link consists of a single carriageway in each direction, with on & off-street parking. Grass verges and trees line the carriageway. There is also traffic calming measures in place. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_078	Residential Road	Earlwood Estate / Hillside Lawn, Hazel Road to Hillside Drive The link consists of a single carriageway in both directions with on and off street parking. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_079	Residential Road	Hillside Drive, Hillside Avenue to Hillside Road This link consists of a single carriageway in each direction, with on & off-street parking. Grass verges and trees line the carriageway. There is also traffic calming measures in place. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_080	Residential Road	Hillside Avenue / Leafdale, St. Joseph's Park to Hillside Drive This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_081	Residential Road	St Joseph's Park, St. Joseph's Park to Leafdale This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_082	Residential Road	Leafdale / St. Joseph's Park, St. Joseph's Park to Leafdale This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link does not form part of an existing bus route.	Fail

		The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
56_083	Residential Road	St.Joseph's Park, Brookfield Park to St. Josephs Park This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_084	Residential Road	St.Joseph's Park, Brookfield Lawn, Brookfield Park to Togher Road This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_085	Residential Road	Brookfield Park, Brookfield Lawn to Glendalough Park The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_086	Urban Road	Hartland's Avenue, Glasheen Road (R849) to Brookfield Park This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link does not form part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_087	Urban Road	Glasheen Road (R849), Glasheen Park to Hartland's Avenue This link consists of a single carriageway in each direction, with on & off-street parking. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_088	Urban Road	Glasheen Road (R849), Glasheen Park to Tara Lawn This link consists of a single carriageway in each direction, with on & off-street parking. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route.	Pass

		Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_089	Urban Road	Glasheen Road, Tara Lawn to Clashduv Villas This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_090	Residential Road	Tara Lawn, Glasheen Road (R849) to Glendale Road This link consists of a single carriageway in each direction, with on & off-street parking. Grass verges and trees line the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_091	Residential Road	Glendale Road, Glendale Road to Hillside Drive This link consists of a single carriageway in each direction through a residential area with on & off street parking. Grass verge lines the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_092	Residential Road	Tara Lawn / Hillside Road to Hillside Drive This link consists of a single carriageway in each direction, with on & off-street parking. Grass verges and trees line the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_093	Residential Road	Hillside Drive, Hillside Drive to Glendale Walk This link consists of a single carriageway in each direction, with on & off-street parking. Grass verges and trees line the carriageway. The route also contains traffic calming measures. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_094	Residential Road	Hillside Road, Glendale Walk to Cherry Tree Road This link consists of a single carriageway in each direction, with on & off-street parking. The route also contains traffic	Pass

		calming measures. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_095	Residential Road	Cherry Tree Road, Hillside Road to Elm Road This link consists of a single carriageway in each direction, with on & off-street parking. The route also contains traffic calming measures. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_096	Residential Road	Elm Road, Hazel Road to Cherry Tree Road This link consists of a single carriageway in each direction, with on & off-street parking through a residential area. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_097	Residential Road	Hazel Road, Cherry Tree Road to Elm Road This link consists of a single carriageway in each direction, with on & off-street parking. The route also contains traffic calming measures. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_098	Residential Road	Elm Road, Elm Road to Clashduv Road This link consists of a single carriageway in each direction, Grass verge lines the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_099	Urban Road	Clashduv Estate; from the junciton with Birch Place to the jucntion with Elm Road. The link consists of a single carriageway in both direction with trees on either side of the road. There is a westbound protected cycle lane on the link. This link forms part of an exisitng bus route. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_100	Urban Road	Clashduv Estate; from the junciton with Riverview Estate to Birch Place. The link consists of a single carriageway in both direction with trees on either side of the road. There is a westbound	Pass

		protected cycle lane on the link. There is a westbound protected cycle lane on the link. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_101	Residential Road	Whitebeam Road, Cherry Tree Road to Clashduv Road This link consists of a single carriageway in each direction, with on & off-street parking. The route also contains traffic calming measures. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_102	Residential Road	Glendale Walk, Hillside Road to Glendale Grove This link consists of a single carriageway in each direction, with on & off-street parking through a residential area. There is a large grass area on the northern side of carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_103	Residential Road	Glendale Drive, Glendale Walk to Glendale Glendale Grove The link consists of a single carriageway in both directions with on and off street parking. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_104	Residential Road	Glendale Grove, Glendale Walk to Glendale Road This link consists of a single carriageway in each direction, with on & off-street parking through a residential area. There is a large grass area on the northern side of carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_105	Residential Road	Glendale Road, Glendale Grove to Clashduv Estate This link consists of a single carriageway in each direction through a residential area with on & off street parking. Grass verge lines the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

56_106	Urban Road	Clashduv Estate; from Glasheen Road to the junciton with Gelendale Road. The link consists of a single carriageway in both direction with a tree lined verge on either side of the road.There are no bus lanes or cycle lanes on the link.This link forms part of an exisitng bus route. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_107	Urban Road	Glasheen Road, Clashduv Villas to Clashduv Estate This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link forms part of an existing bus route. The proposed route has been identified within CMATS as a cycle route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_108	Urban Road	Clashduv Estate; from the junciton with Gelendale Road to the junction with Riverview Estate. The link consists of a single carriageway in both direction with a tree lined verge on either side of the road.There are no bus lanes or cycle lanes on the link.This link forms part of an exisitng bus route. This link has been identified within CMATS as a cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_109	Residential Road	Riverview Estate, Sandymount Drive to Clashduv Road This link consists of a single carriageway in each direction through a residential area with on & off street parking. A grass verge lines the carriageway. This link forms part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_110	Residential Road	Summerstown Drive, Summerstown Grove to Summerstown Avenue The link consists of a single carriageway in both directions with on and off street parking, through a residential area. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_111	Residential Road	Sandymount Drive, Southbury Road to Sandymount Drive This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. The carriageway is bound by properties. This link forms part of an existing bus route.	Fail

		The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
56_112	Residential Road	Summerstown Grove, Summerstown Avenue to Summerstown Drive The link consists of a single carriageway in both directions with on and off street parking, through a residential area. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_113	Residential Road	Summerstown Grove, Summerstown Dive to Summerstown Avenue The link consists of a single carriageway in both directions with on and off street parking, through a residential area. There is a large grass area on the eastern side of the carriageway. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_114	Residential Road	Summerstown Road, Summerstown Road to Summerstown Gove South The link consists of a single carriageway in both directions with on and off street parking, through a residential area. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_115	Residential Road	Summerstown Road, Summerstown Road to Summerstown Gove North The link consists of a single carriageway in both directions with on and off street parking, through a residential area. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_116	Residential Road	Summerstown Road / Glasheen Road (R849) to Southbury Road This link consists of a single carriageway in each direction, through a residential area with off & on-street parking. This link forms part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_117	Residential Road	Summerstown Avenue, Green Park to Summerstown Road	Fail

		The link consists of a single carriageway in both directions with on and off street parking, through a residential area. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	
56_118	Residential Road	Green Park, Wilton Lawn to Green Park The link consists of a single carriageway in both directions with on and off street parking, through a residential area. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_119	Residential Road	Green Park, Green Park to Summerstown Road The link consists of a single carriageway in both directions with on and off street parking, through a residential area. This link does not form part of an existing bus route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_120	Residential Road	Wilton Lawn, Green Park to Summerstown Road The link consists of a single carriageway in both directions with on and off street parking, through a residential area. This link does not form part of an existing bus route. The proximity of properties on both sides of the road makes road widening less feasible. As a result, it will not be brought forward to Stage 2.	Fail
56_121	Regional Road	Glasheen Road (R849); Clashduv Estate to Roger Casement Park junction. The link consists of a single carriageway in both directions with a right turn lane approaching the junction with Clashduc Estate from the west.There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_122	Regional Road	Glasheen Road (R849); Liam Lynch Park junciton to Roger Casement Park junction. The link consists of a single carriageway in both directions.There are no bus lanes or cycle lanes on the link.The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass
56_123	Regional Road	Glasheen Road (R849); Wilton Roundabout (R641) to Liam Lynch Park.	Pass

		The link consists of a single carriageway in both directions. There are no bus lanes or cycle lanes on the link. The link forms part of an existing bus route and has been identified in CMATS as a proposed cycle route. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
56_124	Regional Road	Sarsfields Road; from Sarsfields Road Roundabout to Wilton Roundabout. The link consists of 2 lanes in each direction as well as an additional northbound bus lane for parts of the link. There are raised adjacent cycle lanes in each direction also.The link forms part of an existing bus route and has been identified as a cycle route on CMATS. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	Pass

14. Appendix 2.10 West Sector Stage 2 Multi Criteria Assessment Table

Stage 2 Assessment		West: Cork University Hospital to Hollyhill					
Assessment Criteria	**Sub-Criteria**	**Route SW 4-1**	**Route SW 4-2**	**Route SW 4-3**	**Route SW 4-4**	**Route SW 4-5**	**Route SW 4-6**
Economy	Capital Cost	**Total - €45.1M** **Cost per KM - €10.7** Indicative Scheme Infrastructure Works Cost - €29.7M Private Land Costs - €15.3M	**Total - €49.3M** **Cost per KM - €9.3M** Indicative Scheme Infrastructure Works Cost - €31.5M Private Land Costs - €17.8M	**Total - €76.2M** **Cost per KM - €9.5M** Indicative Scheme Infrastructure Works Cost - €46.3M Private Land Costs - €29.9M	**Total - €168M** **Cost per KM - €23.8M** Indicative Scheme Infrastructure Works Cost - €43.3M Private Land Costs - €124.6M	**Total - €167.19M** **Cost per KM - €24.7M** Indicative Scheme Infrastructure Works Cost - €38.3M Private Land Costs - €128.9M	**Total - €177.4M** **Cost per KM - €26.1M** Indicative Scheme Infrastructure Works Cost - €42M Private Land Costs - €135.3M
	Rank						
	Average Journey Time	This scheme has a total length of 4.2 km and from initial journey time calculations, would take an average of **22 mins.**	This scheme has a total length of 5.3 km and from initial journey time calculations, would take an average of **28 mins.**	This scheme has a total length of 8 km and from initial journey time calculations, would take an average of **48 mins.**	This scheme has a total length of 7.1 km and from initial journey time calculations, would take an average of **34 mins.**	This scheme has a total length of 6.76 km and from initial journey time calculations, would take an average of **29 mins.**	This scheme has a total length of 6.8 km and from initial journey time calculations, would take an average of **30 mins.**
	Rank						
	Journey Time Reliability	Dedicated bus lanes would be provided for 64 % length of this route. Bus priority is achieved for a further 7% of this route through traffic management in the form of queue relocation on Western Rd and Shanakiel Rd.	Dedicated bus lanes would be provided for 39 % length of this route. Bus priority is achieved for a further 19% of this route through traffic management in the form of queue relocation on Western Rd and Shanakiel Rd and bus gates through Cork University Hospital.	Dedicated bus lanes would be provided for 69 % length of this route. Bus priority is achieved for a further 15% of this route through traffic management in the form of queue relocation on Bishopstown Rd, Curraheen Rd, Model Farm Rd, Western Rd and Shanakiel Rd.	Dedicated bus lanes would be provided for 78 % length of this route. Bus priority is achieved for a further 7% of this route through traffic management in the form of queue relocation on Bishopstown Rd and Curraheen Rd.	Dedicated bus lanes would be provided for 70 % length of this route. Bus priority is achieved for a further 5% of this route through traffic management in the form of queue relocation on Model Farm Rd and bus gates within Cork University Hospital.	Dedicated bus lanes would be provided for 82 % length of this route. Bus priority is achieved for a further 5% of this route through traffic management in the form of queue relocation on Model Farm Rd.
	Rank						
Integration	Land Use Integration	This route provides for integration with district centres at Wilton, Dennehys Cross and Victoria Cross. All routes integrate with light industrial zoning in Hollyhill and institutions and community zoning at Cork University Hospital.	This route provides for integration with district centres at Wilton, Dennehys Cross and Victoria Cross. All routes integrate with light industrial zoning in Hollyhill and institutions and community zoning at Cork University Hospital.	This route provides for integration with district centres at Wilton, Dennehys Cross and Victoria Cross. This option provides for integration with Business and Technology zoning on Model Farm Road. All routes integrate with light industrial zoning in Hollyhill and institutions and community zoning at Cork University Hospital.	This route provides for integration with district centre at Wilton and with Business and Technology zoning on Model Farm Road. This option passes through a landscape preservation zone on Inchigaggin Lane. All routes integrate with light industrial zoning in Hollyhill and institutions and community zoning at Cork University Hospital.	This route provides for integration with district centre at Wilton and with Business and Technology zoning on Model Farm Road. This option passes through a landscape preservation zone on Inchigaggin Lane. All routes integrate with light industrial zoning in Hollyhill and institutions and community zoning at Cork University Hospital.	This route provides for integration with district centre at Wilton and Dennehys Cross and with Business and Technology zoning on Model Farm Road. This option passes through a landscape preservation zone on Inchigaggin Lane. All routes integrate with light industrial zoning in Hollyhill and institutions and community zoning at Cork University Hospital.
	Rank						
	Residential Catchment						
	400m (5 mins)	140	246	371	258	187	142
	800m (10 mins)	2441	2841	3820	2209	2116	2198
	1200m (15 mins)	3624	3475	3386	2600	2895	3116
	Employment Catchment						
	400m (5 mins)	1211	3867	4696	3343	3026	720
	800m (10 mins)	5684	3531	5392	2325	3435	6116
	1200m (15 mins)	1786	1534	1529	1077	922	1761
	Total residential and employment (10 mins)	9476	10485	14279	8135	8764	9176
	Rank						
	Transport Integration	The option updates sections of the following city centre bus routes including: 201, 202, 208, 220, 223, 236, 237 & 239. Bus Eireann Bus Route 40 will also be updated for sections of this option. The option presents opportunity for integration with the Light Rail on Wilton Rd as proposed within Cork Metropolitan Area Transport Strategy. General traffic movements will remain the same, the capacity of the road will also remain the same as there is no requirement to remove traffic lanes.	The option updates sections of the following city centre bus routes including: 201, 202, 205, 208, 220, 223, 233, 236, 237, 239, 241 & 260. Bus Eireann Bus Route 40 will also be updated for sections of this option. The option presents opportunity for integration with the Light Rail on Wilton Rd as proposed within Cork Metropolitan Area Transport Strategy. General traffic movements will remain the same, the capacity of the road will also remain the same as there is no requirement to remove traffic lanes.	The option updates sections of the following city centre bus routes including: 201, 202, 205, 208, 220, 223, 233, 236, 237, 239, 241 & 260. Bus Eireann Bus Route 40 will also be updated for sections of this option. The option presents opportunity for integration with the Light Rail on Wilton Rd as proposed within Cork Metropolitan Area Transport Strategy. General traffic movements will remain the same, the capacity of the road will also remain the same as there is no requirement to remove traffic lanes.	The option updates sections of the following city centre bus routes including: 201, 205, 208, 214, 216, 220, 223, 233, 236, 237, 239, 241 & 260. Bus Eireann Bus Route 40 will also be updated for sections of this option. The option presents opportunity for integration with the Light Rail at MTU as proposed within Cork Metropolitan Area Transport Strategy. The capacity of the existing roads will remain the same as there is no requirement to remove traffic lanes. There will be opportunity for better transport integration as a result of the provision of a new road.	following city centre bus routes including: 201, 205, 208, 214, 216, 220, 223, 233, 236, 237, 239, 241 & 260. Bus Eireann Bus Route 40 will also be updated for sections of this option. The option presents opportunity for integration with the Light Rail at MTU as proposed within Cork Metropolitan Area Transport Strategy. The capacity of the existing roads will remain the same as there is no requirement to remove traffic lanes. There will be opportunity for better transport integration as a result of the provision of a new road.	The option updates sections of the following city centre bus routes including: 201, 205, 208, 214, 216, 220, 223, 233, 236, 237, 239, 241 & 260. Bus Eireann Bus Route 40 will also be updated for sections of this option. The option presents opportunity for integration with the Light Rail at MTU as proposed within Cork Metropolitan Area Transport Strategy. The capacity of the existing roads will remain the same as there is no requirement to remove traffic lanes. There will be opportunity for better transport integration as a result of the provision of a new road.
	Rank						
	Cyclist Integration	This route serves part of the Wilton Rd, Shanakiel Rd primary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The proposed cycle route would divert through Schoolboys Lane as full cross section can not be achieved on Wilton Rd. The route isn't fully compatible with Cork Metropolitan Area Transport Strategy but it provides an alternative solution parallel to the route within Cork Metropolitan Area Transport Strategy.	This route serves part of the Wilton Rd, Shanakiel Rd primary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The proposed cycle routes would stay on Wilton Rd diverting away from the bus route through CUH. Providing cycle facilities on Wilton is fully compatible with Cork Metropolitan Area Transport Strategy as it is identified as a Primary Cycle Route.	This route serves part of the Bishopstown Rd, Melbourne Rd, Model Farm Rd & Shanakiel Rd primary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The proposed cycle routes would follow the proposed bus route. The route is fully compatible with Cork Metropolitan Area Transport Strategy as it is identified as a Primary Cycle Route.	This route serves part of the Bishopstown Rd, Melbourne Rd, Carrigrohane Rd & Proposed Northern Link Rd primary cycle route outlined in the Cork Metropolitan Area Transport Strategy. Dedicated cycle facilities would not be provided on Inchigaggin Lane due to land constraints and listed structures. Cycling facilities on this road are not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. The alternative cycle route is circuitous as it diverts through Curraheen Walk and Cycleway and Carrigrohane Road.	This route serves part of the Bishopstown Rd, Model Farm Rd, Carrigrohane Rd & Proposed Northern Link Rd primary cycle route outlined in the Cork Metropolitan Area Transport Strategy. Dedicated cycle facilities would not be provided on Inchigaggin Lane due to land constraints and listed structures. Cycling facilities on this road are not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. The alternative cycle route is circuitous as it diverts through Curraheen Walk and Cycleway and Carrigrohane Road. Dedicated cycle facilities would not be provided through CUH due to land availability, it is not a route outlined in the Cork Metropolitan Area Transport Strategy .	This route serves part of the Wilton Rd, Model Farm Rd, Carrigrohane Rd & Proposed Northern Link Rd primary cycle route outlined in the Cork Metropolitan Area Transport Strategy. Dedicated cycle facilities would not be provided on Inchigaggin Lane due to land constraints and listed structures. Cycling facilities on this road are not identified as a cycle route in the Cork Metropolitan Area Transport Strategy . The alternative cycle route is circuitous. The proposed cycle route would divert through Schoolboys Lane as full cross section can not be achieved on Wilton Rd. The route isn't fully compatible with Cork Metropolitan Area Transport Strategy but it provides an alternative solution parallel to the route within Cork Metropolitan Area Transport Strategy.
	Rank						
	Pedestrian Integration	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. This option will provide more dedicated pedestrian facilities in comparison to Options 4, 5 & 6.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. This option will provide more dedicated pedestrian facilities in comparison to Options 4, 5 & 6.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. This option will provide more dedicated pedestrian facilities in comparison to Options 4, 5 & 6.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. 'Dedicated pedestrian facilities would not be provided along the full length of Inchigaggin Lane due to land constraints and listed structures. The alternative pedestrian route is circuitous. This option will provide less dedicated pedestrian facilities in comparison to Options 1, 2 & 3.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. 'Dedicated pedestrian facilities would not be provided along the full length of Inchigaggin Lane due to land constraints and listed structures. The alternative pedestrian route is circuitous. This option will provide less dedicated pedestrian facilities in comparison to Options 1, 2 & 3.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Dedicated pedestrian facilities would not be provided along the full length of Inchigaggin Lane due to land constraints and listed structures. The alternative pedestrian route is circuitous. This option will provide less dedicated pedestrian facilities in comparison to Options 1, 2 & 3.
	Rank						
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route serves key trip attractors such as: Cork University Hospital, Wilton Shopping Centre, Pres Sports Grounds, Marydyke Sports Grounds, Bons Secours Hospital, Hollyhill Industrial Estate	Route serves key trip attractors such as: Cork University Hospital, Wilton Shopping Centre, Pres Sports Grounds, Marydyke Sports Grounds, Bons Secours Hospital, Hollyhill Industrial Estate	Route serves key trip attractors such as: Cork University Hospital, Wilton Shopping Centre, Munster Technology University, Cork Business and Technology Park, Pres Sports Grounds, Marydyke Sports Grounds, Bons Secours Hospital, Hollyhill Industrial Estate	Route serves key trip attractors such as: Cork University Hospital, Wilton Shopping Centre, Munster Technology University, Cork Business and Technology Park, Hollyhill Industrial Estate	Route serves key trip attractors such as: Cork University Hospital, Wilton Shopping Centre, Cork Business and Technology Park, Hollyhill Industrial Estate	Route serves key trip attractors such as: Cork University Hospital, Wilton Shopping Centre, Cork Business and Technology Park, Pres Sports Grounds, Hollyhill Industrial Estate
	Rank						
	Deprived Geographic Areas	All route options connect with Hollyhill which is a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. Route options 1,2 and 3 pass through Knocknaheeney.	All route options connect with Hollyhill which is a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. Route options 1,2 and 3 pass through Knocknaheeney.	All route options connect with Hollyhill which is a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. Route options 1,2 and 3 pass through Knocknaheeney.	All route options connect with Hollyhill which is a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. Route options 4,5 and 6 do not pass through Knocknaheeney.	All route options connect with Hollyhill which is a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. Route options 4,5 and 6 do not pass through Knocknaheeney.	All route options connect with Hollyhill which is a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. Route options 4,5 and 6 do not pass through Knocknaheeney.
	Rank						
Safety	Road Safety	The option has 22 junctions/side roads off the mainline. This options has some safety advantages over other options.	The option has 34 junctions/side roads off the mainline. This options has some safety advantages over other options.	The option has 53 junctions/side roads off the mainline. This options has some safety disadvantages compared to other options.	The option has 35 junctions/side roads off the mainline. This options has some safety advantages over other options.	The option has 26 junctions/side roads off the mainline. This options has some safety advantages over other options.	The option has 24 junctions/side roads off the mainline. This options has some safety advantages over other options.
	Rank						

Stage 2 Assessment		West: Cork University Hospital to Hollyhill					
Assessment Criteria	**Sub-Criteria**	**Route SW 4-1**	**Route SW 4-2**	**Route SW 4-3**	**Route SW 4-4**	**Route SW 4-5**	**Route SW 4-6**
	Archaeological, Architectural and Cultural Heritage	A milestone (RPS) is located adjacent to the carriage way at the southern end of Wilton Rd, which may be negatively impacted by adjustments to the carriageway. Route will cross Victorial Cross Bridge (NIAH) and Thomas Davis Bridge (RPS/NIAH) and pass through western edge of ACA for Mardyke. Route will also pass through the Sunday's Well ACA. Alterations to the carriage way have the potential to negatively impact on the bridges and the character of the ACAs.	Route will cross Victorial Cross Bridge (NIAH) and Thomas Davis Bridge (RPS/NIAH) and pass through western edge of ACA for Mardyke. Route will also pass through the Sunday's Well ACA. Alterations to the carriage way have the potential to negatively impact on the bridges and the character of the ACAs.	Route will cross Victorial Cross Bridge (NIAH) and Thomas Davis Bridge (RPS/NIAH) and pass through western edge of ACA for Mardyke. Route will also pass through the Sunday's Well ACA. Alterations to the carriage way have the potential to negatively impact on the bridges and the character of the ACAs.	Due to the fact that this option will require the construction of a new section of road, it has the potential to result in direct negative impacts on the archaeological resource, that may survive beneath the current ground level with no surface expression. A new bridge across the river may also result in negative impacts on the potential riverine archaeological resource. The route will travel through the former demesne associated with Mount Desert House (now demolished). Elements of the designed landscape survive, which may be impacted by the new route.	'Due to the fact that this option will require the construction of a new section of road, it has the potential to result in direct negative impacts on the archaeological resource, that may survive beneath the current ground level with no surface expression. A new bridge across the river may also result in negative impacts on the potential riverine archaeological resource. The route will travel through the former demesne associated with Mount Desert House (now demolished). Elements of the designed landscape survive, which may be impacted by the new route.	A milestone (RPS) is located adjacent to the carriage way at the sothern end of Wilton Rd, which may be negatively impacted by adjustments to the carriageway. 'Due to the fact that this option will require the construction of a new section of road, it has the potential to result in direct negative impacts on the archaeological resource, that may survive beneath the current ground level with no surface expression. A new bridge across the river may also result in negative impacts on the potential riverine archaeological resource. The route will travel through the former demesne associated with Mount Desert House (now demolished). Elements of the designed landscape survive, which may be impacted by the new route.
	Rank						
	Biodiversity	Potential for the removal of approximately 80 no. mature trees and 320m of hedgerow to facilitate widening. 56 no. along Harbour View Road (17 no. Sycamore, 12 no. Ash, 8 no. Horse Chestnut, 1 no. Whitebeam). 24 no. mature trees (3 no. Maple, 2 no. Lime, 2 no. Sycamore, 2 no. Oak, 3 no. Cherry, 4 no. Silver Birch, 4 no. Mountain Ash, 4 no. Ash) and a hedgerow of approx. 180m comprising of Bramble, Nettle, mature Hawthorn and Ash along Blarney Road. It should be noted that the invasive species Clematis vitalba and Winter Heliotrope occur here. If the width in the lower part of the Shanakiel road is being extended, there is clearing potential for the stone wall and associated dense hedgerow/ mature treeline on both sides at a total of 140m in length.	Potential for the removal of approximately 80 no. mature trees and 320m of hedgerow to facilitate widening. 56 no. along Harbour View Road (17 no. Sycamore, 12 no. Ash, 8 no. Horse Chestnut, 1 no. Whitebeam). 24 no. mature trees (3 no. Maple, 2 no. Lime, 2 no. Sycamore, 2 no. Oak, 3 no. Cherry, 4 no. Silver Birch, 4 no. Mountain Ash, 4 no. Ash) and a hedgerow of approx. 180m comprising of Bramble, Nettle, mature Hawthorn and Ash along Blarney Road. It should be noted that the invasive species Clematis vitalba and Winter Heliotrope occur here. If the width in the lower part of the Shanakiel road is being extended, there is clearing potential for the stone wall and associated dense hedgerow/ mature treeline on both sides at a total of 140m in length.	Potential for the removal of approximately 80 no. mature trees and 320m of hedgerow to facilitate widening. 56 no. along Harbour View Road (17 no. Sycamore, 12 no. Ash, 8 no. Horse Chestnut, 1 no. Whitebeam). 24 no. mature trees (3 no. Maple, 2 no. Lime, 2 no. Sycamore, 2 no. Oak, 3 no. Cherry, 4 no. Silver Birch, 4 no. Mountain Ash, 4 no. Ash) and a hedgerow of approx. 180m comprising of Bramble, Nettle, mature Hawthorn and Ash along Blarney Road. It should be noted that the invasive species Clematis vitalba and Winter Heliotrope occur here. If the width in the lower part of the Shanakiel road is being extended, there is clearing potential for the stone wall and associated dense hedgerow/ mature treeline on both sides at a total of 140m in length. Model Farm road would require a potential clearing of 5 no. trees (4 no. Ash and 1 no. Sycamore) and trimming over 4 mature overhanging trees (Ash, Birch, Cypress and Lime). Also likely clearing of a hedgerow of length 144m with Ash, Bramble, Bindweed, Clematis vitalba, Elder and Nettle in order to facilitate widening. Plans to widen the whole of the Melbourne road. The road has existing cycle lanes on both sides followed by grass margins and a mature treeline made up of; Sycamore; Maple; Hazel; Birch; Silver Birch; Lime; Ash; Whitebeam and Yew that may potentially be cleared to enable widening of the route. The only section of the Curraheen Road to be widened has a small strip of green area with a mature treeline of 5 trees of species Silver Birch (3 no.), a Deodar Cedar and an Ash.	Plans to widen the whole of the Melbourne road. The road has existing cycle lanes on both sides followed by grass margins and a mature treeline made up of; Sycamore; Maple; Hazel; Birch; Silver Birch; Lime; Ash; Whitebeam and Yew that may potentially be cleared to enable widening of the route. The only section of the Curraheen Road to be widened has a small strip of green area with a mature treeline of 5 trees of species Silver Birch (3 no.), a Deodar Cedar and an Ash. A small section on the Carrigrohane Road would require a potential clearance of (approximately) 1.6km of hedgerow, this being made up of Hawthorn, Buddleia and Bramble. This encompassing both sides of the road to enable widening and for the construction of the new road. It should be noted that Buddleia is an invasive species. The construction of the new road would impact a total land distance of approximately 2.5km, dry grassland (approx. 1780m), wet grassland (approx. 120m) and a mature deciduous woodland habitat (approx.600m). It would also require clearing of a part of a mature Ash treeline located on the bank of the River Lee and sections of 5 no. hedgerows along field boundaries and bordering Blarney Road. This route would require a new bridge crossing so therefore would overlap with a proposed Natural Heritage site (site code 000094) and the River Lee watercourse which holds a variety of fish species that includes Trout and Salmon. The construction could also pose potential for issues such as run-off entering the River Lee.	Model Farm road would require a potential clearing of 5 no. trees (4 no. Ash and 1 no. Sycamore) and trimming over 4 mature overhanging trees (Ash, Birch, Cypress and Lime). Also likely clearing of a hedgerow of length 144m with Ash, Bramble, Bindweed, Clematis vitalba, Elder and Nettle in order to facilitate widening. A small section on the Carrigrohane Road would require a potential approx. hedgerow (brambles, geranium, hawthorn and buddleia) clearing of 1.6km encompassing both sides of the road to enable widening and for the construction of the new road. The construction of the new road would impact a total land distance of approximately 2.5km, dry grassland (approx. 1780m), wet grassland (approx. 120m) and a mature deciduous woodland habitat (approx.600m). It would also require clearing of a part of a mature Ash treeline located on the bank of the River Lee and sections of 5 no. hedgerows along field boundaries and bordering Blarney Road. This route would require a new bridge crossing so therefore would overlap with a proposed Natural Heritage site (site code 000094) and the River Lee watercourse which holds a variety of fish species that includes Trout and Salmon. The construction could also pose potential for issues such as run-off entering the River Lee.	Model Farm road would require a potential clearing of 5 no. trees (4 no. Ash and 1 no. Sycamore) and trimming over 4 mature overhanging trees (Ash, Birch, Cypress and Lime). Also likely clearing of a hedgerow of length 144m with Ash, Bramble, Bindweed, Clematis vitalba, Elder and Nettle in order to facilitate widening. A small section on the Carrigrohane Road would require a potential clearance of (approximately) 1.6km of hedgerow, this being made up of Hawthorn, Buddleia and Bramble. This encompassing both sides of the road to enable widening and for the construction of the new road. It should be noted that Buddleia is an invasive species. The construction of the new road would impact a total land distance of approximately 2.5km, dry grassland (approx. 1780m), wet grassland (approx. 120m) and a mature deciduous woodland habitat (approx.600m). It would also require clearing of a part of a mature Ash treeline located on the bank of the River Lee and sections of 5 no. hedgerows along field boundaries and bordering Blarney Road. This route would require a new bridge crossing so therefore would overlap with a proposed Natural Heritage site (site code 000094) and the River Lee watercourse which holds a variety of fish species that includes Trout and Salmon. The construction could also pose potential for issues such as run-off entering the River Lee.
Environment	Rank						
	Soils and Geology	Widening of the existing carriageway and modifications to bridges over the Curragheen River and the River Lee (South Channel) will require earthworks. A new pedestrian / cycle bridge would be required over the River Lee. The offline cycling facilities will be upgraded requiring minimal earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. Overall this option will require significantly less earthworks than Options 2, 3, 4, 5 & 6.	Widening of the existing carriageway and modifications to bridges over the Curragheen River and the River Lee (South Channel) will require earthworks. A new pedestrian / cycle bridge would be required over the River Lee. The offline cycling facilities will be upgraded requiring minimal earthworks, additional earthworks required to provide separate cycling facilities on Wilton Road. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. Overall this option will require significantly less earthworks than Options 2, 3, 4, 5 & 6.	Widening of the existing carriageway and modifications to bridges over the Curragheen River and the River Lee (South Channel) will require earthworks. A new pedestrian / cycle bridge would be required over the River Lee. The offline cycling facilities will be upgraded requiring minimal earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This route is significantly longer than Options 1 & 2 requiring greater earthworks. However, the earthworks required for Options 4, 5 & 6 are greater. Therefore, this option has disadvantages when compared to Option 1 & 2 but has advantages when compared to Options 4, 5 & 6.	Construction of a new road bridge, 20m cross section, over the River Lee and a new offline road between Carrigrohane Road and Hollyhill would be required which will require significant earthworks. Widening of the existing carriageway will require earthworks. Additional earthworks required to provide separate cycling facilities on Carrigrohane Road. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. Overall this option will require significantly more earthworks than Options 1, 2 & 3.	Construction of a new road bridge, 20m cross section, over the River Lee and a new offline road between Carrigrohane Road and Hollyhill would be required which will require significant earthworks. Widening of the existing carriageway will require earthworks. Additional earthworks required to provide separate cycling facilities on Carrigrohane Road. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. Overall this option will require significantly more earthworks than Options 1, 2 & 3.	Construction of a new road bridge, 20m cross section, over the River Lee and a new offline road between Carrigrohane Road and Hollyhill would be required which will require significant earthworks. Widening of the existing carriageway will require earthworks. Additional earthworks required to provide separate cycling facilities on Carrigrohane Road. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. Overall this option will require significantly more earthworks than Options 1, 2 & 3.
	Rank						
	Water Resources	Modifications would be required to the existing road bridges over the Curragheen River and the River Lee (South Channel). A new pedestrian / cycle bridge would be required over the River Lee. As the works required for a new road bridge would be significantly greater than modifications to existing bridge(s) and a new pedestrian / cycle bridge, tthis option has significant advantages from a Water Resources perspective than Options 4, 5 & 6.	Modifications would be required to the existing road bridges over the Curragheen River and the River Lee (South Channel). A new pedestrian / cycle bridge would be required over the River Lee. As the works required for a new road bridge would be significantly greater than modifications to existing bridge(s) and a new pedestrian / cycle bridge, tthis option has significant advantages from a Water Resources perspective than Options 4, 5 & 6.	Modifications would be required to the existing road bridges over the Curragheen River and the River Lee (South Channel). A new pedestrian / cycle bridge would be required over the River Lee. As the works required for a new road bridge would be significantly greater than modifications to existing bridge(s) and a new pedestrian / cycle bridge, tthis option has significant advantages from a Water Resources perspective than Options 4, 5 & 6.	A new road bridge, 20m cross section, would be required over the River Lee. As the works required for a new road bridge would be significantly greater than modifications to existing bridge(s) and a new pedestrian / cycle bridge, this option has significant disadvantages on water resources than with Options 1, 2 & 3.	A new road bridge, 20m cross section, would be required over the River Lee. As the works required for a new road bridge would be significantly greater than modifications to existing bridge(s) and a new pedestrian / cycle bridge, this option has significant disadvantages on water resources than with Options 1, 2 & 3.	A new road bridge, 20m cross section, would be required over the River Lee. As the works required for a new road bridge would be significantly greater than modifications to existing bridge(s) and a new pedestrian / cycle bridge, this option has significant disadvantages on water resources than with Options 1, 2 & 3.
	Rank						
	Landscape and visual	This option follows an existing road corridor. This route option passes through an area (Sundays Well, Shanakiel Road and Blarney Road) designated as High Landscape Value in the Cork City Development plan.	This option follows an existing road corridor. This route option passes through an area (Sundays Well, Shanakiel Road and Blarney Road) designated as High Landscape Value in the Cork City Development plan.	This option follows an existing road corridor. This route option passes through an area (Sundays Well, Shanakiel Road and Blarney Road) designated as High Landscape Value in the Cork City Development plan.	This option passes through a landscape preservation zone on Inchigaggin Lane. This option involves a new road between Carrigrohane Road and Hollyhill through an area zoned for City Hinterland. The topography of the area suggests this option has some disadvantages from a landscape and visual perspective than other options.	This option passes through a landscape preservation zone on Inchigaggin Lane. This option involves a new road between Carrigrohane Road and Hollyhill through an area zoned for City Hinterland. The topography of the area suggests this option has some disadvantages from a landscape and visual perspective than other options.	This option passes through a landscape preservation zone on Inchigaggin Lane. This option involves a new road between Carrigrohane Road and Hollyhill through an area zoned for City Hinterland. The topography of the area suggests this option has some disadvantages from a landscape and visual perspective than other options.
	Rank						
	Noise, vibration and air quality	This option involves road widening on Wilton Road, Blarney Road and Shanakiel Road where residential properties are sensitive receptors. This option involves less sensitve receptors than Option 2 and 3 and does not involve new road construction associated with Options 4, 5 and 6.	This option involves road widening on Wilton Road, Model Farm Road, Blarney Road and Shanakiel Road where residential properties are sensitive receptors. This option involves more sensitve receptors than Option 1 and less than Option 3. It does not involve new road construction assoicated with Options 4, 5 and 6.	This option involves road widening on Bishopstown Road, Curraheen Road, Melbourne Road, Model Farm Road, Blarney Road and Harbour View Road where residential properties are sensitive receptors. This option involves more sensitve receptors than Option 2 and Option 3. It does not involve new road construction assoicated with Options 4, 5 and 6.	This option involves road widening on Bishopstown Road, Curraheen Road, Melbourne Road, Model Farm Road where residential properties are sensitive receptors. This option involves a new road from Carrigrohane Road to Hollyhill which has potential for noise vibration and air quality impacts particularly during construction.	This option involves road widening on Bishopstown Road, Curraheen Road, Melbourne Road, Model Farm Road where residential properties are sensitive receptors. This option involves a new road from Carrigrohane Road to Hollyhill which has potential for noise vibration and air quality impacts particularly during construction.	This option involves road widening on Bishopstown Road, Curraheen Road, Melbourne Road, Model Farm Road where residential properties are sensitive receptors. This option involves a new road from Carrigrohane Road to Hollyhill which has potential for noise vibration and air quality impacts particularly during construction.
	Rank						

Stage 2 Assessment		West: Cork University Hospital to Hollyhill					
Assessment Criteria	**Sub-Criteria**	**Route SW 4-1**	**Route SW 4-2**	**Route SW 4-3**	**Route SW 4-4**	**Route SW 4-5**	**Route SW 4-6**
	Land Use and Built Environment	This option involves road widening on Wilton Road, Blarney Road and Shanakiel Road. This options involves the smallest area of aditional land and thus is assessed as having significant advantages than other options.	This option involves road widening on Wilton Road, Model Farm Road, Blarney Road and Shanakiel Road. This option requires more land than Option 1 but less land than Options 3, 4, 5 and 6.	This option involves road widening on Bishopstown Road, Curraheen Road, Melbourne Road, Model Farm Road, Blarney Road and Harbour View Road. This option requires more land than Option 1 and 2 but less than Option 4, 5 and 6.	This option involves road widening on Bishopstown Road, Curraheen Road, Melbourne Road, Model Farm Road where residential properties are sensitive receptors. This option involves a new road from Carrigrohane Road to Hollyhill which has potential for impacts to land use and the built environment.	This option involves road widening on Bishopstown Road, Curraheen Road, Melbourne Road, Model Farm Road where residential properties are sensitive receptors. This option involves a new road from Carrigrohane Road to Hollyhill which has potential for impacts to land use and the built environment.	This option involves road widening on Bishopstown Road, Curraheen Road, Melbourne Road, Model Farm Road where residential properties are sensitive receptors. This option involves a new road from Carrigrohane Road to Hollyhill which has potential for impacts to land use and the built environment.
	Rank						

15. Appendix 2.11 North West Sector Stage 2 Multi Criteria Assessment Table

Stage 2		North West: Western Approach to G			
Assessment Criteria	Sub-Criteria	Option 1-1	Option 1-2	Option 1-3	Option 1-4
Economy	Capital Cost	Total - €9.0M Cost per KM - €4.4 Indicative Scheme Infrastructure Works Cost - €6.1M Private Land Costs - €2.9M	Total - €8.6M Cost per KM - €4.3M Indicative Scheme Infrastructure Works Cost - €6M Private Land Costs - €2.6M	Total - €9.5M Cost per KM - €3.9M Indicative Scheme Infrastructure Works Cost - €6.0M Private Land Costs - €3.0M	Total - €6.8M Cost per KM - €4.2M Indicative Scheme Infrastructure Works Cost - €3.8M Private Land Costs - €3.0M
	Rank				
	Average Journey Time	'This scheme has a total length of 2.1 km and from initial journey time calculations, would take an average of 14 mins.	'This scheme has a total length of 2.0 km and from initial journey time calculations, would take an average of 13 mins.	'This scheme has a total length of 2.5 km and from initial journey time calculations, would take an average of 15 mins.	'This scheme has a total length of 1.6 km and from initial journey time calculations, would take an average of 9 mins.
	Rank				
	Journey Time Reliability	'Dedicated bus lanes would be provided for 83% length of this route. Bus priority is achieved for a further 17% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 79% length of this route. Bus priority is achieved for a further 21% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 85% length of this route. Bus priority is achieved for a further 15% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 65% length of this route. Bus priority is achieved for a further 35% of this route through traffic management in the form of queue relocation
	Rank				
Integration	Land Use Integration	This option integrates with district centre zoning at Hollyhill, Neighbourhood and Local Centres at Mount Agnes Road and Sustainable Residential Neighbourhoods on Kilmore Heights, Harbour View Road and Churchfield Avenue.	This option integrates with Neighbourhood and Local Centres at Mount Agnes Road and Sustainable Residential Neighbourhoods on Kilmore Heights, Kilmore Road Upper, Knocknaheeney Avenue and Churchfield Avenue.	This option integrates with district centre zoning at Hollyhill, Neighbourhood and Local Centres at Mount Agnes Road and Sustainable Residential Neighbourhoods on Harbour View Road and Churchfield Avenue.	This option integrates with Neighbourhood and Local Centres at Mount Agnes Road and Sustainable Residential Neighbourhoods on Kilmore Heights, Kilmore Road Upper, Churchfield Road and Churchfield Avenue.
	Rank				
	Residential Catchment				
	400m (5 mins)	4205	4207	554	3462
	800m (10 mins)	7143	6653	2051	5240
	1200m (15 mins)	7832	7794	2396	8158
	Employment Catchment				
	400m (5 mins)	2486	2366	1972	2247
	800m (10 mins)	313	362	156	384
	1200m (15 mins)	366	417	105	430
	Total residential and employment (10 mins)	14147	13588	4733	11333
	Rank				
	Transport Integration	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.
	Rank				
	Cyclist Integration	This route serves part of the Tadhg Barry Road, Harbour View Road primary cycle routes and Chesterfield Avenue and Mount Agnes Road secondary cycle routes outlined in the Cork Metropolitan Area Transport Strategy. This option travels along Courtown Road which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some dis-advantages compared to other options for this criterion.	This route serves part of the Tadhg Barry Road, Harbour View Road primary cycle routes and Kilmore Road, Knocknaheeny Avenue, Chesterfield Avenue and Mount Agnes Road secondary cycle routes outlined in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Harbour View Road primary cycle route and Kilmore Road, Knocknaheeny Avenue, Chesterfield Avenue and Mount Agnes Road secondary cycle routes outlined in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Tadhg Barry Road, Harbour View Road primary cycle routes and Kilmore Road and Mount Agnes Road secondary cycle routes outlined in the Cork Metropolitan Area Transport Strategy. This option travels along Kilmore Road Upper which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some dis-advantages compared to other options for this criterion.
	Rank				
	Pedestrian Integration	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
	Rank				
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route serves key trip attractors such as: Apple Hollyhill Campus, Hollyhill Library, Terence MacSwiney Community College, Hollyhill Shopping Centre, St Mary's Health Campus, Knocknaheeney Learning Campus, St Vincent's GAA Club, Gerry O'Sullivan Park and Curchfield Industrial Estate. This option is considered to have some advantages compared to other options for this criterion.	Route serves key trip attractors such as: Apple Hollyhill Campus, St Mary's Health Campus, St Vincent's GAA Club, Gerry O'Sullivan Park and Curchfield Industrial Estate. This option is considered to have some dis-advantages compared to other options for this criterion.	Route serves key trip attractors such as: Apple Hollyhill Campus, Hollyhill Library, Terence MacSwiney Community College, Hollyhill Shopping Centre, St Mary's Health Campus, Knocknaheeney Learning Campus, St Vincent's GAA Club, Gerry O'Sullivan Park and Curchfield Industrial Estate. This option is considered to have some advantages compared to other options for this criterion.	Route serves key trip attractors such as: Apple Hollyhill Campus and St Vincent's GAA Club and Curchfield Industrial Estate. This option is considered to have some dis-advantages compared to other options for this criterion.
	Rank				
	Deprived Geographic Areas	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
	Rank				
Safety	Road Safety	'The option has 24 junctions/side roads off the mainline. This option is considered to have some disadvantages over other options. This option is considered to have some dis-advantages compared to other options for this criterion.	'The option has 24 junctions/side roads off the mainline. This option is considered to have some disadvantages over other options. This option is considered to have some dis-advantages compared to other options for this criterion.	'The option has 21 junctions/side roads off the mainline. This option is considered to have some disadvantages over other options. This option is considered to have some dis-advantages compared to other options for this criterion.	'The option has 14 junctions/side roads off the mainline. This option is considered to have some advantages over other options. This option is considered to have some advantages compared to other options for this criterion.
	Rank				
Environment	Archaeological, Architectural and Cultural Heritage	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.
	Rank				
	Biodiversity	Along the Tagdh Barry Road there are 4 no. Sycamores and one Field Maple along the grass margin to be potentially cleared. Also, 3 no. Sycamores and an Ash along the second stretch of Cronin's Field from point G to H.	Along the Tagdh Barry Road there are 4 no. Sycamores and one Field Maple along the grass margin to be potentially cleared. 19 no. Ash trees along Kilmore Road Lower are present along the centre dividing strip of the road from B to D. Although simple widening may not effect these, if the position of the road is being altered, there is potential for these to be removed. Along Knocknaheeney Avenue (D-E), there possibly would be 4 no. Sycamore trees that would need to be cleared. Also, 3 no. Sycamores and an Ash along the second stretch of Cronin's Field from point G to H.	Harbour View road has 14 no. Sycamores and 12 no. Ash to possibly be removed. Also, 3 no. Sycamores and an Ash along the second stretch of Cronin's Field from point G to H.	Along the Tagdh Barry Road there are 4 no. Sycamores and one Field Maple along the grass margin to be potentially cleared. 19 no. Ash trees along Kilmore Road Lower are present along the centre dividing strip of the road from B to D. Although simple widening may not effect these, if the position of the road is being altered, there is potential for these to be removed. On the stretch of Kilmore Road Lower close to the Churchfield Business Park (D-H), there is a grassland margin along the pathway of length approx. 121m containing patches of Bramble scrub to potentially be cleared which contains: Brambles, grass, nettles and thistle. The trimming back of one Sycamore and one Willow could also be required. On the opposite side of this stretch there are two separate lengths of hedgerows (total length 40m) that could potentially need to be trimmed back containing Bindweed, Clematis vitalba (Note* Invasive species), Nettles, Red Claw, California Privet, Wild Privet and English Ivy. Finally, 3 no. Sycamores and an Ash along the second stretch of Cronin's Field from point G to H.
	Rank				
	Soils and Geology	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 1-2, 1-3 and 1-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 1-1, 1-3 and 1-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 1-1, 1-2 and 1-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 1-1, 1-2 and 1-3 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.
	Rank				
	Water Resources	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.
	Rank				
	Landscape and visual	This option routes adjacent to St. Mary's Health Campus which is designated in the City Deveoplment Plan as an area of high landscape value and a landscape preservation zone. This option has no impact on the landscape presevation zone. Therefore, this option is neutral when compared all Options.	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.	This option routes adjacent to St. Mary's Health Campus which is designated in the City Deveoplment Plan as an area of high landscape value and a landscape preservation zone. This option has no impact on the landscape presevation zone. Therefore, this option is neutral when compared all Options.	This option routes adjacent to St. Mary's Health Campus which is designated in the City Deveoplment Plan as an area of high landscape value and a landscape preservation zone. This option has no impact on the landscape presevation zone. Therefore, this option is neutral when compared all Options.
	Rank				
	Noise, vibration and air quality	This option involves routing along Courtown Drive, Harbour View Road and Churchfield Avenue where residential dwellings are sensitive receptors. This options is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Knocknaheeny Avenue and Churchfield Avenue where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Harbour View Road and Churchfield Avenue where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Kilmore Heights and Churchfield Avenue where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.
	Rank				
	Land Use and Built Environment	'This option involves routing along an existing road corridor. Approx 78 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 71 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 94 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 67 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.
	Rank				

Stage 2		North West: Western Approach to J		
Assessment Criteria	Sub-Criteria	Option 2-1	Option 2-2	Option 2-3
Economy	Capital Cost	Total - €9.4M Cost per KM - €4.4M Indicative Scheme Infrastructure Works Cost - €6.9M Private Land Costs - €2.6M	Total - €8.2M Cost per KM - €4.6M Indicative Scheme Infrastructure Works Cost - €6.9M Private Land Costs - €1.8M	Total - €7.8M Cost per KM - €4.5M Indicative Scheme Infrastructure Works Cost - €6.2M Private Land Costs - €1.6M
	Rank			
	Average Journey Time	'This scheme has a total length of 2.1 km and from initial journey time calculations, would take an average of 14 mins.	'This scheme has a total length of 1.8 km and from initial journey time calculations, would take an average of 13 mins.	'This scheme has a total length of 1.7 km and from initial journey time calculations, would take an average of 13 mins.
	Rank			
	Journey Time Reliability	'Dedicated bus lanes would be provided for 82% length of this route. Bus priority is achieved for a further 18% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 80% length of this route. Bus priority is achieved for a further 20% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 73% length of this route. Bus priority is achieved for a further 24% of this route through traffic management in the form of queue relocation
	Rank			
Integration	Land Use Integration	This option integrates with district centre zoning at Hollyhill and Sustainable Residential Neighbourhoods on Harbour View Road and St. Colmcille's Road.	This option integrates with district centre zoning at Hollyhill and Sustainable Residential Neighbourhoods on Kilmore Heights, Harbour View Road and St. Colmcille's Road.	This option integrates with Sustainable Residential Neighbourhoods on Kilmore Heights, Kilmore Road Upper, Knocknaheeney Avenue and St. Colmcille's Road.
	Rank			
	Residential Catchment			
	400m (5 mins)	4457	3641	3704
	800m (10 mins)	6061	6085	5665
	1200m (15 mins)	5470	5874	5834
	Employment Catchment			
	400m (5 mins)	410	2253	2133
	800m (10 mins)	2152	278	327
	1200m (15 mins)	564	595	646
	Total residential and employment (10 mins)	13079	12257	11829
	Rank			
	Transport Integration	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.
	Rank			
	Cyclist Integration	This route serves part of the Harbour View Road and St. Colmcille's Road primary cycle routes outlined in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Tadhg Barry Road, Harbour View Road and St. Colmcille's Road primary cycle routes outlined in the Cork Metropolitan Area Transport Strategy. This option travels along Courtown Road which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some dis-advantages compared to other options for this criterion.	This route serves part of the Tadhg Barry Road, Harbour View Road and St. Colmcille's Road primary cycle routes and KilmoreRoad and Knocknaheeny Avenue secondary cycle routes outlined in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.
	Rank			
	Pedestrian Integration	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
	Rank			
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route serves key trip attractors such as: Apple Hollyhill Campus, Hollyhill Library, Terence MacSwiney Community College, Hollyhill Shopping Centre, St Mary's Health Campus, Knocknaheeney Learning Campus, Gerry O'Sullivan Park and Scoil Padre Pio. This option is considered to have some advantages compared to other options for this criterion.	Route serves key trip attractors such as: Apple Hollyhill Campus, Hollyhill Library, Terence MacSwiney Community College, Hollyhill Shopping Centre, St Mary's Health Campus, Knocknaheeney Learning Campus, Gerry O'Sullivan Park and Scoil Padre Pio. This option is considered to have some advantages compared to other options for this criterion.	Route serves key trip attractors such as: Apple Hollyhill Campus, St Mary's Health Campus, Gerry O'Sullivan Park and Scoil Padre Pio. This option is considered to have some advantages compared to other options for this criterion.
	Rank			
	Deprived Geographic Areas	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.
	Rank			
Safety	Road Safety	'The option has 12 junctions/side roads off the mainline. This option is considered to have some advantages over other options. This option is considered to have some advantages compared to other options for this criterion.	'The option has 17 junctions/side roads off the mainline. This option is considered to have some disadvantages over other options. This option is considered to have some dis-advantages compared to other options for this criterion.	'The option has 18 junctions/side roads off the mainline. This option is considered to have some disadvantages over other options. This option is considered to have some dis-advantages compared to other options for this criterion.
	Rank			
Environment	Archaeological, Architectural and Cultural Heritage	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.
	Rank			
	Biodiversity	Harbour View road has 14 no. Sycamores and 12 no. Ash to possibly be removed.	Along the Tagdh Barry Road there are 4 no. Sycamores and one Field Maple along the grass margin to be potentially cleared.	Along the Tagdh Barry Road there are 4 no. Sycamores and one Field Maple along the grass margin to be potentially cleared. 19 no. Ash trees along Kilmore Road Lower are present along the centre dividing strip of the road from B to D. Although simple widening may not effect these, if the position of the road is being altered, there is potential for these to be removed. Along Knocknaheeney Avenue (D-E), there possibly would be 4 no. Sycamore trees that would need to be cleared.
	Rank			
	Soils and Geology	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 2-2 and 2-3 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 2-1 and 2-3 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 2-1 and 2-2 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.
	Rank			
	Water Resources	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.
	Rank			
	Landscape and visual	This option routes adjacent to St. Mary's Health Campus which is designated in the City Deveoplment Plan as an area of high landscape value and a landscape preservation zone. This option has no impact on the landscape presevation zone. Therefore, this option is neutral when compared all Options.	This option routes adjacent to St. Mary's Health Campus which is designated in the City Deveoplment Plan as an area of high landscape value and a landscape preservation zone. This option has no impact on the landscape presevation zone. Therefore, this option is neutral when compared all Options.	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.
	Rank			
	Noise, vibration and air quality	This option involves routing along Harbour View Road and St. Colmcille's Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Harbour View Road Courtown Drive and St. Colmcille's Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Kilmore Heights, Knocknaheeny Avenue and St. Colmcille's Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.
	Rank			
	Land Use and Built Environment	'This option involves routing along an existing road corridor. Approx 137 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 121 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 114 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.
	Rank			

Stage 2		North West: Eastern Approach to G			
Assessment Criteria	Sub-Criteria	Option 3-1	Option 3-2	Option 3-3	Option 3-4
Economy	Capital Cost	Total - €12.9M Cost per KM - €7.2 Indicative Scheme Infrastructure Works Cost - €8.2M Private Land Costs - €4.6M	Total - €14M Cost per KM - €7.9M Indicative Scheme Infrastructure Works Cost - €9M Private Land Costs - €5M	Total - €15.5M Cost per KM - €7.2M Indicative Scheme Infrastructure Works Cost - €10.4M Private Land Costs - €5.1M	Total - €14.7M Cost per KM - €6.8M Indicative Scheme Infrastructure Works Cost - €9.7M Private Land Costs - €5.1M
	Rank				
	Average Journey Time	'This scheme has a total length of 1.8 km and from initial journey time calculations, would take an average of 13 mins.	'This scheme has a total length of 1.8 km and from initial journey time calculations, would take an average of 14 mins.	'This scheme has a total length of 2.1 km and from initial journey time calculations, would take an average of 16 mins.	'This scheme has a total length of 2.2 km and from initial journey time calculations, would take an average of 16 mins.
	Rank				
	Journey Time Reliability	'Dedicated bus lanes would be provided for 68% length of this route. Bus priority is achieved for a further 32% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 60% length of this route. Bus priority is achieved for a further 40% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 39% length of this route. Bus priority is achieved for a further 33% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 25% length of this route. Bus priority is achieved for a further 45% of this route through traffic management in the form of queue relocation
	Rank				
Integration	Land Use Integration	This option integrates with district centre zoning at Blackpool and Sustainable Residential Neighbourhoods on Fairfield Avenue.	This option integrates with district centre zoning at Blackpool and Sustainable Residential Neighbourhoods on Fairfield Avenue and Pophams Road.	This option integrates with district centre zoning at Blackpool and Sustainable Residential Neighbourhoods on Fair Hill, Knockpogue Avenue, Farranferris Avenue and Pophams Road.	This option integrates with district centre zoning at Blackpool and Sustainable Residential Neighbourhoods on Fair Hill, Knockpogue Avenue and Pophams Road.
	Rank				
	Residential Catchment				
	400m (5 mins)	3494	3720	3529	3324
	800m (10 mins)	4574	4255	4466	4191
	1200m (15 mins)	8163	8051	10095	10105
	Employment Catchment				
	400m (5 mins)	1194	1194	1205	1059
	800m (10 mins)	499	499	612	546
	1200m (15 mins)	1158	1111	1120	1335
	Total residential and employment (10 mins)	9760	9668	9813	9120
	Rank				
	Transport Integration	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained. A bus gate is proposed on Fairfield Avenue and Commons Road for approx. 380m. This wll require through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained. A bus gate is proposed on Popham's Road for approx. 580m. This wll require through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained. A bus gate is proposed on Popham's Road for approx. 260m. This wll require through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained. A bus gate is proposed on Popham's Road for approx. 580m. This wll require through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.
	Rank				
	Cyclist Integration	This route serves part of the Fairfield Avenue and Commons Road primary route and Pophams Road and Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The route travels along Fairfield Avenue, part of which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered tneutral compared to other options for this criterion.	This route serves part of the Knockpogue Avenue primary route and Pophams Road and Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The route travels along Pophams Road and Fairfield Avenue, part of which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered tneutral compared to other options for this criterion.	This route serves part of the Knockpogue Avenue primary route and Fair Hill, Popham's Road, Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The route travels along Pophams Road and Farranferris Avenue, part of which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered tneutral compared to other options for this criterion.	This route serves part of the Knockpogue Avenue primary route and Fair Hill, Popham's Road, Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The route travels along Pophams Road, part of which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered tneutral compared to other options for this criterion.
	Rank				
	Pedestrian Integration	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
	Rank				
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route serves key trip attractors such as: Farranree Credit Union, Farranferris Park and Blackpool Shopping Centre.	Route serves key trip attractors such as: Farranree Credit Union, Farranferris Park, Scoil Aiseiri Chriost and Blackpool Shopping Centre.	Route serves key trip attractors such as: Farranferris Park, Scoil Aiseiri Chriost, Scoil Iosagain, North Presentation Catholic Secondary School and Blackpool Shopping Centre.	Route serves key trip attractors such as: Farranree Credit Union, Farranferris Park, Scoil Aiseiri Chriost, Scoil Iosagain, North Presentation Catholic Secondary School and Blackpool Shopping Centre.
	Rank				
	Deprived Geographic Areas	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.
	Rank				
Safety	Road Safety	'The option has 21 junctions/side roads off the mainline. This option is considered to have some advantages over other options.	'The option has 27 junctions/side roads off the mainline. This option is considered to have some disadvantages over other options.	'The option has 19 junctions/side roads off the mainline. This option is considered to have some advantages over other options.	'The option has 21 junctions/side roads off the mainline. This option is considered to have some advantages over other options.
	Rank				
Environment	Archaeological, Architectural and Cultural Heritage	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.
	Rank				
	Biodiversity	From point G to L, there is a possibility for 16 no. mature trees of mixed species (Sycamore, Ash, Lime, Silver Birch, Mountain Ash, Horse Chestnut, Sweet Cherry, Alder and Hornbeam) to be cleared. Along Fairfield Avenue there is a total of 22 no. trees- 11 no. Oaks, 4 no. Sycamores, 3 no. Ash, 2 no. Beech, 1 no. Sweet Cherry and 1 no. Midland Hawthorn to possibly need removing. Also a hedgerow of Privet measuring approx. 17m would need to be either cleared or removed to enable widening of the road.	From point G to L, there is a possibility for 16 no. mature trees of mixed species (Sycamore, Ash, Lime, Silver Birch, Mountain Ash, Horse Chestnut, Sweet Cherry, Alder and Hornbeam) to be cleared.	From point K to N, there is a possibility for 4 no. mature trees of mixed species (Lime, Sycamore, Oak, Ash, Silver Birch, Sweet Cherry and Field Maple) to be cleared.	From point K to N, there is a possibility for 4 no. mature trees of mixed species (Lime, Sycamore, Oak, Ash, Silver Birch, Sweet Cherry and Field Maple) to be cleared.
	Rank				
	Soils and Geology	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 3-2, 3-3 and 3-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 3-1, 3-3 and 3-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 3-1, 3-2 and 3-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 3-1, 3-2 and 3-3 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.
	Rank				
	Water Resources	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.
	Rank				
	Landscape and visual	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.
	Rank				
	Noise, vibration and air quality	This option involves routing along Fairfield Avenue and Brother Delaney Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Fairfield Avenue, Pophams Road and Brother Delaney Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Fair Hill, Knockpogue Avenue, Farrenferris Avenue and Brother Delaney Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Fair Hill, Knockpogue Avenue and Brother Delaney Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.
	Rank				
	Land Use and Built Environment	'This option involves routing along an existing road corridor. Approx 62 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 43 car parking spaces are lost. This option is considered to have major advantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 80 car parking spaces are lost. This option is considered to have major dis-advantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 56 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.
	Rank				

Stage 2		North West: Western Approach to J			
Assessment Criteria	Sub-Criteria	Option 4-1	Option 4-2	Option 4-3	Option 4-4
Economy	Capital Cost	Total - €15.8M Cost per KM - €7.1M Indicative Scheme Infrastructure Works Cost - €10.5M Private Land Costs - €5.3M	Total - €15.1M Cost per KM - €7.1M Indicative Scheme Infrastructure Works Cost - €10.5M Private Land Costs - €5.3M	Total - €18.1M Cost per KM - €6.7M Indicative Scheme Infrastructure Works Cost - €11.2M Private Land Costs - €6.9M	Total - €17.8M Cost per KM - €6.6M Indicative Scheme Infrastructure Works Cost - €10.6M Private Land Costs - €7.2M
	Rank				
	Average Journey Time	'This scheme has a total length of 2.2 km and from initial journey time calculations, would take an average of 17 mins.	'This scheme has a total length of 2.3 km and from initial journey time calculations, would take an average of 17 mins.	'This scheme has a total length of 2.7 km and from initial journey time calculations, would take an average of 19 mins.	'This scheme has a total length of 2.7 km and from initial journey time calculations, would take an average of 20 mins.
	Rank				
	Journey Time Reliability	'Dedicated bus lanes would be provided for 46% length of this route. Bus priority is achieved for a further 30% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 58% length of this route. Bus priority is achieved for a further 42% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 35% length of this route. Bus priority is achieved for a further 41% of this route through traffic management in the form of queue relocation	'Dedicated bus lanes would be provided for 47% length of this route. Bus priority is achieved for a further 51% of this route through traffic management in the form of queue relocation
	Rank				
Integration	Land Use Integration	This option integrates with district centre zoning at Blackpool and Sustainable Residential Neighbourhoods on Knockfree Avenue, Knockpogue Avenue, Farranferris Avenue and Pophams Road.	This option integrates with district centre zoning at Blackpool and Sustainable Residential Neighbourhoods on Knockfree Avenue, Knockpogue Avenue and Pophams Road.	This option integrates with district centre zoning at Blackpool, Neighbourhood and Local Centres at Mount Agnes Road and Sustainable Residential Neighbourhoods on Knockfree Avenue, Knockpogue Avenue, Fair Hill, and Fairfield Avenue.	This option integrates with district centre zoning at Blackpool, Neighbourhood and Local Centres at Mount Agnes Road and Sustainable Residential Neighbourhoods on Knockfree Avenue, Knockpogue Avenue, Fair Hill, Fairfield Avenue and Pophams Road.
	Rank				
	Residential Catchment				
	400m (5 mins)	4803	5053	4759	4931
	800m (10 mins)	7908	7610	7384	7134
	1200m (15 mins)	9811	10203	10514	10512
	Employment Catchment				
	400m (5 mins)	1123	1151	1258	1258
	800m (10 mins)	881	781	651	651
	1200m (15 mins)	1468	1548	1507	1419
	Total residential and employment (10 mins)	14715	14595	14052	13974
	Rank				
	Transport Integration	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained. A bus gate is proposed on Popham's Road for approx. 260m. This wll require through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained. A bus gate is proposed on Popham's Road for approx. 580m. This wll require through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained. A bus gate is proposed on Fairfield Avenue and Commons Road for approx. 380m. This wll require through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained. A bus gate is proposed on Popham's Road for approx. 580m. This wll require through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.
	Rank				
	Cyclist Integration	This route serves part of the Knockfree Avenue and Knockpogue Avenue primary route and Popham's Road and Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The route travels along Popham's Road and Farranferris Avenue, part of which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Knockfree Avenue and Knockpogue Avenue primary route and Popham's Road and Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The route travels along Popham's Road, part of which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Knockfree Avenue and Fairfield Avenue primary route and Fair Hill, Popham's Road and Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The route travels along Fairfield Avenue, part of which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Knockfree Avenue and Knockpogue Avenue primary route and Fair Hill, Popham's Road and Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy. The route travels along Fairfield Avenue, part of which is not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.
	Rank				
	Pedestrian Integration	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
	Rank				
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route serves key trip attractors such as: Parochial Hall Gurranabraher, Sam Allen Football Pitches, LeisureWorld Churchfield, Farranferris Park, Scoil Aiseiri Chriost, Scoil Iosagain, North Presentation Catholic Secondary School and Blackpool Shopping Centre.	Route serves key trip attractors such as: Parochial Hall Gurranabraher, Sam Allen Football Pitches, LeisureWorld Churchfield, Farranferris Park, Farranree Credit Union, Farranferris Park, Scoil Aiseiri Chriost, Scoil Iosagain, North Presentation Catholic Secondary School and Blackpool Shopping Centre.	Route serves key trip attractors such as: Parochial Hall Gurranabraher, Sam Allen Football Pitches, LeisureWorld Churchfield, Churchfield Industrial Estate, Farranferris Park, Farranree Credit Union, Farranferris Park, Scoil Aiseiri Chriost and Blackpool Shopping Centre.	Route serves key trip attractors such as: Parochial Hall Gurranabraher, Sam Allen Football Pitches, LeisureWorld Churchfield, Churchfield Industrial Estate, Farranferris Park, Farranree Credit Union, Farranferris Park, Scoil Aiseiri Chriost, Scoil Iosagain, North Presentation Catholic Secondary School and Blackpool Shopping Centre.
	Rank				
	Deprived Geographic Areas	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All of this route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options are considered neutral with respect to servicing deprived geographic areas.
	Rank				
Safety	Road Safety	'The option has 26 junctions/side roads off the mainline. This option is considered neutral when compared against other options.	'The option has 25 junctions/side roads off the mainline. This option is considered neutral when compared against other options.	'The option has 30 junctions/side roads off the mainline. This option is considered neutral when compared against other options.	'The option has 28 junctions/side roads off the mainline. This option is considered neutral when compared against other options.
	Rank				
Environment	Archaeological, Architectural and Cultural Heritage	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.	No relative advantages/disadvantages associated with route option on the archaeological, architectural or cultural heritage resource.
	Rank				
	Biodiversity	Along Knockfree Avenue and Knockpogue Avenue from J-K-N a grass margin is present on both sides of the road with a total of 25 no. trees that could potentially need to be cleared. 6 no. Lime, 6 no. Sycamore, 5 no. Oak, 3 no. Ash, 2 no. Silver Birch, 2 no. Sweet Cherry and one Field Maple.	Along Knockfree Avenue and Knockpogue Avenue from J-K-N a grass margin is present on both sides of the road with a total of 25 no. trees that could potentially need to be cleared. 6 no. Lime, 6 no. Sycamore, 5 no. Oak, 3 no. Ash, 2 no. Silver Birch, 2 no. Sweet Cherry and one Field Maple.	From point J to K, there is a possibility for 21 no. mature trees of mixed species (Lime, Sycamore, Oak, Ash, Silver Birch, Sweet Cherry and Field Maple) to be cleared. From point G to L, there is a possibility for 16 no. mature trees of mixed species (Sycamore, Ash, Lime, Silver Birch, Mountain Ash, Horse Chestnut, Sweet Cherry, Alder and Hornbeam) to be cleared. Along Fairfield Avenue there is a total of 22 no. trees- 11 no. Oaks, 4 no. Sycamores, 3 no. Ash, 2 no. Beech, 1 no. Sweet Cherry and 1 no. Midland Hawthorn to possibly need removing. Also a hedgerow of Privet measuring approx. 17m would need to be either cleared or removed to enable widening of the road.	From point J to K, there is a possibility for 21 no. mature trees of mixed species (Lime, Sycamore, Oak, Ash, Silver Birch, Sweet Cherry and Field Maple) to be cleared. From point G to L, there is a possibility for 16 no. mature trees of mixed species (Sycamore, Ash, Lime, Silver Birch, Mountain Ash, Horse Chestnut, Sweet Cherry, Alder and Hornbeam) to be cleared.
	Rank				
	Soils and Geology	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 4-2, 4-3 and 4-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 4-1, 4-3 and 4-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 4-1, 4-2 and 4-4 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial. This option will require similar earthworks to Options 4-1, 4-2 and 4-3 due to the length of road to be upgraded. Therefore, this option is neutral when compared all Options.
	Rank				
	Water Resources	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.
	Rank				
	Landscape and visual	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.	This option has no impact on any landscape presevation zones in the are. Therefore, this option is neutral when compared all Options.
	Rank				
	Noise, vibration and air quality	This option involves routing along Knockfree Avenue, Knockpogue Avenue, Farrenferris Avenue, Pophams Road and Brother Delaney Road where residential dwellings are sensitive receptors. This options involves similar land acquisition than other options so is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Knockfree Avenue, Knockpogue Avenue, Pophams Road and Brother Delaney Road where residential dwellings are sensitive receptors. This options involves similar land acquisition than other options so is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Knockfree Avenue, Fair Hill, Fairfield Avenue, Pophams Road and Brother Delaney Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.	This option involves routing along Knockfree Avenue, Fair Hill, Fairfield Avenue, Pophams Road and Brother Delaney Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality perspective than other options.
	Rank				
	Land Use and Built Environment	'This option involves routing along an existing road corridor. Approx 96 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 72 car parking spaces are lost. This option is considered to have major advantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 128 car parking spaces are lost. This option is considered to have major disadvantages from a land use and built environment perspective over the other options.	'This option involves routing along an existing road corridor. Approx 109 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.
	Rank				

16. Appendix 2.12 North East Sector Stage 2 Multi Criteria Assessment Table

Stage 2		North East: Blackpool to Tunnel					
Assessment Criteria	Sub-Criteria	Route 1-1	Route 1-2	Route 1-3	Route 2-1	Route 2-2	Route 2-3
Economy	Capital Cost	Total - €26.1M Cost per KM - €3.7 Indicative Scheme Infrastructure Works Cost - €26M Private Land Costs - €0.02M	Total - €28.5M Cost per KM - €4.0 Indicative Scheme Infrastructure Works Cost - €25.0M Private Land Costs - €3.4M	Total - €28.5M Cost per KM - €4.2 Indicative Scheme Infrastructure Works Cost - €24.7M Private Land Costs - €3.8M	Total - €39.1M Cost per KM - €4.4 Indicative Scheme Infrastructure Works Cost - €31.9M Private Land Costs - €0.02M	Total - €34.3M Cost per KM - €4.7 Indicative Scheme Infrastructure Works Cost - €30.9M Private Land Costs - €3.4M	Total - €34.4M Cost per KM - €4.9 Indicative Scheme Infrastructure Works Cost - €30.5M Private Land Costs - €3.9M
	Rank						
	Average Journey Time	This scheme has a total length of 7.0 km and from initial journey time calculations, would take an average of 31 mins.	This scheme has a total length of 7.2 km and from initial journey time calculations, would take an average of 30 mins.	This scheme has a total length of 6.8 km and from initial journey time calculations, would take an average of 29 mins.	This scheme has a total length of 6.8 km and from initial journey time calculations, would take an average of 32 mins.	This scheme has a total length of 7.2 km and from initial journey time calculations, would take an average of 31 mins.	This scheme has a total length of 7.3 km and from initial journey time calculations, would take an average of 31 mins.
	Rank						
	Journey Time Reliability	Dedicated bus lanes would be provided for 93 % length of this route. Bus priority is achieved for a further 7% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 82 % length of this route. Bus priority is achieved for a further 17% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 80 % length of this route. Bus priority is achieved for a further 19% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 93 % length of this route. Bus priority is achieved for a further 7% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 82 % length of this route. Bus priority is achieved for a further 16% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 81 % length of this route. Bus priority is achieved for a further 18% of this route through traffic management in the form of queue relocation.
	Rank						
Integration	Land Use Integration	This option integrates with district centre zoning located at Ballyvolane, neighbourhood and local centre zoning and light industry and related uses zoning at Mayfield. Elsewhere there is sustainable residential neighbourhood and new residential neighbourhood zoning along the route.	This option integrates with light industry and related uses located off Glen Avenue, neighbourhood and related uses at Dillions Cross, neighbourhood and local centres on Old Youghal Road, neighbourhood and local centre zoning and light industry and related uses zoning at Mayfield. Elsewhere there is sustainable residential neighbourhood and new residential neighbourhood zoning along the route.	This option integrates with light industry and related uses located off Glen Avenue, neighbourhood and related uses at Dillions Cross, neighbourhood and local centres on Old Youghal Road. Elsewhere there is sustainable residential neighbourhood and new residential neighbourhood zoning along the route.	This option integrates with district centre zoning located at Ballyvolane, neighbourhood and local centre zoning and light industry and related uses zoning at Mayfield. Elsewhere there is sustainable residential neighbourhood and new residential neighbourhood zoning along the route.	This option integrates with light industry and related uses located off Glen Avenue, neighbourhood and related uses at Dillions Cross, neighbourhood and local centres on Old Youghal Road, neighbourhood and local centre zoning and light industry and related uses zoning at Mayfield. Elsewhere there is sustainable residential neighbourhood and new residential neighbourhood zoning along the route.	This option integrates with light industry and related uses located off Glen Avenue, neighbourhood and related uses at Dillions Cross, neighbourhood and local centres on Old Youghal Road. Elsewhere there is sustainable residential neighbourhood and new residential neighbourhood zoning along the route.
	Rank						
	Residential Catchment						
	400m (5 mins)	4853	7313	6792	4896	7356	6835
	800m (10 mins)	10137	10134	10152	10101	10098	10116
	1200m (15 mins)	13261	13339	13425	13241	13292	13375
	Employment Catchment						
	400m (5 mins)	344	483	467	429	568	552
	800m (10 mins)	2518	2439	2651	2010	1931	2143
	1200m (15 mins)	1252	2535	2052	1264	2547	2064
	Total residential and employment (10 mins)	17852	20369	20062	17436	19953	19646
	Rank						
	Transport Integration	The option provides for integration with existing bus routes from the North East. Provision for integration with vehicular traffic is retained. This route is not identified as being serviced by a radial bus route and therefore has some advantages from a transport integration perspective.	The option provides for integration with existing bus routes from the North East. This option involves a bus gate on Old Youghal Road and provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration perspective.	The option provides for integration with existing bus routes from the North East. This option involves a bus gate on Old Youghal Road and provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration perspective.	The option provides for integration with existing bus routes from the North East. Provision for integration with vehicular traffic is retained. This route is not identified as being serviced by a radial bus route and therefore has some advantages from a transport integration perspective.	The option provides for integration with existing bus routes from the North East. This option involves a bus gate on Old Youghal Road and provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration perspective.	The option provides for integration with existing bus routes from the North East. This option involves a bus gate on Old Youghal Road and provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration perspective.
	Rank						
	Cyclist Integration	This option routes along North Ring Road and Lower Glanmire Road. All these roads are identified as cycle routes within the Cork Metropolitan Transport Strategy. As a result all options are considered neutral under the cyclist integration perspective.	This option routes along Old Youghal Road and Lower Glanmire Road. All these roads are identified as cycle routes within the Cork Metropolitan Transport Strategy. As a result all options are considered neutral under the cyclist integration perspective.	This option routes along Old Youghal Road, Colmcille Avenue and Lower Glanmire Road. All these roads are identified as cycle routes within the Cork Metropolitan Transport Strategy. As a result all options are considered neutral under the cyclist integration perspective.	This option routes along North Ring Road and Tivoli. All these roads are identified as cycle routes within the Cork Metropolitan Transport Strategy. As a result all options are considered neutral under the cyclist integration perspective.	This option routes along Old Youghal Road andTivoli. All these roads are identified as cycle routes within the Cork Metropolitan Transport Strategy. As a result all options are considered neutral under the cyclist integration perspective.	This option routes along Old Youghal Road, Colmcille Avenue and Tivoli. All these roads are identified as cycle routes within the Cork Metropolitan Transport Strategy. As a result all options are considered neutral under the cyclist integration perspective.
	Rank						
	Pedestrian Integration	This option routes along North Ring Road and Lower Glanmire Road. As a result this option is considered to have some disadvantages from a pedestrian network integration perspective.	This option routes along Old Youghal Road and Lower Glanmire Road. As a result this option is considered to have some advantages from a pedestrian network integration perspective.	This option routes along Old Youghal Road, Colmcille Avenue and Lower Glanmire Road. As a result this option is considered to have some advantages from a pedestrian network integration perspective.	This option routes along North Ring Road and Tivoli. As a result this option is considered to have some disadvantages from a pedestrian network integration perspective.	This option routes along Old Youghal Road andTivoli. As a result this option is considered to have some advantages from a pedestrian network integration perspective.	This option routes along Old Youghal Road, Colmcille Avenue and Tivoli. As a result this option is considered to have some advantages from a pedestrian network integration perspective.
	Rank						
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Key Trip attractors along this route include: Leisure - Glen Rovers Hurling Club, Leeds Soccer Club, Glen Park, The Glen Resource and Sports Centre; Health - GP practices located off North Ring Road at Mayfield.	Key Trip attractors along this route include: Leisure - Glen Park, The Glen Resource and Sports Centre, Mayfield Sports Complex (Swimming Pool), Brian Dillions GAA Club; Education - St Brendans Catholic School, St Marks Boys National School, St Patricks Girls National School, St Patricks Boys National School, St Patricks College, Mayfield Community School, St Killians Special School; Health - , GP practices located at Dillions Cross and off Old Youghal Road.	Key Trip attractors along this route include: Leisure - Glen Park, The Glen Resource and Sports Centre, Mayfield Sports Complex (Swimming Pool),Brian Dillions GAA Club; ; Education - St Brendans Catholic School, St Marks Boys National School, St Patricks Girls National School, St Patricks Boys National School, St Patricks College, Mayfield Community School, St Killians Special School; Health - , GP practices located at Dillions Cross and off Old Youghal Road.	Key Trip attractors along this route include: Leisure - Glen Rovers Hurling Club, Leeds Soccer Club, Glen Park, The Glen Resource and Sports Centre; Health - GP practices located off North Ring Road at Mayfield.	Key Trip attractors along this route include: Leisure - Glen Park, The Glen Resource and Sports Centre, Mayfield Sports Complex (Swimming Pool), Brian Dillions GAA Club; Education - St Brendans Catholic School, St Marks Boys National School, St Patricks Girls National School, St Patricks Boys National School, St Patricks College, Mayfield Community School, St Killians Special School; Health - GP practices located at Dillions Cross and off Old Youghal Road.	Key Trip attractors along this route include: Leisure - Glen Park, The Glen Resource and Sports Centre, Mayfield Sports Complex (Swimming Pool), Brian Dillions GAA Club; Education - St Brendans Catholic School, St Marks Boys National School, St Patricks Girls National School, St Patricks Boys National School, St Patricks College, Mayfield Community School, St Killians Special School; Health - GP practices located at Dillions Cross and off Old Youghal Road.
	Rank						
	Deprived Geographic Areas	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Blackpool/The Glen Mayfield. As a result this option is considered to have some advantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Blackpool/The Glen Mayfield. As a result this option is considered to have some advantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Blackpool/The Glen Mayfield. This option involves less routing through the RAPID area than Options 1-1 and 1-2. As a result this option is considered to have some disadvantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Blackpool/The Glen Mayfield. As a result this option is considered to have some advantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Blackpool/The Glen Mayfield. As a result this option is considered to have some advantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Blackpool/The Glen Mayfield. This option involves similar routing through the RAPID area as Option 1-3. As a result this option is considered to have some disadvantages with respect to servicing deprived geographic areas.
	Rank						
Safety	Road Safety	The option has 32 junctions/side roads off the mainline. This options is considered having neutral advantages over options	The option has 45 junctions/side roads off the mainline. This options is considered having neutral advantages over options	The option has 43 junctions/side roads off the mainline. This options is considered having neutral advantages over options	The option has 28 junctions/side roads off the mainline. This options is considered having neutral advantages over options	The option has 42 junctions/side roads off the mainline. This options is considered having neutral advantages over options	The option has 39 junctions/side roads off the mainline. This options is considered having neutral advantages over options
	Rank						
Environment	Archaeological, Architectural and Cultural Heritage	No predicted impacts on the archaeological, architectural or cultural heritage resource. The North Ring Road does pass through the zone of notification of a recorded mounment (CO074-019 Ringfort) but the site has been completely removed by the construction of a housing estate and the road.	No predicted impacts on the archaeological, architectural or cultural heritage.	No predicted impacts on the archaeological, architectural or cultural heritage.	No predicted impacts on the archaeological, architectural or cultural heritage resource. The North Ring Road does pass through the zone of notification of a recorded mounment (CO074-019 Ringfort) but the site has been completely removed by the construction of a housing estate and the road.	No predicted impacts on the archaeological, architectural or cultural heritage.	No predicted impacts on the archaeological, architectural or cultural heritage.
	Rank						
	Biodiversity	Point B to C travels along the North Ring Road and has a fairly continuous mature treeline/ hedgerow with scrubland behind the majority of the roadside. Close to point B, there is a stretch of approx. length 160 m that could need to be cleared containing: Dogwood, Sycamore, Willow, Lime, Brambles, Buddleia (invasive species) and Clematis vitalba (invasive species). Following on from that, there is a section of approx. 750 m that runs along The Glen River Park which has the Glen River watercourse running through it. By the roadside of the park and along the roadside for the majority of point B to C with a total approx. combined distance of 4.5km, there is a mature hedgerow/ treeline present. The species recorded were: Sycamore, Horse Chestnut, Willow, Gorse, Hawthorn, Ash, Bramble, Plantain, Lime, Red Clover, St. John's Wort, ferns, Birch, Mountain Ash, Silver Birch, Hazel, Laurel, Ivy, Holy, Alder, Multiflora Rose, Cotoneaster, Winter Heliotrope (invasive species) and Buddleia (invasive species). Point D to E runs along the Northern Ring Road down to the N8. For a stretch of this section, there is a line of mature trees either side located in grass margins with: 6 no. Ash, 4 no. Birch, 4 no. Sycamore, 3 no. Cherry, 1 Alder and 1 Horse Chestnut. There is then a mature treeline/ hedgerow either side of the road with a total approx. measurement of 1km. The species recorded along this stretch that could require clearing to facilitate widening are: Sycamore, Birch, Winter Heliotrope (invasive species), ferns, Horse Chestnut, Birch, Clematis vitalba (invasive species), Bloodwort, Creeping Buttercup, Bramble, Dock, Navalwort, Buddleia (invasive species), Cherry, Cherry Plum, Elm, Cotoneaster, Bindweed, Ivy, Hogweed, Oak, Alder, Wild Privet, Cypress, Snowberry, Tongue Fern, Beech, Hazel, Elder and Himalayan Honeysuckle (invasive species). Although parts may not need to be cleared, the roots of the mature trees could be compromised with widening of this section of road.	Points H to B has two sections that are to be widened. The first section starting at point H has 50 individual trees along green areas that could need to be cleared: 15 no. Ash, 14 no. Sycamore, 7 no. Horse Chestnut, 5 no. Swedish Whitebeam, 3 no. Whitebeam, 2 no. Red Oak, 1 Elm, 1 Willow, 1 Silver Birch and 1 Mountain Ash. There is also a dense hedgerow present along a grass margin opposite the entrance to The Glen Resource & Sports Centre measuring approx. 70m and containing: Bloodwort, grass, nettles, Cotoneaster, brambles, Bindweed, Willow Plantain and Clematis vitalba (invasive species). The second stretch of point H to B which is located close to point B and has a total of 20 individual trees that could need to be cleared: 12 no. Sycamore, 4 no. Beech, 3 no. Field Maple and 1 Mountain Ash. There is also a stretch of approx. 75m of a dense treeline composed of: Field Maple, Hawthorn, Ash, Norway Maple and Brambles. From point I to H along the Old Youghal Road has potential for a total of 13 trees to be cleared in order to facilitate widening: 6 no. Sycamore, 5 no. Horse Chestnut, 1 Lime and 1 Whitebeam. Point C to I runs along a stretch of the Old Youghal Road. In total there is potential for 23 trees and section of hedgerow which may need to be cleared and/or the tree roots could be compromised with widening of the road. The hedgerow measuring approx. 20m which is also partially located along a stone wall contains: Elder, Hawthorn, English Ivy, Sycamore, Bramble, Holy and Cypress. The trees are broken down into: 5 no. Lime, 5 no. Sycamore, 4 no. Oak, 3 no. Whitebeam, 2 no. Mountain Ash, 1 Birch, 1 Silver Birch, 1 Elder and 1 Ash. Point D to E runs along the Northern Ring Road down to the N8. For a stretch of this section, there is a line of mature trees either side located in grass margins with: 6 no. Ash, 4 no. Birch, 4 no. Sycamore, 3 no. Cherry, 1 Alder and 1 Horse Chestnut. There is then a mature treeline/ hedgerow either side of the road with a total approx. measurement of 1km. The species recorded along this stretch that could require clearing to facilitate widening are: Sycamore, Birch, Winter Heliotrope (invasive species), ferns, Horse Chestnut, Birch, Clematis vitalba (invasive species), Bloodwort, Creeping Buttercup, Bramble, Dock, Navalwort, Buddleia (invasive species), Cherry, Cherry Plum, Elm, Cotoneaster, Bindweed, Ivy, Hogweed, Oak, Alder, Wild Privet, Cypress, Snowberry, Tongue Fern, Beech, Hazel, Elder and Himalayan Honeysuckle (invasive species). Although parts may not need to be cleared, the roots of the mature trees could be compromised with widening of this section of road.	Points H to B has two sections that are to be widened. The first section starting at point H has 50 individual trees along green areas that could need to be cleared: 15 no. Ash, 14 no. Sycamore, 7 no. Horse Chestnut, 5 no. Swedish Whitebeam, 3 no. Whitebeam, 2 no. Red Oak, 1 Elm, 1 Willow, 1 Silver Birch and 1 Mountain Ash. There is also a dense hedgerow present along a grass margin opposite the entrance to The Glen Resource & Sports Centre measuring approx. 70m and containing: Bloodwort, grass, nettles, Cotoneaster, brambles, Bindweed, Willow Plantain and Clematis vitalba (invasive species). The second stretch of point H to B which is located close to point B and has a total of 20 individual trees that could need to be cleared: 12 no. Sycamore, 4 no. Beech, 3 no. Field Maple and 1 Mountain Ash. There is also a stretch of approx. 75m of a dense treeline composed of: Field Maple, Hawthorn, Ash, Norway Maple and Brambles. From point I to H along the Old Youghal Road has potential for a total of 13 trees to be cleared in order to facilitate widening: 6 no. Sycamore, 5 no. Horse Chestnut, 1 Lime and 1 Whitebeam. Point C to I runs along Colmcille Avenue and according to the map only has a small section close to point I that will require widening. Along this section, there is a green area with a mature treeline of a total of 19 trees: 12 no. Sycamore, 6 no. Cherry and 1 Ash). Point D to E runs along the Northern Ring Road down to the N8. For a stretch of this section, there is a line of mature trees either side located in grass margins with: 6 no. Ash, 4 no. Birch, 4 no. Sycamore, 3 no. Cherry, 1 Alder and 1 Horse Chestnut. There is then a mature treeline/ hedgerow either side of the road with a total approx. measurement of 1km. The species recorded along this stretch that could require clearing to facilitate widening are: Sycamore, Birch, Winter Heliotrope (invasive species), ferns, Horse Chestnut, Birch, Clematis vitalba (invasive species), Bloodwort, Creeping Buttercup, Bramble, Dock, Navalwort, Buddleia (invasive species), Cherry, Cherry Plum, Elm, Cotoneaster, Bindweed, Ivy, Hogweed, Oak, Alder, Wild Privet, Cypress, Snowberry, Tongue Fern, Beech, Hazel, Elder and Himalayan Honeysuckle (invasive species). Although parts may not need to be cleared, the roots of the mature trees could be compromised with widening of this section of road.	Point B to C travels along the North Ring Road and has a fairly continuous mature treeline/ hedgerow with scrubland behind the majority of the roadside. Close to point B, there is a stretch of approx. length 160 m that could need to be cleared containing: Dogwood, Sycamore, Willow, Lime, Brambles, Buddleia (invasive species) and Clematis vitalba (invasive species). Following on from that, there is a section of approx. 750 m that runs along The Glen River Park which has the Glen River watercourse running through it. By the roadside of the park and along the roadside for the majority of point B to C with a total approx. combined distance of 4.5km, there is a mature hedgerow/ treeline present. The species recorded were: Sycamore, Horse Chestnut, Willow, Gorse, Hawthorn, Ash, Bramble, Plantain, Lime, Red Clover, St. John's Wort, ferns, Birch, Mountain Ash, Silver Birch, Hazel, Laurel, Ivy, Holy, Alder, Multiflora Rose, Cotoneaster, Winter Heliotrope (invasive species) and Buddleia (invasive species). Point D to E runs along the Northern Ring Road down to the N8. For a stretch of this section, there is a line of mature trees either side located in grass margins with: 6 no. Ash, 4 no. Birch, 4 no. Sycamore, 3 no. Cherry, 1 Alder and 1 Horse Chestnut. There is then a mature treeline/ hedgerow either side of the road with a total approx. measurement of 1km. The species recorded along this stretch that could require clearing to facilitate widening are: Sycamore, Birch, Winter Heliotrope (invasive species), ferns, Horse Chestnut, Birch, Clematis vitalba (invasive species), Bloodwort, Creeping Buttercup, Bramble, Dock, Navalwort, Buddleia (invasive species), Cherry, Cherry Plum, Elm, Cotoneaster, Bindweed, Ivy, Hogweed, Oak, Alder, Wild Privet, Cypress, Snowberry, Tongue Fern, Beech, Hazel, Elder and Himalayan Honeysuckle (invasive species). Although parts may not need to be cleared, the roots of the mature trees could be compromised with widening of this section of road. Points E to J is proposed to travel through Tivoli Docks and Industrial Estate. As is visible from satellite imagery, the route could require the disruption of a potential scrubland area which is located by point E and a further 4 possible sections of treelines.	Points H to B has two sections that are to be widened. The first section starting at point H has 50 individual trees along green areas that could need to be cleared: 15 no. Ash, 14 no. Sycamore, 7 no. Horse Chestnut, 5 no. Swedish Whitebeam, 3 no. Whitebeam, 2 no. Red Oak, 1 Elm, 1 Willow, 1 Silver Birch and 1 Mountain Ash. There is also a dense hedgerow present along a grass margin opposite the entrance to The Glen Resource & Sports Centre measuring approx. 70m and containing: Bloodwort, grass, nettles, Cotoneaster, brambles, Bindweed, Willow Plantain and Clematis vitalba (invasive species). The second stretch of point H to B which is located close to point B and has a total of 20 individual trees that could need to be cleared: 12 no. Sycamore, 4 no. Beech, 3 no. Field Maple and 1 Mountain Ash. There is also a stretch of approx. 75m of a dense treeline composed of: Field Maple, Hawthorn, Ash, Norway Maple and Brambles. From point I to H along the Old Youghal Road has potential for a total of 13 trees to be cleared in order to facilitate widening: 6 no. Sycamore, 5 no. Horse Chestnut, 1 Lime and 1 Whitebeam. Point C to I runs along a stretch of the Old Youghal Road. In total there is potential for 23 trees and section of hedgerow which may need to be cleared and/or the tree roots could be compromised with widening of the road. The hedgerow measuring approx. 20m which is also partially located along a stone wall contains: Elder, Hawthorn, English Ivy, Sycamore, Bramble, Holy and Cypress. The trees are broken down into: 5 no. Lime, 5 no. Sycamore, 4 no. Oak, 3 no. Whitebeam, 2 no. Mountain Ash, 1 Birch, 1 Silver Birch, 1 Elder and 1 Ash. Point D to E runs along the Northern Ring Road down to the N8. For a stretch of this section, there is a line of mature trees either side located in grass margins with: 6 no. Ash, 4 no. Birch, 4 no. Sycamore, 3 no. Cherry, 1 Alder and 1 Horse Chestnut. There is then a mature treeline/ hedgerow either side of the road with a total approx. measurement of 1km. The species recorded along this stretch that could require clearing to facilitate widening are: Sycamore, Birch, Winter Heliotrope (invasive species), ferns, Horse Chestnut, Birch, Clematis vitalba (invasive species), Bloodwort, Creeping Buttercup, Bramble, Dock, Navalwort, Buddleia (invasive species), Cherry, Cherry Plum, Elm, Cotoneaster, Bindweed, Ivy, Hogweed, Oak, Alder, Wild Privet, Cypress, Snowberry, Tongue Fern, Beech, Hazel, Elder and Himalayan Honeysuckle (invasive species). Although parts may not need to be cleared, the roots of the mature trees could be compromised with widening of this section of road. Points E to J is proposed to travel through Tivoli Docks and Industrial Estate. As is visible from satellite imagery, the route could require the disruption of a potential scrubland area which is located by point E and a further 4 possible sections of treelines.	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From point I to H along the Old Youghal Road has potential for a total of 13 trees to be cleared in order to facilitate widening: 6 no. Sycamore, 5 no. Horse Chestnut, 1 Lime and 1 Whitebeam. Point C to I runs along Colmcille Avenue and according to the map only has a small section close to point I that will require widening. Along this section, there is a green area with a mature treeline of a total of 19 trees: 12 no. Sycamore, 6 no. Cherry and 1 Ash. Point D to E runs along the Northern Ring Road down to the N8. For a stretch of this section, there is a line of mature trees either side located in grass margins with: 6 no. Ash, 4 no. Birch, 4 no. Sycamore, 3 no. Cherry, 1 Alder and 1 Horse Chestnut. There is then a mature treeline/ hedgerow either side of the road with a total approx. measurement of 1km. The species recorded along this stretch that could require clearing to facilitate widening are: Sycamore, Birch, Winter Heliotrope (invasive species), ferns, Horse Chestnut, Birch, Clematis vitalba (invasive species), Bloodwort, Creeping Buttercup, Bramble, Dock, Navalwort, Buddleia (invasive species), Cherry, Cherry Plum, Elm, Cotoneaster, Bindweed, Ivy, Hogweed, Oak, Alder, Wild Privet, Cypress, Snowberry, Tongue Fern, Beech, Hazel, Elder and Himalayan Honeysuckle (invasive species). Although parts may not need to be cleared, the roots of the mature trees could be compromised with widening of this section of road. Points E to J is proposed to travel through Tivoli Docks and Industrial Estate. As is visible from satellite imagery, the route could require the disruption of a potential scrubland area which is located by point E and a further 4 possible sections of treelines.
	Rank						
	Soils and Geology	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-2, 1-3, 2-2, 2-3 due to the length of significant road widening into greenfield sites. This option will require similar earthworks to Options 2-1 due to the length of significant road widening into greenfield sites. Therefore, this option has some disadvantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-1 &2-1 due to the length of significant road widening into greenfield sites. This option will require similar earthworks to Options 1-3, 2-2 and 2-3. Therefore, this option has some advantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-1, 2-1 due to the length of significant road widening into greenfield sites. This option will require similar earthworks to Options 1-2, 2-2 and 2-3. Therefore, this option has some advantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-2, 1-3, 2-2, 2-3 due to the length of significant road widening into greenfield sites. This option will require similar earthworks to Options 1-1 due to the length of significant road widening into greenfield sites. Therefore, this option has some disadvantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-1 & 2-1 due to the length of significant road widening into greenfield sites. This option will require similar earthworks to Options 1-2, 1-3 and 2-3. Therefore, this option has some advantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-1, 2-1 due to the length of significant road widening into greenfield sites. This option will require similar earthworks to Options 1-2, 1-3 and 2-2. Therefore, this option has some advantages when compared to other Options.
	Rank						
	Water Resources	This option passes over the Glen River in two places and the Ballincolly river. This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option passes over the Glen River in two places and the Ballincolly river. This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. All options are considered equal under this criterion.
	Rank						
	Landscape and visual	This option routes along the North Ring Road where the City Development Plan identifies there are landscape perservation zones and areas of high landscape value adjacent to the route. As a result this option is considered to have some disadvantages from a landscape and visual perspective than other options.	This option routes along Old Youghal Road. The City Development Plan doe not identify there are landscape perservation zones and areas of high landscape value adjacent to the route on Old Youghal Road. As a result this option is considered to have some advantages from a landscape and visual perspective than other options.	This option routes along Old Youghal Road. The City Development Plan doe not identify there are landscape perservation zones and areas of high landscape value adjacent to the route on Old Youghal Road. As a result this option is considered to have some advantages from a landscape and visual perspective than other options.	This option routes along the North Ring Road where the City Development Plan identifies there are landscape perservation zones and areas of high landscape value adjacent to the route. As a result this option is considered to have some disadvantages from a landscape and visual perspective than other options.	This option routes along Old Youghal Road. The City Development Plan doe not identify there are landscape perservation zones and areas of high landscape value adjacent to the route on Old Youghal Road. As a result this option is considered to have some advantages from a landscape and visual perspective than other options.	This option routes along Old Youghal Road. The City Development Plan doe not identify there are landscape perservation zones and areas of high landscape value adjacent to the route on Old Youghal Road. As a result this option is considered to have some advantages from a landscape and visual perspective than other options.
	Rank						
	Noise, vibration and air quality	This option involves routing along North Ring Road where residential dwellings are sensitive receptors. As a result this option is considered to have some advantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Old Youghal Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Old Youghal Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along North Ring Road where residential dwellings are sensitive receptors. As a result this option is considered to have some advantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Old Youghal Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Old Youghal Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.
	Rank						
	Land Use and Built Environment	This option involves routing along an existing road corridor. Approx 0 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 107 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 115 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 0 car parking spaces are lost. This option is considered to have some advantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 107 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 115 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.
	Rank						

17. Appendix 2.13 South East Sector Stage 2 Multi Criteria Assessment Table

Stage 2		South East Tunnel to Douglas						
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
Economy	Capital Cost	Total - €17.9M Cost per KM - €2.8 Indicative Scheme Infrastructure Works Cost - €14.3M Private Land Costs - €3.5M	Total - €21.5M Cost per KM - €2.5 Indicative Scheme Infrastructure Works Cost - €17.4M Private Land Costs - €4.1M	Total - €22.4M Cost per KM - €4.1 Indicative Scheme Infrastructure Works Cost - €17.0M Private Land Costs - €5.4M	Total - €24.7M Cost per KM - €3.8 Indicative Scheme Infrastructure Works Cost - €21.2M Private Land Costs - €6.9M	Total - €28.1M Cost per KM - €3.9 Indicative Scheme Infrastructure Works Cost - €21.2M Private Land Costs - €15.3M	Total - €27.7M Cost per KM - €4.2 Indicative Scheme Infrastructure Works Cost - €19.5M Private Land Costs - €8.2M	Total - €30.1M Cost per KM - €5.2 Indicative Scheme Infrastructure Works Cost - €23.7M Private Land Costs - €6.4M
	Rank							
	Average Journey Time	This scheme has a total length of 6.2 km and from initial journey time calculations, would take an average of 19 mins.	This scheme has a total length of 6.3 km and from initial journey time calculations, would take an average of 20 mins.	This scheme has a total length of 5.7 km and from initial journey time calculations, would take an average of 29 mins.	This scheme has a total length of 6.8 km and from initial journey time calculations, would take an average of 34 mins.	This scheme has a total length of 7.5 km and from initial journey time calculations, would take an average of 36 mins.	This scheme has a total length of 6.9 km and from initial journey time calculations, would take an average of 33 mins.	This scheme has a total length of 5.7 km and from initial journey time calculations, would take an average of 28 mins.
	Rank							
	Journey Time Reliability	Dedicated bus lanes would be provided for 96 % length of this route. Bus priority is achieved for a further 4% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 100 % length of this route.	Dedicated bus lanes would be provided for 82 % length of this route. Bus priority is achieved for a further 18% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 84 % length of this route. Bus priority is achieved for a further 16% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 86 % length of this route. Bus priority is achieved for a further 14% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 85 % length of this route. Bus priority is achieved for a further 15% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 81 % length of this route. Bus priority is achieved for a further 19 % of this route through traffic management in the form of queue relocation.
	Rank							
Integration	Land Use Integration	This option integrates with sustainable residential neighbourhood zoning along Rochestown Road. This option is considered to have significant disadvantages from a land use integration perspective.	This option integrates with sustainable residential neighbourhood zoning along Rochestown Road. This option is considered to have significant disadvantages from a land use integration perspective.	This option integrates with district centre zoning at Mahon Point, business and technology and mixed use development zoing on R852 Mahon Link Road. This option integrates with Neighbourhood and Local Centres zoning on Skehard Road. This option is considered to have significant advantages from a land use integration perspective.	This option integrates with district centre zoning at Mahon Point, business and technology and mixed use development zoing on R852 Mahon Link Road. This option integrates with Neighbourhood and Local Centres zoning on Skehard Road.	This option integrates with district centre zoning at Mahon Point, business and technology and mixed use development zoing on R852 Mahon Link Road. This option integrates with Neighbourhood and Local Centres zoning on Skehard Road.	This option integrates with district centre zoning at Mahon Point, business and technology and mixed use development zoing on R852 Mahon Link Road. This option integrates with Neighbourhood and Local Centres zoning on Skehard Road.	This option integrates with district centre zoning at Mahon Point, business and technology and mixed use development zoing on R852 Mahon Link Road. This option integrates with Neighbourhood and Local Centres zoning on Skehard Road. This option hasd
	Rank							
	Residential Catchment							
	400m (5 mins)	1894	2033	2635	3907	4169	3861	2434
	800m (10 mins)	1237	1217	4753	5227	5231	5514	3827
	1200m (15 mins)	2517	2701	5687	5361	5368	5339	5711
	Employment Catchment							
	400m (5 mins)	1029	620	2564	2887	2887	1542	3083
	800m (10 mins)	429	859	2391	2147	2147	3492	2042
	1200m (15 mins)	780	791	1057	1164	1164	1164	759
	Total residential and employment (10 mins)	4589	4729	12343	14168	14434	14409	11386
	Rank							
	Transport Integration	The option provides for integration with existing bus routes connecting to Rochestown, Douglas and the City Centre. Provision for integration with vehicular traffic is retained. This route is not identified as being serviced by a radial bus route and therefore has some advantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Rochestown, Douglas and the City Centre. Provision for integration with vehicular traffic is retained. This route is not identified as being serviced by a radial bus route and therefore has some advantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Ballinlough, Mahon and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Ballinlough, Mahon and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Ballinlough, Mahon and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Ballinlough, Mahon and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Ballinlough, Mahon and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.
	Rank							
	Cyclist Integration	This route serves part of the South Ring Road and Rochestown Road. A short section of the Rochestown Road is identified a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have signficant disadvantages compared to other options for this criterion.	This route serves part of the South Ring Road and Rochestown Road. A short section of the Rochestown Road is identified a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have signficant disadvantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. All of this route is identified as a cycle route in the Cork Metropolitan Area Transport Strategy. Quietway route adjacent to Well Road where width not available. This option is considered to have signficant advantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. Quietway route adjacent to Well Road where width not available. All of this route is identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have signficant advantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. Quietway route adjacent to Well Road where width not available. All of this route is identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have signficant advantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. Quietway route adjacent to Well Road where width not available. All of this route is identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have signficant advantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. Quietway route adjacent to Well Road where width not available. All of this route is identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have signficant advantages compared to other options for this criterion.
	Rank							
	Pedestrian Integration	This route serves part of the South Ring Road and Rochestown Road. The South Ring Road offers limited potential for integration with the pedestrian network. This option is considered to have signficant disadvantages compared to other options for this criterion.	This route serves part of the South Ring Road and Rochestown Road. The South Ring Road offers limitied potential for integration with the pedestrian network. This option is considered to have signficant disadvantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. The option through the provision of footpaths on Well Road offers good poential for integratioon with the pedestrian network. This option is considered to have signficant advantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. The option through the provision of footpaths on Well Road offers good poential for integratioon with the pedestrian network. This option is considered to have signficant advantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. The option through the provision of footpaths on Well Road offers good poential for integratioon with the pedestrian network. This option is considered to have signficant advantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. The option through the provision of footpaths on Well Road offers good poential for integratioon with the pedestrian network. This option is considered to have signficant advantages compared to other options for this criterion.	This route travels along the Mahon Link Road, Skehard Road, Well Road. The option through the provision of footpaths on Well Road offers good poential for integratioon with the pedestrian network. This option is considered to have signficant advantages compared to other options for this criterion.
	Rank							
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route serves key trip attractors such as: Health: GP practices in Douglas Village; Retail: Douglas village & Douglas Court Shopping Centre.	Route serves key trip attractors such as: Health: GP practices in Douglas Village; Retail: Douglas village & Douglas Court Shopping Centre.	Route serves key trip attractors such as: Health: Mater Private, Blackrock Hall Primary Car Centre, GP practices in Douglas Village; Education: Nagle Community College Leisure: Douglas Lawn Tennis Club, Mahon Golf Course (Public); Commercial/Retail: Blackrock Business Park, Mahon Point Point Shopping Centre, Douglas village & Douglas Court Shopping Centre.	Route serves key trip attractors such as: Health: Mater Private, Blackrock Hall Primary Car Centre, GP practices in Douglas Village; Leisure: Douglas Lawn Tennis Club, Mahon Golf Course (Public); Commercial/Retail: Blackrock Business Park, Mahon Point Point Shopping Centre, Douglas village & Douglas Court Shopping Centre.	Route serves key trip attractors such as: Health: Mater Private, Blackrock Hall Primary Car Centre, GP practices in Douglas Village; Leisure: Ringmahon Rangers, Blackrock GAA, Douglas Lawn Tennis Club, Mahon Golf Course (Public); Commercial/Retail: Blackrock Business Park, Mahon Point Point Shopping Centre, Douglas village & Douglas Court Shopping Centre.	Route serves key trip attractors such as: Health: Mater Private, Blackrock Hall Primary Car Centre, GP practices in Douglas Village; Leisure: Douglas Lawn Tennis Club, Mahon Golf Course (Public); Commercial/Retail: Blackrock Business Park, Mahon Point Point Shopping Centre, Douglas village & Douglas Court Shopping Centre.	Route serves key trip attractors such as: Health: Mater Private, Blackrock Hall Primary Car Centre, GP practices in Douglas Village; Education: Nagle Community College Leisure: Douglas Lawn Tennis Club, Mahon Golf Course (Public); Commercial/Retail: Blackrock Business Park, Mahon Point Point Shopping Centre, Douglas village & Douglas Court Shopping Centre.
	Rank							
	Deprived Geographic Areas	This route option does not travel through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result this option is considered to have significant disadvantages with respect to servicing deprived geographic areas.	This route option does not travel through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result this option is considered to have significant disadvantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area at Mahon. As a result this option is considered to have some advantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area at Mahon. This option travels closer to the designated area than Option 1-3 as a result this option is considered to have significant advantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area at Mahon. This option travels closer to the designated area than Option 1-3 as a result this option is considered to have significant advantages with respect to servicing deprived geographic areas.	This route option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area at Mahon. This option travels closer to the designated area than Option 1-3 as a result this option is considered to have significant advantages with respect to servicing deprived geographic areas.	This route option does not travel through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area. This option travels closer to the designated area than Option1-1 or 1-2 as a result this option is considered to have some disadvantages with respect to servicing deprived geographic areas.
	Rank							
Safety	Road Safety	The option has 13 junctions/side roads off the mainline. This options has some safety advantages over other options.	The option has 14 junctions/side roads off the mainline. This options has some safety advantages over other options.	The option has 24 junctions/side roads off the mainline. This options has some safety dis-advantages over other options.	The option has 33 junctions/side roads off the mainline. This options has some safety dis-advantages over other options.	The option has 28 junctions/side roads off the mainline. This options has some safety dis-advantages over other options.	The option has 37 junctions/side roads off the mainline. This options has some safety dis-advantages over other options.	The option has 27 junctions/side roads off the mainline. This options has some safety dis-advantages over other options.
	Rank							
Environment	Archaeological, Architectural and Cultural Heritage	No predicted impacts upon the archaeological, architectural or cultural heritage resource.	No predicted impacts upon the archaeological, architectural or cultural heritage resource.	No predicted impacts upon the archaeological, architectural or cultural heritage resource.	No predicted impacts upon the archaeological, architectural or cultural heritage resource.	No predicted impacts upon the archaeological, architectural or cultural heritage resource.	Route passes the site of an archaeological excavation, including prehistoric and medieval remains (CO074-130). The construction of the existing road and adjacent business park means it is unlikely any further remains survive in the area that would be impacted by the proposed scheme. As such no impacts are predicted upon the archaeological, architectural or cultural heritage resource.	No predicted impacts upon the archaeological, architectural or cultural heritage resource.
	Rank							
	Biodiversity	Rochestown Road from point M to L has a total approx. length of 260m of Griselinia that could need clearing and also along a grass margin there are 19 trees present that could either require clearing or their routes could be disturbed. There are 7 no. Beech, 3 no. Silver Birch, 3 Birch, 2 no. Cypress, 1 Ash, 1 Willow Oak, 1 Sycamore and 1 Laurel. In addition to this, there was an Alder tree and a Plum tree located close to point L as part of a row of trees in the grass margin, however these two are the only ones that appear close enough to the road to be effected.	• Rochestown Road from point M to L has a total approx. length of 260m of Griselinia that could need clearing and also along a grass margin there are 19 trees present that could either require clearing or their routes could be disturbed. There are 7 no. Beech, 3 no. Silver Birch, 3 Birch, 2 no. Cypress, 1 Ash, 1 Willow Oak, 1 Sycamore and 1 Laurel. In addition to this, there was an Alder tree and a Plum tree located close to point L as part of a row of trees in the grass margin, however these two are the only ones that appear close enough to the road to be effected.`` • The stretch of route along Maryborough Hill has potential for clearing of 1 Lime and 1 Mountain Ash.	• From point C to D, if widening is to be facilitated there could be potential for a low hedgerow within the fence of the Mahon Point Retail Park of approx. length 140m to be cleared which contains: Dogwood, Bindweed, Beech and Alder. There is also a separate patch along this stretch at Goold's Vet Clinic which could need to be trimmed back or cleared containing Hawthorn and Hazel. • The Loughmahon Ring Rd would require a possible clearing of 44 no. Sycamore trees that are located in grass margins on both sides of the road. • Point I to J runs from the middle of Skehard Road and along well road. Widening is not possible along the well Road but the possible habitat space that could be effected along the rest if this section is potentially 6 no. Sycamores, 5 no, Limes and 2 no. Birch.	• From point C to D, if widening is to be facilitated there could be potential for a low hedgerow within the fence of the Mahon Point Retail Park of approx. length 140m to be cleared which contains: Dogwood, Bindweed, Beech and Alder. There is also a separate patch along this stretch at Goold's Vet Clinic which could need to be trimmed back or cleared containing Hawthorn and Hazel. • From point D to G along St. Michael's Drive, there could be a possible clearing of 30 no. Lime, 9 no. Sycamore and 2 no. Cherry located along both sides on the grass margins. • From point G to H along The Maples, there could be a potential clearing of 8 no. Sycamore and 1 Lime tree. • The stretch of Skehard Road from point H to E has a possible 31 no. Lime trees that could need clearing. • Point I to J runs from the middle of Skehard Road and along well road. Widening is not possible along the well Road but the possible habitat space that could be effected along the rest if this section is potentially 6 no. Sycamores, 5 no, Limes and 2 no. Birch.	• From point C to D, if widening is to be facilitated there could be potential for a low hedgerow within the fence of the Mahon Point Retail Park of approx. length 140m to be cleared which contains: Dogwood, Bindweed, Beech and Alder. There is also a separate patch along this stretch at Goold's Vet Clinic which could need to be trimmed back or cleared containing Hawthorn and Hazel. • From point D to G along St. Michael's Drive, there could be a possible clearing of 30 no. Lime, 9 no. Sycamore and 2 no. Cherry located along both sides on the grass margins. • Similarly along St. Michael's Drive from point G to F, in order to facilitate widening of this section, a possible 38 no. Lime trees may have to be cleared. • Point H to F goes from the end of Skehard Rd onto the end section of the Ringmahon Road and contains a possible 31 no. Lime trees and 11 no. Sycamore that could require clearing to facilitate widening. • The stretch of Skehard Road from point H to E has a possible 31 no. Lime trees that could need clearing. • Point I to J runs from the middle of Skehard Road and along well road. Widening is not possible along the well Road but the possible habitat space that could be effected along the rest if this section is potentially 6 no. Sycamores, 5 no, Limes and 2 no. Birch.	• Along the Mahon point access road widening is proposed which could mean the potential clearing of a mature treeline containing: Beech, Pine, Field Maple, Silver Birch, Cherry, Oak, Lime, Alder, Hawthorn, Hazel, Pear and Sycamore. It could also result in the clearing of a low hedgerow containing: Wineberry, Laurel, Great St. John's Wort and Ivy. Total approx. length: 700m. • Point H to F goes from the end of Skehard Rd onto the end section of the Ringmahon Road and contains a possible 31 no. Lime trees and 11 no. Sycamore that could require clearing to facilitate widening. • The stretch of Skehard Road from point H to E has a possible 31 no. Lime trees that could need clearing. • Point I to J runs from the middle of Skehard Road and along well road. Widening is not possible along the well Road but the possible habitat space that could be effected along the rest if this section is potentially 6 no. Sycamores, 5 no, Limes and 2 no. Birch.	• From point C to D, if widening is to be facilitated there could be potential for a low hedgerow within the fence of the Mahon Point Retail Park of approx. length 140m to be cleared which contains: Dogwood, Bindweed, Beech and Alder. There is also a separate patch along this stretch at Goold's Vet Clinic which could need to be trimmed back or cleared containing Hawthorn and Hazel. • Point D to I is located along the Bessboro Road and it appears from the map that a new section of road may need to be constructed which could require a new bridge over the Mahon Passage Greenway joining onto he Loughmahon road. Part one of this section beginning at point I and running to the first roundabout by Jacobs Engineering has a row of trees both sides that could need to be cleared: 14 no. Lime, 2 no. Sycamore and 1 Cherry. Part two of this section from the roundabout at Jacobs Engineering to the next corner at Frederick Avenue has vegetation on both sides of the road that could need to be cleared to facilitate road widening. On one side there is a hedgerow/treeline of approx. length 100m containing predominately Willow and Clematis vitalba (invasive species) along with Bindweed, Palm tree, Brambles, Elm, Sweetbriar Rose, Plantain, Ivy and Buddleia (invasive species). The other side of part two has a stretch of approx. 30m of Buddleia (invasive species), brambles, Gorse, Birch, Hawthorn, Ivy, Alder, Popular and Contoneaster. Also there is another stretch of approx. 70m that has the potential for clearing of Brambles, Beech, Sycamore, Ash, Willow, Hazel, Lime, Oak, Winter Heliotrope (invasive species) and Japanese Knotweed* (invasive species). Part three of this section of the route runs from the corner of Bessboro road close to Frederick Avenue to just after the Bessboro Day Care Centre. One side has a stretch of approx. 110m containing brambles, Platain, Dandelion, Nettles, Bindweed, Willow, Ash, Mullein, Clematis vitalba (invasive species) and Winter Heliotrope (invasive species). The other side with an approx. distance of 50m contains young Oak, Wild Teasel, Brambles, Gorse, Platain, Cotoneaster, Winter Heliotrope (invasive species), Buddleia (invasive species) and Japanese Knotweed* (invasive species). Part four of this section runs from the point of the road after the Bessboro Day Care Centre over to point D which is located at Loughmahon road. As this would require the construction of a new road and potentially a new bridge over the Mahon Passage Greenway, this would result in the clearing of hedgerows, mature treelines and a grassland area. The visible species from the roadside were: brambles, nettles, Ash, Willow, Buddleia (invasive species) and Japanese Knotweed* (invasive species). Part four of the route joining onto point D could require clearing of mature trees of Ash and Oak which have bat potential. Also banks of Gorse, Ferns, Nettles, Creeping Buttercup and Dock. Please note* Japanese Knotweed is a species listed on the third schedule and would require specialist treatment. • Point I to J runs from the middle of Skehard Road and along well road. Widening is not possible along the well Road but the possible habitat space that could be effected along the rest if this section is potentially 6 no. Sycamores, 5 no, Limes and 2 no. Birch.
	Rank							
	Soils and Geology	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-3, 1-4, 1-5, 1-6, & 1-7 due to the length of significant road widening. This option will require similar earthworks to Options 1-2. Therefore, this option has some qdvantages when compared to all other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-3, 1-4, 1-5, 1-6, & 1-7 due to the length of significant road widening. This option will require similar earthworks to Options 1-2. Therefore, this option has some qdvantages when compared to all other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-1, 1-2, and less or similar than Options 1-4, 1-5, 1-6 and 1-7 due to the length of road widening. Therefore, this option has some disadvantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-1, 1-2, and less or similar than Options 1-3, 1-5, 1-6 and 1-7 due to the length of road widening. Therefore, this option has some disadvantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-1, 1-2, and less or similar than Options 1-4, 1-3, 1-6 and 1-7 due to the length of road widening. Therefore, this option has some disadvantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-1, 1-2, and less or similar than Options 1-4, 1-5, 1-3 and 1-7 due to the length of road widening. Therefore, this option has some disadvantages when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-1, 1-2, and less or similar than Options 1-4, 1-5, 1-6 and 1-3 due to the length of road widening. Therefore, this option has some disadvantages when compared to other Options.
	Rank							
	Water Resources	This option interacts with the Rochestown River close to the junction of Rochestown Road and Mount Ovel but does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. This option is considered neutral from a water resources perspective.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. This option is considered neutral from a water resources perspective.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. This option is considered neutral from a water resources perspective.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. This option is considered neutral from a water resources perspective.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. This option is considered neutral from a water resources perspective.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. This option is considered neutral from a water resources perspective.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses. This option is considered neutral from a water resources perspective.
	Rank							
	Landscape and visual	This option routes along the N40 South Ring Road where the City Development Plan has identified landscape perservation zones adjacent to this route. This option is considered to have some advantages from a landscape and visual perspective.	This option routes along the N40 South Ring Road where the City Development Plan has identified landscape perservation zones adjacent to this route. This option is considered to have some advantages from a landscape and visual perspective.	This option routes along Well Road where the City Development Plan has identified landscape perservation zones adjacent to this route. This option is considered to have some advantages from a landscape and visual perspective.	This option routes along Well Road where the City Development Plan has identified landscape perservation zones adjacent to this route. This option is considered to have some advantages from a landscape and visual perspective.	This option routes along Well Road where the City Development Plan has identified landscape perservation zones adjacent to this route. This option is considered to have some advantages from a landscape and visual perspective.	This option routes along Well Road where the City Development Plan has identified landscape perservation zones adjacent to this route. This option is considered to have some advantages from a landscape and visual perspective.	This option routes through Bessbora and along Well Road where the City Development Plan has identified landscape perservation zones adjacent to this route. This option is considered to have some disadvantages from a landscape and visual perspective.
	Rank							
	Noise, vibration and air quality	This option involves routing along South Ring Road, and Rochestown Road where residential dwellings are sensitive receptors. As a result this option is considered to have some advantages from a noise, vibration and air quality perspective than other options.	This option involves routing along South Ring Road, and Rochestown Road where residential dwellings are sensitive receptors. As a result this option is considered to have some advantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Mahon Ring Road, Skehard Road and Well Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Mahon Ring Road, Skehard Road and Well Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Mahon Ring Road, Skehard Road and Well Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Mahon Ring Road, Skehard Road and Well Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Mahon Ring Road, Skehard Road and Well Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.
	Rank							
	Land Use and Built Environment	This option involves routing along an existing road corridor. Approx 0 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 73 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 27 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 27 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 77 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 73 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 27 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.
	Rank							

18. Appendix 2.14 South Central Sector Stage 2 Multi Criteria Assessment Table

Stage 2		South Central Douglas to Blackash						
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
Economy	Capital Cost	Total - €25.3M Cost per KM - €7.9 Indicative Scheme Infrastructure Works Cost - €16.4M Private Land Costs - €8.9M	Total - €35.3M Cost per KM - €6.9 Indicative Scheme Infrastructure Works Cost - €24.8M Private Land Costs - €10.6M	Total - €16.6M Cost per KM - €5.0 Indicative Scheme Infrastructure Works Cost - €14.8M Private Land Costs - €1.8M	Total - €34.4M Cost per KM - €6.7 Indicative Scheme Infrastructure Works Cost - €24.8M Private Land Costs - €9.6M	Total - €14.3M Cost per KM - €4.3 Indicative Scheme Infrastructure Works Cost - €13.5M Private Land Costs - €0.8M	Total - €39.5M Cost per KM - €6.1 Indicative Scheme Infrastructure Works Cost - €25M Private Land Costs - €14.5M	Total - €38.5M Cost per KM - €6.0 Indicative Scheme Infrastructure Works Cost - €25M Private Land Costs - €13.5M
	Rank							
	Average Journey Time	"This scheme has a total length of 3.2 km and from initial journey time calculations, would take an average of 19 mins.	"This scheme has a total length of 5.1 km and from initial journey time calculations, would take an average of 27 mins.	"This scheme has a total length of 3.3 km and from initial journey time calculations, would take an average of 16 mins.	"This scheme has a total length of 5.1 km and from initial journey time calculations, would take an average of 27 mins.	"This scheme has a total length of 3.3 km and from initial journey time calculations, would take an average of 16 mins.	"This scheme has a total length of 6.5 km and from initial journey time calculations, would take an average of 32 mins.	"This scheme has a total length of 6.4 km and from initial journey time calculations, would take an average of 31 mins.
	Rank							
	Journey Time Reliability	"Dedicated bus lanes would be provided for 33 % length of this route. Bus priority is achieved for a further 67% of this route through traffic management in the form of queue relocation	"Dedicated bus lanes would be provided for 91 % length of this route. Bus priority is achieved for a further 9% of this route through traffic management in the form of queue relocation	"Dedicated bus lanes would be provided for 100 % length of this route.	"Dedicated bus lanes would be provided for 85 % length of this route. Bus priority is achieved for a further 10% of this route through traffic management in the form of queue relocation	"Dedicated bus lanes would be provided for 91 % length of this route. Bus priority is achieved for a further 1% of this route through traffic management in the form of queue relocation	"Dedicated bus lanes would be provided for 93 % length of this route. Bus priority is achieved for a further 7% of this route through traffic management in the form of queue relocation	"Dedicated bus lanes would be provided for 88 % length of this route. Bus priority is achieved for a further 8% of this route through traffic management in the form of queue relocation
	Rank							
Integration	Land Use Integration	This option integrates with urban town centre zoning in Douglas, education zoning and neighbourhood and local centre zoning on South Douglas Road. Sustainable residential neighbourhoods zoning is elsewhere along the route. This option is considered to have some significant advantages from a land use integration perspective.	This option integrates with urban town centre zoning in Douglas, neighbourhood and local centre zoning on Grange Road, mixed use development zoning and light industry and related uses zoning at Kinsale Road Roundabout. Sustainable residential neighbourhoods zoning is elsewhere along the route. This option is considered to have some significant advantages from a land use integration perspective.	This option integrates with urban town centre zoning in Douglas, mixed use development zoning and light industry and related uses zoning at Kinsale Road Roundabout. This option is considered to have some significant disadvantages from a land use integration perspective.	This option integrates with urban town centre zoning in Douglas, neighbourhood and local centre zoning on Grange Road, mixed use development zoning and light industry and related uses zoning at Kinsale Road Roundabout. Sustainable residential neighbourhoods zoning is elsewhere along the route. This option is considered to have some significant advantages from a land use integration perspective.	This option integrates with urban town centre zoning in Douglas, mixed use development zoning and light industry and related uses zoning at Kinsale Road Roundabout. This option is considered to have some significant disadvantages from a land use integration perspective.	This option integrates with urban town centre zoning in Douglas, neighbourhood and local centre zoning on Grange Road, mixed use development zoning and light industry and related uses zoning at Kinsale Road Roundabout. Sustainable residential neighbourhoods zoning is elsewhere along the route. This option is considered to have some significant advantages from a land use integration perspective.	This option integrates with urban town centre zoning in Douglas, neighbourhood and local centre zoning on Grange Road, mixed use development zoning and light industry and related uses zoning at Kinsale Road Roundabout. Sustainable residential neighbourhoods zoning is elsewhere along the route. This option is considered to have some significant advantages from a land use integration perspective.
	Rank							
	Residential Catchment							
	400m (5 mins)	3089	4462	141	4398	89	4474	4420
	800m (10 mins)	4480	6120	444	5935	326	6161	6001
	1200m (15 mins)	6984	6697	1933	5969	1643	6862	6151
	Employment Catchment							
	400m (5 mins)	634	1827	318	1723	325	2269	2276
	800m (10 mins)	2303	2486	909	2553	1315	2635	2854
	1200m (15 mins)	2251	1353	679	1390	466	1249	1130
	Total residential and employment (10 mins)	10506	14895	1812	14609	2055	15539	15551
	Rank							
	Transport Integration	This option provides for opportunities to integrate with bus services travelling from the South East and Airport. This option involves the provision of traffic managment (bus gates on Douglas East) to integrate with vehicular traffic. This option is considered to have some disadvantages from a transport integration perspective.	This option provides for opportunities to integrate with bus services travelling from the South East and Airport. This option involves the provision of traffic managment (bus gates on Douglas East) to integrate with vehicular traffic. This option is considered to have some disadvantages from a transport integration perspective.	This option provides for opportunities to integrate with bus services travelling from the South East and Airport. This option involves the provision of bus lanes to integrate with vehicular traffic. This option is considered to have some advantages from a transport integration perspective.	This option provides for opportunities to integrate with bus services travelling from the South East and Airport. This option involves the provision of traffic managment (bus gates on Douglas East) to integrate with vehicular traffic. This option is considered to have some disadvantages from a transport integration perspective.	This option provides for opportunities to integrate with bus services travelling from the South East and Airport. This option involves the provision of bus lanes to integrate with vehicular traffic. This option is considered to have some advantages from a transport integration perspective.	This option provides for opportunities to integrate with bus services travelling from the South East and Airport. This option involves the provision of traffic managment (bus gates on Douglas East) to integrate with vehicular traffic. This option is considered to have some disadvantages from a transport integration perspective.	This option provides for opportunities to integrate with bus services travelling from the South East and Airport. This option involves the provision of traffic managment (bus gates on Douglas East) to integrate with vehicular traffic. This option is considered to have some disadvantages from a transport integration perspective.
	Rank							
	Cyclist Integration	This option routes along the South Douglas Road and the South Link N27. The South Link N27 is not identified as a cycle route within the Cork Metropolitan Transport Strategy. This option is considered to have some disadvantages from a cyclist integration perspective.	This option routes along Grange Road and the South Link N27. The South Link N27 is not identified as a cycle route within the Cork Metropolitan Transport Strategy. This option is considered to have some disadvantages from a cyclist integration perspective.	This option routes along South Ring Road N40 and Kinsale Road. The South Ring Road N40 is not identified as a cycle route within the Cork Metropolitan Transport Strategy. This option is considered to have some disadvantages from a cyclist integration perspective.	This option routes along the Grange Road and the Kinsale Road. These roads are identified as cycle routes within the Cork Metropolitan Transport Strategy. This option is considered to have some advantages from a cyclist integration perspective.	"This option routes along the South Ring Road N40 and the Kinsale Road. The South Ring Road N40 is not identified as a cycle route within the Cork Metropolitan Transport Strategy. This option is considered to have some disadvantages from a cyclist integration perspective.	This option routes along the Grange Road and the South Link N27. The South Link N27 is not identified as a cycle route within the Cork Metropolitan Transport Strategy. This option is considered to have some disadvantages from a cyclist integration perspective.	This option routes along the Grange Road, Ballycurreen Road, and the Kinsale Road. These roads are identified as cycle routes within the Cork Metropolitan Transport Strategy. This option is considered to have some advantages from a cyclist integration perspective.
	Rank							
	Pedestrian Integration	This option routes along the South Douglas Road and the South Link N27. The South Link N27 offers limited potential to integrate with the pedestrian network. This option is considered to have some disadvantages from a pedestrian network integration perspective.	This option routes along the Grange Road and the South Link N27. The South Link N27 offers limited potential to integrate with the pedestrian network. This option is considered to have some disadvantages from a pedestrian network integration perspective.	"This option routes along the South Ring Road N40 and the Kinsale Road. The South Ring Road N40 offers limited potential to integrate with the pedestrian network. This option is considered to have some disadvantages from a pedestrian network integration perspective.	This option routes along the Grange Road and the Kinsale Road. These roads offer good potnetial to integrate with the pedestrian network. This option is considered to have some advantages from a pedestrian integration perspective.	"This option routes along the South Ring Road N40 and the Kinsale Road. The South Ring Road N40 offers limited potential to integrate with the pedestrian network. This option is considered to have some disadvantages from a pedestrian network integration perspective.	This option routes along the Grange Road and the South Link N27. The South Link N27 offers limities potential to integrate with the pedestrian networks. This option is considered to have some disadvantages from a pedestrian network integration perspective.	This option routes along the Grange Road, Ballycurreen Road, and the Kinsale Road. These roads offer the potential to integrate with the pedestrian network. This option is considered to have some advantages from a pedestrian network integration perspective.
	Rank							
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Route serves key trip attractors such as: Leisure: Douglas Community School Sports Field, Tramore Athletic FC, Colaiste Chriost Ri Sports Field, Tramore Valley Park, Douglas Lawn Tennis Club; Health: GP practices on Douglas Road Education: Douglas Community School, Christ King Scoendary School, Colaiste Chriost Ri; Retail: Douglas village & Douglas Shopping Centre	Route serves key trip attractors such as: Leisure: Douglas Lawn Tennis Club, Douglas GAA Club, Vernon Mount Park; Health: GP practices on Grange Road Road Education: St Lukes National School, St Columba Boys and Girls National Schools; Retail: Douglas village & Douglas Shopping Centre	Route serves key trip attractors such as: Leisure: Douglas Lawn Tennis Club, , Vernon Mount Park; Retail: Douglas village & Douglas Shopping Centre	Route serves key trip attractors such as: Leisure: Douglas Lawn Tennis Club, Douglas GAA Club, Vernon Mount Park; Health: GP practices on Grange Road Road Education: St Lukes National School, St Columba Boys and Girls National Schools; Retail: Douglas village & Douglas Shopping Centre	Route serves key trip attractors such as: Leisure: Douglas Lawn Tennis Club, , Vernon Mount Park; Retail: Douglas village & Douglas Shopping Centre	Route serves key trip attractors such as: Leisure: Douglas Lawn Tennis Club, Douglas GAA Club, Vernon Mount Park; Health: GP practices on Grange Road Road Education: St Lukes National School, St Columba Boys and Girls National Schools; Retail: Douglas village & Douglas Shopping Centre Commercial: South Link Business Park.	Route serves key trip attractors such as: Leisure: Douglas Lawn Tennis Club, Douglas GAA Club, Vernon Mount Park; Health: GP practices on Grange Road Road Education: St Lukes National School, St Columba Boys and Girls National Schools; Retail: Douglas village & Douglas Shopping Centre Commercial: South Link Business Park, Ballycurreen Business Park
	Rank							
	Deprived Geographic Areas	There are no RAPID (Revitalising Areas through Planning, Investment and Development) designated areas within the area of interest. Route options are considered neutral from a deprived geographic area perspective.

19. Appendix 2.15 South West Sector Stage 2 Multi Criteria Assessment Table

Stage 2								
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
Economy	Capital Cost	Total - €27.9M Cost per KM - €7.2M Indicative Scheme Infrastructure Works Cost - €19.7M Private Land Costs - €8.2M	Total - €25.7M Cost per KM - €5.3M Indicative Scheme Infrastructure Works Cost - €20.8M Private Land Costs - €4.9M	Total - €35.1M Cost per KM - €5.9M Indicative Scheme Infrastructure Works Cost - €26.9M Private Land Costs - €8.2M	Total - €23.1M Cost per KM - €5.6M Indicative Scheme Infrastructure Works Cost - €19.7M Private Land Costs - €3.M	Total - €24.7M Cost per KM - €4.9M Indicative Scheme Infrastructure Works Cost - €20.2M Private Land Costs - €4.5M	Total - €36.7M Cost per KM - €6.0M Indicative Scheme Infrastructure Works Cost - €29M Private Land Costs - €7.8M	Total - €22.2M Cost per KM - €6.4M Indicative Scheme Infrastructure Works Cost - €17.3M Private Land Costs - €4.9M
	Rank							
	Average Journey Time	This scheme has a total length of 4.3 km and from initial journey time calculations, would take an average of 28 mins.	This scheme has a total length of 4.8 km and from initial journey time calculations, would take an average of 31 mins.	This scheme has a total length of 5.9 km and from initial journey time calculations, would take an average of 40 mins.	This scheme has a total length of 4.6 km and from initial journey time calculations, would take an average of 31 mins.	This scheme has a total length of 5.0 km and from initial journey time calculations, would take an average of 34 mins.	This scheme has a total length of 6.1 km and from initial journey time calculations, would take an average of 42 mins.	This scheme has a total length of 4.1 km and from initial journey time calculations, would take an average of 26 mins.
	Rank							
	Journey Time Reliability	Dedicated bus lanes would be provided for 61% length of this route. Bus priority is achieved for a further 39% of this route through traffic management in the form of queue relocation and bus gates.	Dedicated bus lanes would be provided for 71% length of this route. Bus priority is achieved for a further 22% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 72% length of this route. Bus priority is achieved for a further 25% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 60% length of this route. Bus priority is achieved for a further 40% of this route through traffic management in the form of queue relocation and bus gates.	Dedicated bus lanes would be provided for 69% length of this route. Bus priority is achieved for a further 24% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 70% length of this route. Bus priority is achieved for a further 27% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 73% length of this route. Bus priority is achieved for a further 27% of this route through traffic management in the form of queue relocation and bus gates.
	Rank							
Integration	Land Use Integration	This option integrates with three Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, on Pearse Road and Togher Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.	This option integrates with three Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, on Pearse Road and Togher Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.	This option integrates with three Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, on Pearse Road and Togher Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route. This option integrates with District Centre zoning on Sarsfield Road.	This option integrates with two Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, on Pearse Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.	This option integrates with twoNeighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, on Pearse Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.	This option integrates with two Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, on Pearse Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route. This option integrates with District Centre zoning on Sarsfield Road.	This option integrates with Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, Light Industry and Related Uses and Educational zoning located off Connolly Road.This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.
	Rank							
	Residential Catchment							
	400m (5 mins)	7229	7728	7434	6878	7377	7083	5232
	800m (10 mins)	18588	18517	15407	17575	17504	14394	15498
	1200m (15 mins)	33864	33973	25514	32005	32114	23655	27954
	Employment Catchment							
	400m (5 mins)	499	515	1346	579	595	1426	461
	800m (10 mins)	5093	5307	5692	5448	5662	6047	5343
	1200m (15 mins)	13252	13590	13239	14242	14580	14229	14023
	Total residential and employment (10 mins)	23681	23824	21099	23023	23166	20441	20841
	Rank							
	Transport Integration	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perpsective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perpsective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perpsective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perpsective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perpsective.
	Rank							
	Cyclist Integration	This route serves part of the Kinsale Road, Pearse Road, Togher Road and Glasheen Road which are identified as cycle routes in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Pearse Road, Togher Road and Glasheen Road which are identified as cycle routes in the Cork Metropolitan Area Transport Strategy. Summerstown Road is not identified as a cycle route in the Cork Metropolitan Cycle Network. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Pearse Road, Togher Road and Sarsfield Road which are identified as cycle routes in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road and Vicars Road. Pouladuff Road (from H to G) is not identiifed as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road, Vicars Road Summerstown Road. Pouladuff Road (from H to G) is not identiifed as a cycle route in the Cork Metropolitan Area Transport Strategy. Summerstown Road is not identified as a cycle route in the Cork Metropolitan Cycle Network. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road, Togher Road and Sarsfield Road. Pouladuff Road (from H to G) is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road, Togher Road and Glasheen Road which are identified as cycle routes in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.
	Rank							
	Pedestrian Integration	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
	Rank							
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park; Education - Presentation Secondary Girl's School Ballyphehane, Gaelscoil an Teaghlaigh Naofa, Glasheen Boys National School; Health - CUH, GP practices located off Pearse Road and Togher Road, Abbeyville Veterinary Hospital.	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park, St Finbarrs GAA Club; Education - Presentation Secondary Girl's School Ballyphehane, Gaelscoil an Teaghlaigh Naofa, Glasheen Boys National School; Health - CUH, GP practices located off Pearse Road and Togher Road, Abbeyville Veterinary Hospital.	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park, St Finbarrs GAA Club, Togher Community Park; Education - Presentation Secondary Girl's School Ballyphehane, Gaelscoil an Teaghlaigh Naofa, Togher Boys National School ; Health - CUH, GP practices located off Pearse Road and Togher Road, Abbeyville Vetinary Hospital; Commercial/Retail - Wilton Shopping Centre.	Key Trip attractors along this route include: Leisure- Musgrave Park, Clashduv Park; Education - Presentation Secondary Girl's School Ballyphehane, Gaelscoil an Teaghlaigh Naofa, Glasheen Boys National School,College of Further Education (Coláiste Stiofáin Naofa); Healthcare - CUH, GP practices located off Pearse Road and Togher Road, Abbeyville Vetinary Hospital; Commerical/Retail - South Cork Industrial Estate	Key Trip attractors along this route include: Leisure- Musgrave Park, Clashduv Park; Education - Presentation Secondary Girl's School Ballyphehane, Gaelscoil an Teaghlaigh Naofa, Glasheen Boys National School,College of Further Education (Coláiste Stiofáin Naofa); Healthcare - CUH, GP practices located off Pearse Road and Togher Road, Abbeyville Vetinary Hospital; Commerical/Retail - South Cork Industrial Estate	Key Trip attractors along this route include: Leisure- Musgrave Park, Clashduv Park; Education - Presentation Secondary Girl's School Ballyphehane, Gaelscoil an Teaghlaigh Naofa, Glasheen Boys National School,College of Further Education (Coláiste Stiofáin Naofa); Healthcare - CUH, GP practices located off Pearse Road and Togher Road, Abbeyville Vetinary Hospital; Commerical/Retail - Wilton Shopping Centre	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park, Ballypheane GAA Club; Education - Gaelscoil an Teaghlaigh Naofa, Morning Star National School; Health - CUH, Abbeyville Veterinary Hospital; Commercial/Retail - South Cork Industrial Estate
	Rank							
	Deprived Geographic Areas	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.
	Rank							
Safety	Road Safety	The option has 47 junctions/side roads off the mainline. This option has some safety disadvantages compared to other options.	The option has 51 junctions/side roads off the mainline. This option has some safety disadvantages compared to other options.	The option has 57 junctions/side roads off the mainline. This option has some safety disadvantages compared to other options.	The option has 41 junctions/side roads off the mainline. This option has some safety disadvantages compared to other options.	The option has 45 junctions/side roads off the mainline. This option has some safety disadvantages compared to other options.	The option has 51 junctions/side roads off the mainline. This option has some safety disadvantages compared to other options.	The option has 35 junctions/side roads off the mainline. This option has some safety disadvantages compared to other options.
	Rank							
Environment	Archaeological, Architectural and Cultural Heritage	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are considered to be neutral with respect to this criterion.	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are considered to be neutral with respect to this criterion.	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are considered to be neutral with respect to this criterion.	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are considered to be neutral with respect to this criterion.	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are considered to be neutral with respect to this criterion.	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are considered to be neutral with respect to this criterion.	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are considered to be neutral with respect to this criterion.
	Rank							
	Biodiversity	The Mick Barry Road (point A-B) could require the clearing of a thick scrubland area with mature trees (approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoil, Sycamore, Hogweed, Clematis vitalba (invasive species), Buddleia (invasive species) and Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpark. It has a few individual sections of grassland space and treelines. The grassland space located by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddleia (invasive species). Following on from this there is a low hedgerow/ treelines (approx. total length 190m) containing: Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry, Clematis vitalba (invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland). Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the left hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambles, Firethorn, Willow, Wild Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of road could require the clearing of a low hedgerow of Barberry and Ivy with 7 no. mature Silver Birch trees. Also a thick scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species). On section C to D, the first part is along the McDonalds carpark of the Kinsale Road where some clearing could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Pearse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no. Lime, 1 Red Maple and 1 Sycamore. The section of Pearse Road from point D to H could require the removal of a total 29 trees if widening of the road was to take place. 12 no. Sycamore, 9 no. Lime, 7 no. Cherry and one red Maple. The section of Togher Road from point H to J has a grass margin with 7 no. Lime, 1 Silver Birch and 1 Chestnut to potentially be removed to facilitate widening. Clashduv Road (point J-K) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the widening of this stretch.	The Mick Barry Road (point A-B) could require the clearing of a thick scrubland area with mature trees (approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoil, Sycamore, Hogweed, Clematis vitalba (invasive species), Buddleia (invasive species) and Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpark. It has a few individual sections of grassland space and treelines. The grassland space located by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddleia (invasive species). Following on from this there is a low hedgerow/ treelines (approx. total length 190m) containing: Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry, Clematis vitalba (invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland). Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the left hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambles, Firethorn, Willow, Wild Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of road could require the clearing of a low hedgerow of Barberry and Ivy with 7 no. mature Silver Birch trees. Also a thick scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species). On section C to D, the first part is along the McDonalds carpark of the Kinsale Road where some clearing could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Pearse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no. Lime, 1 Red Maple and 1 Sycamore. The section of Pearse Road from point D to H could require the removal of a total 29 trees if widening of the road was to take place. 12 no. Sycamore, 9 no. Lime, 7 no. Cherry and one red Maple. The section of Togher Road from point H to J has a grass margin with 7 no. Lime, 1 Silver Birch and 1 Chestnut to potentially be removed to facilitate widening. Clashduv Road (point J-K) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the widening of this stretch. The section of this route that runs through the housing estate along Sandymount Drive (point K to M), would require the potential removal of 1 Mountain Ash and 1 Ash to be cleared on the way into the housing estate from point K, with a further 3 no. Sycamores, 2 no. Birch, 2. Whitebeam, 1 Ash and 1 Horse Chestnut to be removed along the green area.	The Mick Barry Road (point A-B) could require the clearing of a thick scrubland area with mature trees (approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoil, Sycamore, Hogweed, Clematis vitalba (invasive species), Buddleia (invasive species) and Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpark. It has a few individual sections of grassland space and treelines. The grassland space located by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddleia (invasive species). Following on from this there is a low hedgerow/ treelines (approx. total length 190m) containing: Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry, Clematis vitalba (invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland). Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the left hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambles, Firethorn, Willow, Wild Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of road could require the clearing of a low hedgerow of Barberry and Ivy with 7 no. mature Silver Birch trees. Also a thick scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species). On section C to D, the first part is along the McDonalds carpark of the Kinsale Road where some clearing could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Pearse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no. Lime, 1 Red Maple and 1 Sycamore. The section of Pearse Road from point D to H could require the removal of a total 29 trees if widening of the road was to take place. 12 no. Sycamore, 9 no. Lime, 7 no. Cherry and one red Maple. The section of Togher Road from point H to J has a grass margin with 7 no. Lime, 1 Silver Birch and 1 Chestnut to potentially be removed to facilitate widening. Along Togher Road starting from point J there is a low hedge area with Sycamore, Dandelion, Cow Vetch, Creeping buttercup, Milkweed and Nettles. There are also 10 trees present along this stretch that may need to be cleared: 3 no. Elm, 2 no. Silver Birch, 2 no. Sycamore, 2 no. Hawthorn and 1 Field Maple. Also along the stretch of Spur Hill Road, that may be widened, there is a grass margin with 9 no. Mountain Ash and 8 no. Sycamore to possibly be removed.	The Mick Barry Road (point A-B) could require the clearing of a thick scrubland area with mature trees (approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoil, Sycamore, Hogweed, Clematis vitalba (invasive species), Buddleia (invasive species) and Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpark. It has a few individual sections of grassland space and treelines. The grassland space located by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddleia (invasive species). Following on from this there is a low hedgerow/ treelines (approx. total length 190m) containing: Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry, Clematis vitalba (invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland). Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the left hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambles, Firethorn, Willow, Wild Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of road could require the clearing of a low hedgerow of Barberry and Ivy with 7 no. mature Silver Birch trees. Also a thick scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species). On section C to D, the first part is along the McDonalds carpark of the Kinsale Road where some clearing could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Pearse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no. Lime, 1 Red Maple and 1 Sycamore. The section of Pearse Road from point D to H could require the removal of a total 29 trees if widening of the road was to take place. 12 no. Sycamore, 9 no. Lime, 7 no. Cherry and one red Maple. Vicars Road (point G to J) requires widening so this could result in the clearing of 45 trees: 21 no. Field Maple, 13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthorn, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple. Clashduv Road (point K-J) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the widening of this stretch.	The Mick Barry Road (point A-B) could require the clearing of a thick scrubland area with mature trees (approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoil, Sycamore, Hogweed, Clematis vitalba (invasive species), Buddleia (invasive species) and Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpark. It has a few individual sections of grassland space and treelines. The grassland space located by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddleia (invasive species). Following on from this there is a low hedgerow/ treelines (approx. total length 190m) containing: Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry, Clematis vitalba (invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland). Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the left hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambles, Firethorn, Willow, Wild Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of road could require the clearing of a low hedgerow of Barberry and Ivy with 7 no. mature Silver Birch trees. Also a thick scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species). On section C to D, the first part is along the McDonalds carpark of the Kinsale Road where some clearing could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Pearse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no. Lime, 1 Red Maple and 1 Sycamore. The section of Pearse Road from point D to H could require the removal of a total 29 trees if widening of the road was to take place. 12 no. Sycamore, 9 no. Lime, 7 no. Cherry and one red Maple. Vicars Road (point G to J) requires widening so this could result in the clearing of 45 trees: 21 no. Field Maple, 13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthorn, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple. Clashduv Road (point K-J) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the widening of this stretch. The section of this route that runs through the housing estate along Sandymount Drive (point K to M), would require the potential removal of 1 Mountain Ash and 1 Ash to be cleared on the way into the housing estate from point K, with a further 3 no. Sycamores, 2 no. Birch, 2. Whitebeam, 1 Ash and 1 Horse Chestnut to be removed along the green area.	The Mick Barry Road (point A-B) could require the clearing of a thick scrubland area with mature trees (approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoil, Sycamore, Hogweed, Clematis vitalba (invasive species), Buddleia (invasive species) and Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpark. It has a few individual sections of grassland space and treelines. The grassland space located by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddleia (invasive species). 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Also a thick scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species). On section C to D, the first part is along the McDonalds carpark of the Kinsale Road where some clearing could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Pearse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no. Lime, 1 Red Maple and 1 Sycamore. The section of Pearse Road from point D to H could require the removal of a total 29 trees if widening of the road was to take place. 12 no. Sycamore, 9 no. Lime, 7 no. Cherry and one red Maple. Vicars Road (point G to J) requires widening so this could result in the clearing of 45 trees: 21 no. Field Maple, 13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthorn, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple. Along Togher Road starting from point J there is a low hedge area with Sycamore, Dandelion, Cow Vetch, Creeping buttercup, Milkweed and Nettles. There are also 10 trees present along this stretch that may need to be cleared: 3 no. Elm, 2 no. Silver Birch, 2 no. Sycamore, 2 no. Hawthorn and 1 Field Maple. Also along the stretch of Spur Hill Road, that may be widened, there is a grass margin with 9 no. Mountain Ash and 8 no. Sycamore to possibly be removed.	The Mick Barry Road (point A-B) could require the clearing of a thick scrubland area with mature trees (approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoil, Sycamore, Hogweed, Clematis vitalba (invasive species), Buddleia (invasive species) and Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpark. It has a few individual sections of grassland space and treelines. The grassland space located by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddleia (invasive species). Following on from this there is a low hedgerow/ treelines (approx. total length 190m) containing: Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry, Clematis vitalba (invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland). Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the left hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambles, Firethorn, Willow, Wild Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of road could require the clearing of a low hedgerow of Barberry and Ivy with 7 no. mature Silver Birch trees. Also a thick scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species). On section C to D, the first part is along the McDonalds carpark of the Kinsale Road where some clearing could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Pearse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no. Lime, 1 Red Maple and 1 Sycamore. Along the stretch of Connolly Road from D to F, there could be possible clearing of a mature treeline both sides of the road containing: 8 no. Lime, 4 no. Sycamores, 5 no. Birch, 1 Ash, 1 Cherry and 1 Alder. On the stretch of Connolly's Road from point F to G there could be a possible need to clear 24 no. trees- 8 no. Field Maples, 2 no. Sycamores, 3 no. Lime, 2 no. Birch, 2 no. Mountain Ash, 2 no. Palm, 2 no. Ash, 1 Hazel, 1 Whitebeam, 1 Alder and 1 Silver Birch. Vicars Road (point G to J) requires widening so this could result in the clearing of 45 trees: 21 no. Field Maple, 13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthorn, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple. Clashduv Road (point K-J) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the widening of this stretch.
	Rank							
	Soils and Geology	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-3, 1-6, 1-9, 1-12 & 1-15 due to the length of road widening involved . Therefore, this option has some advantages from a soils and geology perspective when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-3, 1-6, 1-9, 1-12 & 1-15 due to the length of road widening involved . Therefore, this option has some advantages from a soils and geology perspective when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-1, 1-2, 1-4, 1-5, 1-7, 1-8, 1-10, 1-11, 1-13, & 1-14 due to the length of road widening involved . Therefore, this option has some advantages from a soils and geology perspective when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-3, 1-6, 1-9, 1-12 & 1-15 due to the length of road widening involved . Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-3, 1-6, 1-9, 1-12 & 1-15 due to the length of road widening involved . Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require more earthworks than Options 1-1, 1-2, 1-4, 1-5, 1-7, 1-8, 1-10, 1-11, 1-13, & 1-14 due to the length of road widening involved . Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Options.	Widening of the existing carriageway and reallocation of road space will require earthworks. This option will require less earthworks than Options 1-3, 1-6, 1-9, 1-12 & 1-15 due to the length of road widening involved . Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Options.
	Rank							
	Water Resources	This option will cross the Glasheen River on Clashduv Estate. This option has some advantages from water resources perspective.	This option will cross the Glasheen River on Clashduv Estate. This option has some advantages from water resources perspective.	This option will cross the Glasheen River at Sarsfield Road and the Douglas River on Togher Road. This option has some disadvantages from a water resource perspective.	This option will cross the Glasheen River on Clashduv Estate. This option has some advantages from water resources perspective.	This option will cross the Glasheen River on Clashduv Estate. This option has some advantages from water resources perspective.	This option will cross the Glasheen River on Sarsfield Road and the Douglas River on Togher Road. This option has some disadvantages from a water resource perspective.	This option will cross the Glasheen River on Clashduv Estate. This option has some advantages from water resources perspective.
	Rank							
	Landscape and visual	This route passes close to the Cork Lough and St Finbarrs Cemetery which are designated as areas of high landscape value in the City Development Plan. This option has some signifciant diadvantages from a landscape and visual perspective.	This route passes close to the Cork Lough which is designated as an area of high landscape value in the City Development Plan. This option has some some disadvantages from a landscape and visual perspective.	This route passes close to the Cork Lough which is designated as an area of high landscape value in the City Development Plan. This option has some advantages from a landscape and visual perspective.	This route passes close to St Finbarrs Cemetery which is designated as an area of high landscape value in the City Development Plan. This option has some some disadvantages from a landscape and visual perspective.	This route passes close to St Finbarrs Cemetery which is designated as an area of high landscape value in the City Development Plan. This option has some some disadvantages from a landscape and visual perspective.	This route dose not pass in close proximity to areas of high landscape value in the City Development Plan. This option has some significant advantages compared to other options from a landscape and visual perspective.	This route passes close to St Finbarrs Cemetery which is designated as an area of high landscape value in the City Development Plan. This option has some some disadvantages from a landscape and visual perspective.
	Rank							
	Noise, vibration and air quality	This option involves routing along Kinsale Road, Pearse Road, Togher road, Clashduv Road and Glasheen Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Kinsale Road, Pearse Road, Togher Road, Clashduv Estate and Summerstown Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Kinsale Road, Pearse Road, Togher Road, Spur Hill and Sarsfield Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Kinsale Road, Pearse Road, Pouladuff road, Vicars Road, Clashduv Estate and Summerstown Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Kinsale Road, Pearse Road, Pouladuff road, Vicars Road, Clashduv Estate and Glasheen Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Kinsale Road, Pearse Road, Pouladuff road, Togher Road, Spur Hill and Sarsfield Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option involves routing along Kinsale Road, Pearse Road, Connolly Road, Vicars Road, Clashduv Road and Glasheen Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.
	Rank							
	Land Use and Built Environment	This option involves routing along an existing road corridor. Approx 108 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 108 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 175 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 108 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 108 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 108 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 120 car parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment perspective over the other options.
	Rank							

South West Black Ash to CUH

Route 8	Route 9	Route 10	Route 11	Route 12	Route 13	Route 14	Route 15	Route 16
Total - €24.4M Cost per KM - €5.6M Indicative Scheme Infrastructure Works Cost - €18.4M Private Land Costs - €6.0M	Total - €35.9M Cost per KM - €6.5M Indicative Scheme Infrastructure Works Cost - €26.5M Private Land Costs - €9.3M	Total - €18.9M Cost per KM - €6.4M Indicative Scheme Infrastructure Works Cost - €14.7M Private Land Costs - €4.2M	Total - €21.5M Cost per KM - €5.6M Indicative Scheme Infrastructure Works Cost - €16.6M Private Land Costs - €5.4M	Total - €32.6M Cost per KM - €5.5M Indicative Scheme Infrastructure Works Cost - €23.9M Private Land Costs - €8.7M	Total - €23.1M Cost per KM - €7.0M Indicative Scheme Infrastructure Works Cost - €16.2M Private Land Costs - €6.9M	Total - €26.1M Cost per KM - €6.2M Indicative Scheme Infrastructure Works Cost - €18.1M Private Land Costs - €8.0M	Total - €36.6M Cost per KM - €6.9M Indicative Scheme Infrastructure Works Cost - €25.5M Private Land Costs - €11.3M	Total - €20.7M Cost per KM - €3.1M Indicative Scheme Infrastructure Works Cost - €20.0M Private Land Costs - €0.7M
This scheme has a total length of 4.5 km and from initial journey time calculations, would take an average of 29 mins.	This scheme has a total length of 5.6 km and from initial journey time calculations, would take an average of 37 mins.	This scheme has a total length of 3.6 km and from initial journey time calculations, would take an average of 23 mins.	This scheme has a total length of 4.0 km and from initial journey time calculations, would take an average of 26 mins.	This scheme has a total length of 5.1 km and from initial journey time calculations, would take an average of 34 mins.	This scheme has a total length of 3.8 km and from initial journey time calculations, would take an average of 24 mins.	This scheme has a total length of 4.2 km and from initial journey time calculations, would take an average of 27 mins.	This scheme has a total length of 5.3 km and from initial journey time calculations, would take an average of 35 mins.	This scheme has a total length of 3.9 km and from initial journey time calculations, would take an average of 20 mins.
Dedicated bus lanes would be provided for 82% length of this route. Bus priority is achieved for a further 10% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 81% length of this route. Bus priority is achieved for a further 16% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 71% length of this route. Bus priority is achieved for a further 29% of this route through traffic management in the form of queue relocation and bus gates.	Dedicated bus lanes would be provided for 81% length of this route. Bus priority is achieved for a further 10% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 80% length of this route. Bus priority is achieved for a further 17% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 74% length of this route. Bus priority is achieved for a further 26% of this route through traffic management in the form of queue relocation and bus gates.	Dedicated bus lanes would be provided for 83% length of this route. Bus priority is achieved for a further 8% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 82% length of this route. Bus priority is achieved for a further 15% of this route through traffic management in the form of queue relocation.	Dedicated bus lanes would be provided for 91% length of this route. Bus priority is achieved for a further 9% of this route through traffic management in the form of queue relocation and bus gates.
This option integrates with Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, Light Industry and Related Uses and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elsewhere along the route.	This option integrates with Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road junction, Light Industry and Related Uses and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elsewhere along the route. This option integrates with District Centre zoning on Sarsfield Road.	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road and Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elsewhere along the route.	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road and Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elsewhere along the route.	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road and Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elsewhere along the route. This option integrates with District Centre zoning on Sarsfield Road.	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road and Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elsewhere along the route.	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road and Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elsewhere along the route.	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road and Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elsewhere along the route. This option integrates with District Centre zoning on Sarsfield Road.	This option integrates with Light Industry and Related Uses zoning located off Kinsale Road.This option integrates with District Centre zoning on Sarsfield Road.
5731	7434	4081	4579	4285	3967	4466	4172	1463
15427	15407	13347	13276	10167	13625	13554	10444	4570
28063	25514	25457	25566	17108	25827	25936	17477	11527
477	1346	352	368	1199	539	555	1386	990
5557	5692	5217	5431	5816	5760	5974	6359	4519
14361	13239	13615	13953	13602	14282	14620	14269	11069
20984	21099	18564	18707	15983	19385	19528	16803	9089
The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perspective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perspective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perspective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perspective.	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	The option provides for integration with existing bus routes connecting to Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route is identified as being part of the TEN-T network (comprehensive) and therefore has some disadvantages from a transport integration persective.
This route serves part of the Kinsale Road, Pearse Road, Clashduv Road, Summerstown Road and Glasheen Road which are identified as cycle routes in the Cork Metropolitan Area Transport Strategy. Summerstown Road is not identified as a cycle route in the Cork Metropolitan Cycle Network. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road, Togher Road and Sarsfield Road which are identified as cycle routes in the Cork Metropolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Tramore Road, Connolly Road, and Glasheen Road. Tramore Road is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Tramore Road, Connolly Road. Summerstown Road and Glasheen Road. Tramore Road is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. Summerstown Road is not identified as a cycle route in the Cork Metropolitan Cycle Network. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Tramore Road, Connolly Road, Pouladuff Road and Sarsfield Road. Tramore Road is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Tramore Road, Connolly Road, and Glasheen Road. Tramore Road is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Tramore Road, Connolly Road, Summerstown Road and Glasheen Road. Tramore Road is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. Summerstown Road is not identified as a cycle route in the Cork Metropolitan Cycle Network. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, Tramore Road, Connolly Road, Togher Road and Sarsfield Road. Tramore Road is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. This option is considered to have some disadvantages compared to other options for this criterion.	This route serves part of the Kinsale Road, N40 and Sarsfield Road. Although the N40 itself is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy a route travels parrallel. This option is considered to have some disadvantages compared to other options for this criterion.
General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions. Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.

20. Appendix 2.16 Supplementary Note: Wilton Road Cycling Options Assessment

Supplementary Note: Wilton Road Cycle Route Options Assessment

Quality information

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Revision History

Revision	Date	Details	Authorized	Name	Position
0	June 21	Draft Work in Progress	EOM	Eoin O'Mahony	Regional Director

Distribution List

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Table of Contents

1. Introduction

This note examines the options for a cycle route between the Wilton Roundabout and Dennehy's Cross. Due to the existing relatively steep rise and fall of driveways building threshold levels on either side of the road, the scope for road widening is limited. It is proposed to widen Wilton Road to provide a footpath, bus lane and general traffic lane in each direction. An alternative cycle route is therefore required.

This note examines the options to provide an alternative cycle route. It is desirable that this facility will provide high levels of accessibility to Cork University Hospital and connectivity with existing and proposed facilities in the study area.

2. Study Area

The study area for this exercise extends from the Wilton Roundabout in the south to Dennehy's Cross in the north. It includes Presentation Brothers Sports Ground to the east and Cork University Hospital to the west. The study area is shown in Figure 1 below.

Figure 2.1 Study Area

3. Option Identification

The following options have been identified:

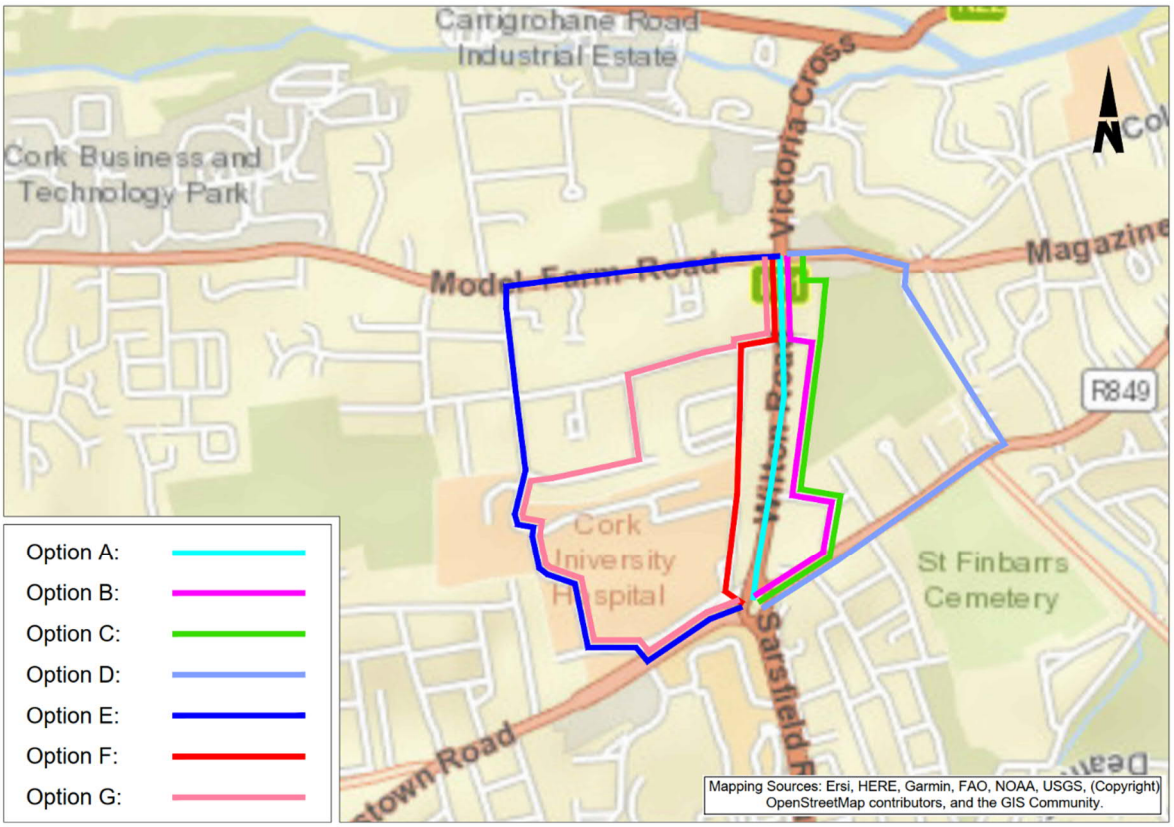

Figure 4.1 Option Identification

Option A involves cyclists sharing the proposed bus lanes along Wilton Road. Option B involves routing to the east along the western side of Presentation Sports field where a new greenway facility is proposed. This option connects back to Wilton Road at Wilton Gardens and travels along cycle tracks proposed for Wilton Road. Option C is like Option B but continues to connect with Magazine Road. Option D travels along Glasheen Road to connect with existing greenway facility on Schoolboy Lane to connect with Magazine Road. Option E routes to the west on Bishopstown Road travelling through Cork University Hospital to connect with Model Farm Road. Option F travels through Cork University Hospital. This option involves property acquisition to connect with Wilton Gardens from Cork University Hospital. Option G routes to the west on Bishopstown Road travelling through Cork University Hospital to connect with Wilton Road.

Option A:

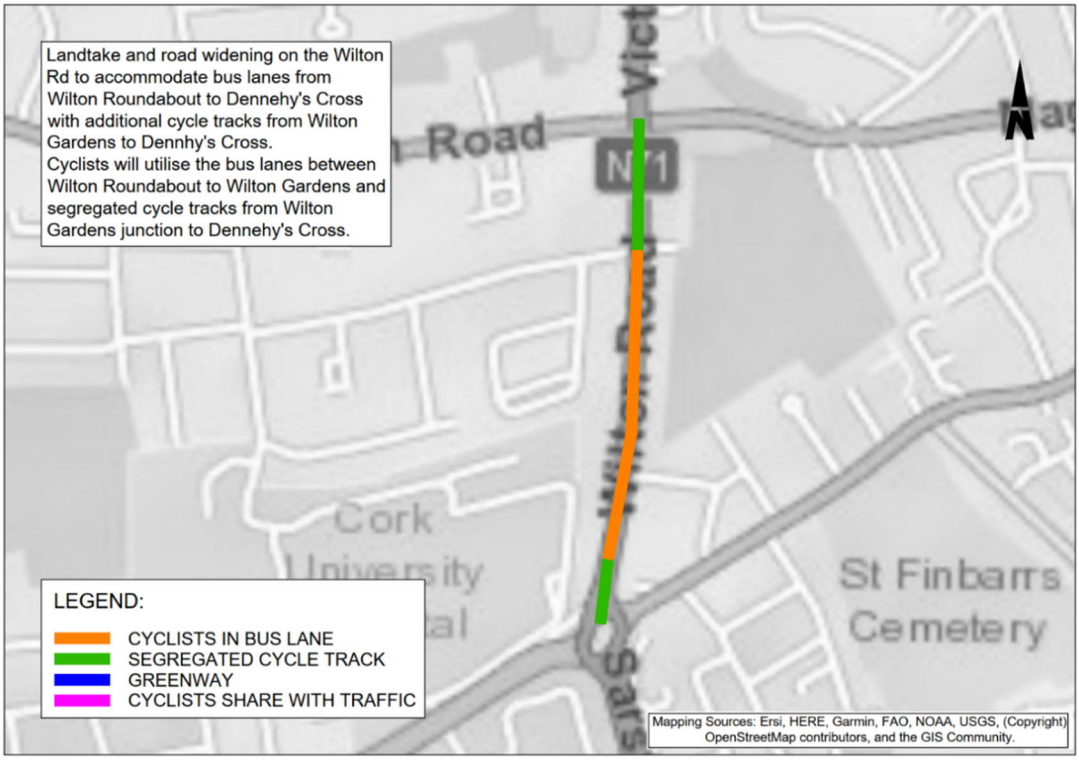

Figure 4.2 Option A

For Option A it is proposed that cyclists use the proposed bus lanes along Wilton Road, from the Wilton Roundabout junction to the junction with Wilton Gardens. Segregated cycle tracks are proposed from on Wilton Road from the Wilton Gardens junction to Dennehys Cross.

Option B:

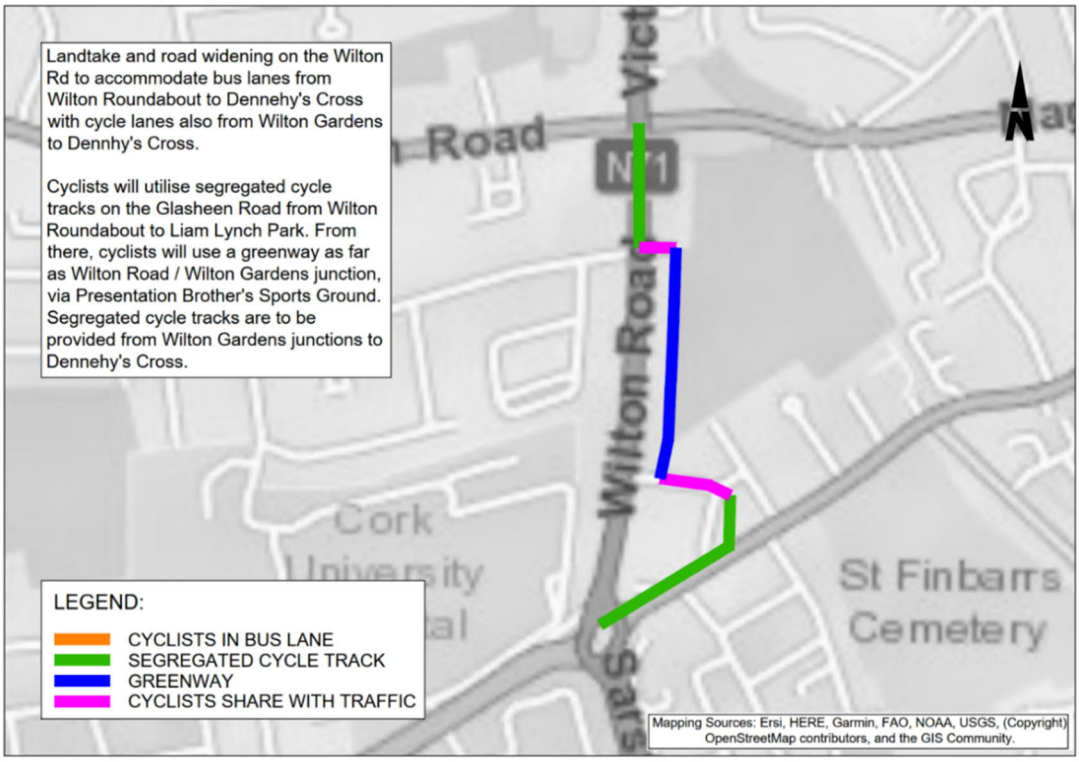

Figure 4.3 Route Option B

For Option B cyclists are proposed to utilise a segregated cycle track from Wilton Roundabout to Liam Lynch Park via Glasheen Road. From there cyclists will use a proposed greenway through Presentation Brothers Sports Ground from Liam Lynch Park to the junction of Wilton Gardens / Wilton Road, with segregated cycle track connecting Wilton Gardens junction to Dennehy's Cross.

This option requires land acquisition to construct the link between Liam Lynch Park and the Wilton Gardens junction as well within Presentation Brothers Sports Grounds.

Option C:

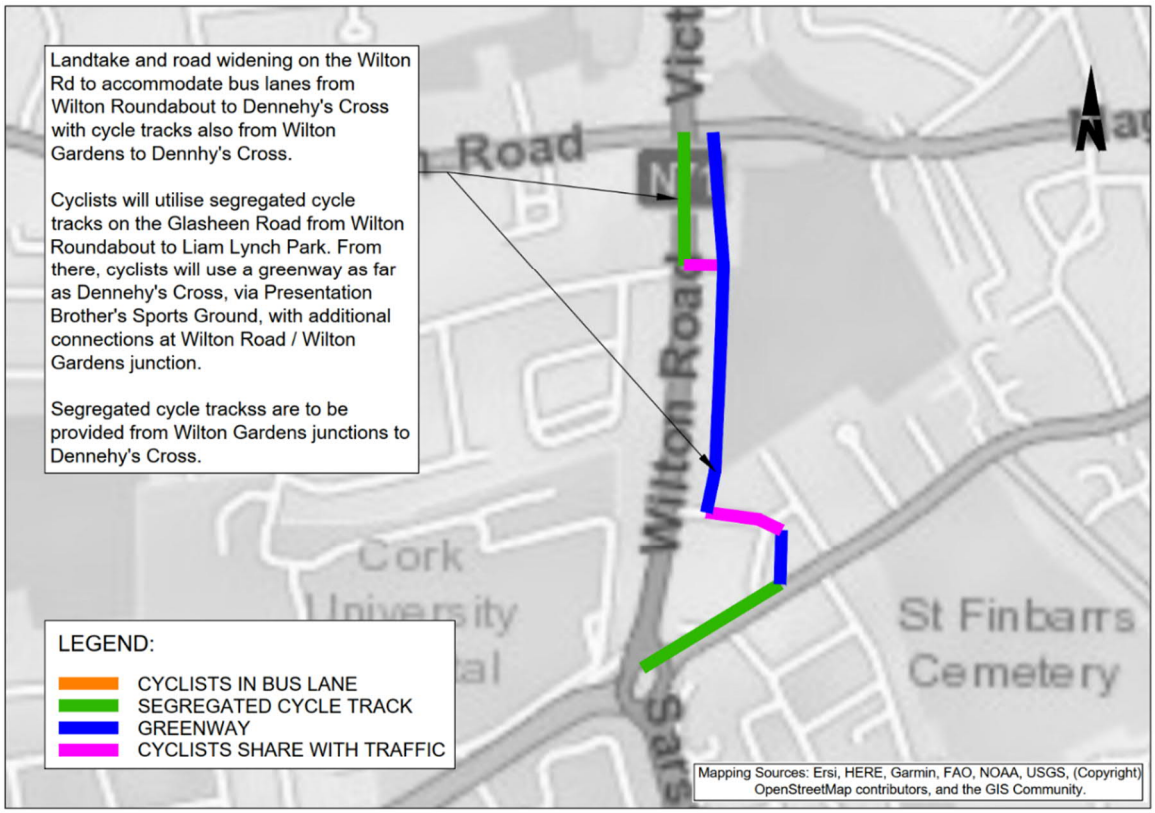

Figure 4.4 Option C

For Option C cyclists are proposed to utilise a segregated cycle track from Wilton Roundabout to Liam Lynch Park via Glasheen Road. From there cyclists will use a proposed greenway through Presentation Brothers Sports Ground from Liam Lynch Park to Dennehy's Cross.

Land acquisition is required to construct the link between Liam Lynch Park and Presentation Brothers Sports Ground, within Presentation Brothers Sports Grounds and to construct the link between Presentation Sports Ground and Dennehy's Cross.

Option D:

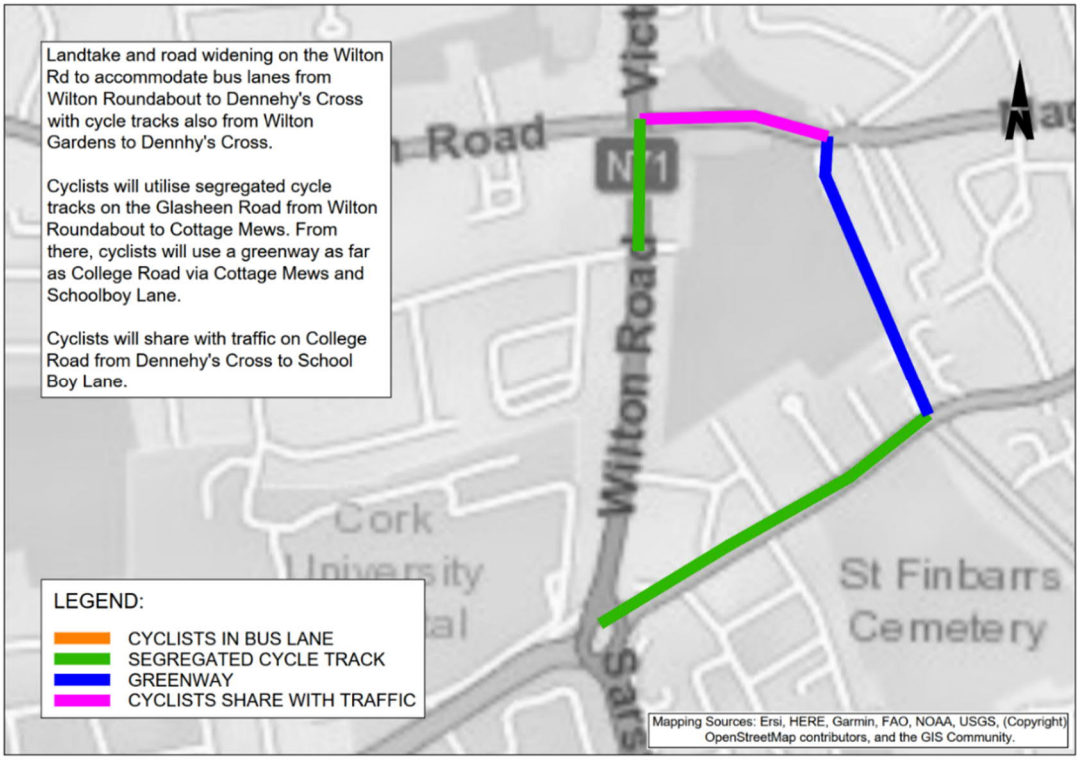

Figure 4.5 Option D

For Option D cyclists are proposed to utilise a segregated cycle track on Glasheen Road from Wilton Roundabout to School Boy's Lane. Cyclists will then use an existing greenway on Schoolboy's Lane before sharing with traffic on Magazine Road to Dennehys Cross.

Option E:

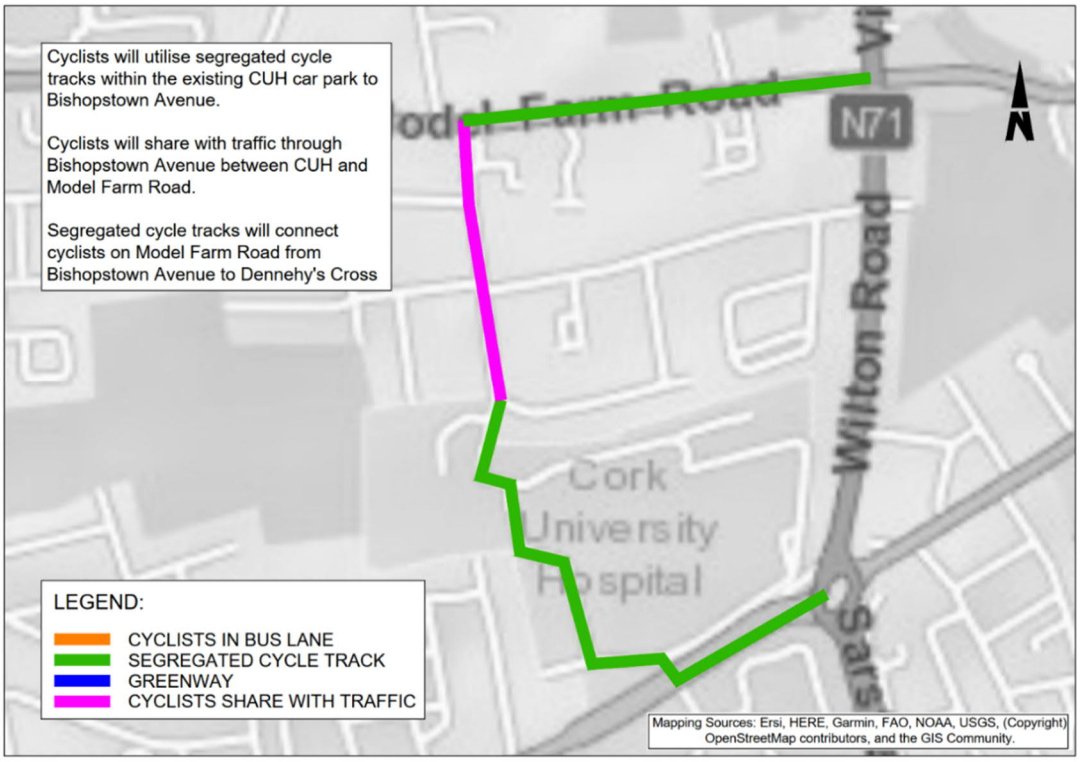

Figure 4.6 Option E

For Option E it is proposed to route along a new segregated cycle track from Wilton Roundabout through CUH to Bishopstown Avenue. Cycilsts are proposed to share with traffic on Bishopstown Avenue from CUH to Model Farm Road. From here cyclists will use segregated cycle track on Model Farm Road to Dennehys Cross.

Option F:

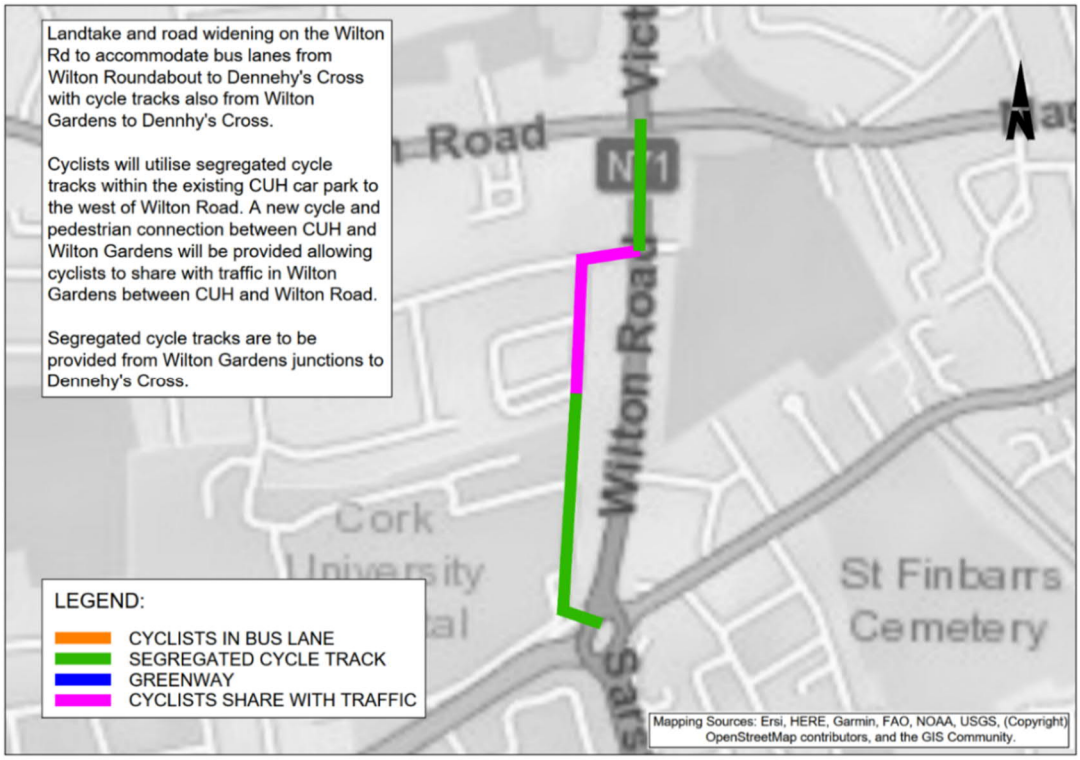

Figure 4.7 Option F

Segregated cycle track proposed from Wilton Roundabout through CUH car park to Wilton Gardens. Cyclists will share with traffic through Wilton Gardens to the Wilton Gardens/Wilton Road junction. Segregated cycle track are proposed from Wilton Gardens junction on Wilton Road to Dennehys Cross. This option involves property acquisition to connect with Wilton Gardens from Cork University Hospital.

Option G:

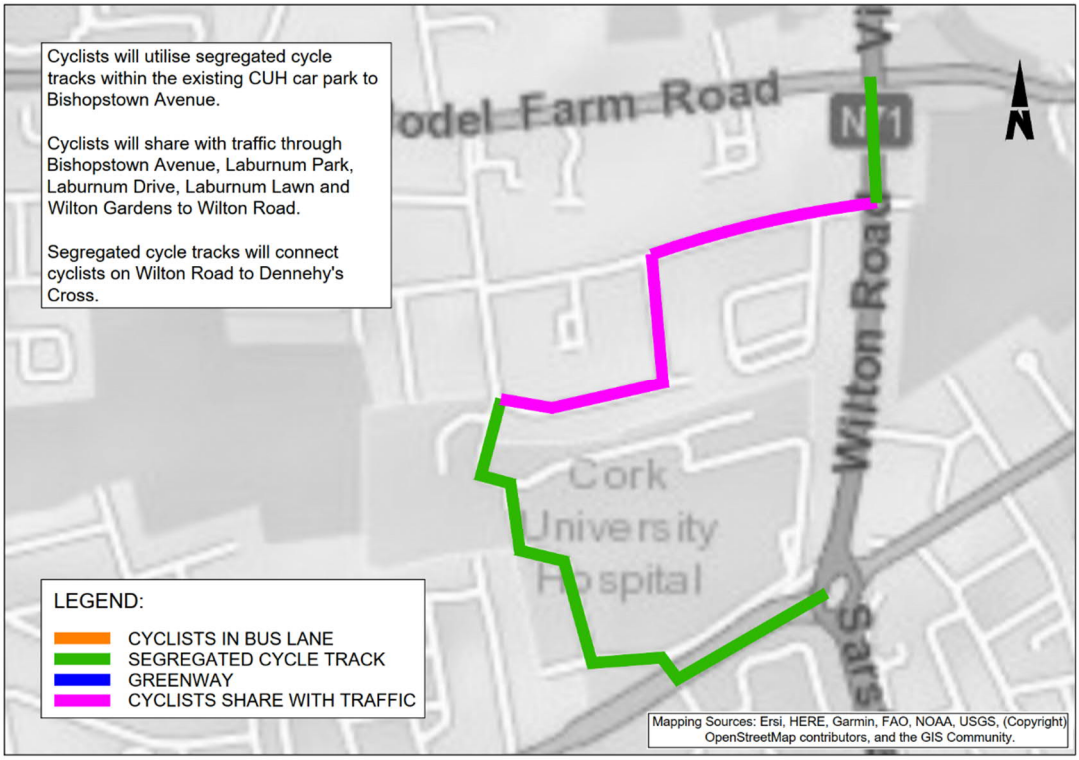

Figure 4.8 Option G

For Option G it is proposed to route along a new segregated cycle track from Wilton Roundabout through CUH to Bishopstown Avenue. Cycilsts are proposed to share with traffic on Bishopstown Avenue, Laburnam Park, Laburnum Drive, Laburnim Lawn and Wilton Gardens from CUH to Wilton Road. From here cyclists will use segregated cycle track on Wilton Road Road to Dennehys Cross.

4. Assessment Framework

Options were compared using the assessment framework outlined in Table 5.1 below.

Table 5.1. Assessment Criteria

Criteria	Sub-Criteria
Economy	Capital Cost
Integration	Land Use Integration
	Residential Population and Employment Catchments
	Public Transport Network Integration
	Cycle Network Integration
	Pedestrian Network Integration
Accessibility and Social Inclusion	Key Trip Attractors
	Deprived Geographic Areas
Safety	Road Safety
Environment	Air Quality
	Noise and Vibration
	Landscape and Visual Quality
	Biodiversity
	Archaeological, Architectural and Cultural Heritage
	Land Use
Quality of Service	Number of adjacent cyclists
	Number of conflicts
	Journey time delay

5.1 Economy

Capital Cost

The capital cost of a scheme is comprised of the estimated infrastructure per-kilometre rates for the purpose of comparison of one scheme with another. Additional costs will be added for significant items relevant to each scheme i.e. significant structures or land aquisition

5.2 Integration

Land Use Integration

This criterion assesses how a scheme would integrate with any future planned developments in the catchment area and how it might enhance the economic opportunities of an area. This criterion includes how a scheme fits into local area plans or any other objectives in area / county policies.

Residential Population and Employment Catchments

The residential and employment population within a particular walking route distance of each of the route option is assessed to determine the number of potential users for each scheme option.

Public Transport Network Integration

Under this criterion, integration with the public transport network is assessed and compared for each scheme.

The anticipated impact on the public transport network expected to be incurred by the project considering the positives and negatives of each option and how they interact with the public transport network.

Cycle Network Integration

The compatibility of an option with the Cycle Network Plan outlined in CMATS is examined and the level of service of practically achievable cycle facilities is assessed.

Transport Network Integration

Under this criterion, integration with the wider transport network is assessed and compared for each scheme. The potential for interchange facilities such as safe walking areas, cycle parking areas, etc. are also assessed under this criterion.

The anticipated traffic impact expected to be incurred by motorists using private vehicles because of the different route options will also be factored in. The disadvantages experienced by motorists in respect of reduced junction capacity and restricted movements will be considered.

5.3 Accessibility and Social Inclusion

Key Trip Attractors

This assessment criterion identifies key trip attractors located within appropriate walk catchments which would generate significant demand but would not otherwise be picked up by either the employment or residential catchment analysis. For the purposes of this assessment, the following land-uses have been considered as key trip attractors:

- Education (secondary schools and universities).
- Commercial centres (shopping centres, and town centres).
- Healthcare (hospitals).
- Leisure (sport stadiums, theatres, and cinemas) and
- Employment (business parks, and large office developments).

Deprived Geographic Areas

The possible impact of the route options on deprived geographic areas including RAPID (Revitalising Areas by Planning, Investment and Development) areas and the HP Deprivation Index are investigated.

RAPID is a focused Government initiative to target the most disadvantaged urban areas and provincial towns in the country and sought to improve the lives of the residents of its communities through among other things, improving the delivery of public services through integration and coordination. There are four defined RAPID areas in Cork.

The Pobal HP Deprivation Index is a method of measuring the relative affluence or disadvantage of a particular geographical area using various datasets from the 2016 census. The Pobal HP Deprivation Index was examined by small area to determine which routes better served deprived areas.

5.4 Safety

Under this criterion, the number of junctions along each scheme, as an approximate measure for the potential for collisions, are compared. In addition, the number of turning movements are compared, as these can also potentially lead to lower safety conditions along the scheme.

Differentials in traffic speeds along a route are also assessed under this criterion as a high relative speed difference between transport modes may result in an increased road safety risk.

5.5 Environment

Air Quality

Provision of the cycle route has the potential to negatively impact on air quality along a scheme. These effects are compared for each scheme option under this criterion. The impact is quantified on whether the source of air pollution (road) is moving closer to sensitive receptors, for example through road widening or a new road alignment.

Noise and Vibration

Provision of the cycle route has the potential to negatively impact on noise and vibration, quality along a scheme. These effects are compared for each scheme option under this criterion. The impact is quantified on whether the source of noise and vibration is moving closer to sensitive receptors, for example through road widening or a new road alignment.

Landscape and Visual Quality

The landscape and visual assessment of the route corridor options has had regard to:

- Land use zonings (amenity, open space, recreation, sport).
- Landscape and visual objectives within Cork City Development Plan.
- Landscape preservation zones.
- Areas of high landscape value.
- Designated walkways/recreation routes.
- Tree preservation/protection objectives.

Biodiversity

The provision of the cycle route may have negative impacts on biodiversity, for example, through construction of new infrastructure through green field sites or removal of trees/hedges. These impacts are compared for each scheme under this criterion. The potential for planting replacement trees along each route option is also assessed under this criterion.

Archaeological, Architectural and Cultural Heritage

Effects on archaeological heritage can be considered in terms of impacts on below ground archaeological remains, historic buildings (individual and areas), and historic landscapes and parks. The construction, presence and operation of transport infrastructure can impact directly on such cultural heritage resources through physical impacts resulting from direct loss or damage, or indirectly through changes in setting, noise and vibration levels, air quality, and water levels.

Potential impacts of each scheme on Recorded Monuments and Protected Structures (RMPs) along each route are assessed and compared. Potential impacts on Sites of Archaeological or Cultural Heritage, Architectural Conservation Areas and on buildings listed on the National Inventory of Architectural Heritage are also assessed and compared under this criterion.

Land Use

This criterion assesses the impact of each scheme option on land use character, and measures impacts which prevent land from achieving its intended use, for example through land acquisition, reallocation of road space, severance of land, removal of parking or loading spaces, or changes to access arrangements.

5.6 Quality of Service

Number of adjacent cyclists

This criterion assesses the potential available width available to cyclists and if the facility would be suitable for single file or two abreast cycling.

Number of conflicts

This criterion assesses the number of conflict points between cyclists and vehicular traffic on the scheme and mayinclude bus stops, side-roads, driveways, entrances, junctions, pedestrian crossings, parking bays and loading bays.

Journey time

This criterion assesses the journey time for cyclists along the route and includes the directness of the route and the delay times at junctions.

5. Assessment of Options

6.1 Introduction

Scheme options were assessed for each assessment criterion and compared relative to each other on a five-point scale, from having significant advantages, some advantages, some disadvantages to significant disadvantages over other route options. Schemes could also be considered neutral when no apparent advantages or disadvantages were identified across all scheme options. Each route is given a comparative score (advantage/disadvantage) on a 5-point scale for each of the criteria.

For the purposes of the assement all options will involve Wilton Road being widened to accomodate bus lanes in both directions from Wilton Roundabout to Dennehys Cross and additional widening between Wilton Gardens junction to Dennehys Cross to facilitate cycle lanes in both directions.

Table 8.1 Comparative Assessment

Colour	Description
	Significant advantages over the other options
	Some advantages over the other options
	Neutral compared to other options
	Some disadvantages over other options
	Significant disadvantages over the other options

Note: Where all options are considered comparatively equal, they are assessed as neutral.

6.2 Assessment Table

A summary assessment table is outlined below. More detailed assessment is provided in Appendix A.

Table 6.2 Route Options Assessment

Assessment Criteria	Sub -Criteria	Option A	Option B	Option C	Option D	Option E	Option F	Option G
Economy	Capital Cost							
Integration	Land Use Integration							
	Residential and Employment Catchments							
	Public Transport Integration							
	Cycle Network Integration							
	Traffic Network Integration							
Accessibility and Social Inclusion	Key Trip Attractors							
	Deprived Geographic Areas							
Safety	Road User Safety							
Environment	Air Quality							
	Noise and Vibration							
	Landscape and Visual Quality							
	Biodiversity							
	Architectural and Cultural Heritage							
	Land Use							
Quality of Service	Nunber of Adjacent Cyclists							
	Number of Conflicts							
	Journey Time							

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6. Conclusion

This note examines the options for providing a cycle route between Wilton Roundabout and Dennehy's Cross. Due to the existing relatively steep rise and fall of driveways to building threshold levels, on either side of the road, the scope for road widening is limited. It is proposed to widen Wilton Road to provide a footpath, bus lane and general traffic lane in each direction. An alternative cycle route is therefore required.

The emerging preferred route for the cycle route is Option C. This option has advantages as it provides a relatively high quality of service. It is segregated from traffic, and it is a more direct route which offers journey time advantages. This option also has the fewest conflicts. The proposal for a filtered permeability link from Liam Lynch Park to Cork University Hospital has advantages from an accessibility perspective. It is noted that this option does involve some land acquisition.

The emerging preferred cycle route between Wilton Roundabout and Dennehy's Cross is proposed to include:

- Two-way cycle track from Wilton Roundabout to Liam Lynch Park via Glasheen Road.
- Futher north along Wilton Road to enhance the accessibility to the pedestrain and cylists access to Cork University Hospital, a filtered permeability measure is proposed from Wilton Road to Liam Lynch Park.
- Greenway along the western side of Presentation Brothers Sports Ground to Dennehy's Cross from Liam Lynch Park.

Appendix A Assessment Table

Assessment Criteria	Sub-Criteria	Route Options						
		A	B	C	D	E	F	G
Economy	Capital Cost	As this option uses the proposed infrastructure for the for sustainable transport corridor, there is no additional cost associated to the option.	As this option requires the purchase of land to facilitate the construction of an offline greenway route from Liam Lynch Park to Wilton Road / Wilton Gardens Junction this option has some disadvantages over other options.	This option requires the purchase of land to facilitate the construction of an offline greenway route from Liam Lynch Park to Dennehy's Cross Junction. This option has significant disadvantages over other options. This option involves the relocation of a garage to a domestic dwelling located in close proximity to the Presentation Brother's Sports Ground.	As this option uses the existing off road cycle route along school boys lane, this reduces the cost associated with the project and has some advantages over other options.	This option uses the proposed cycle route to be provided by the Ballincollig to Cork City Strategic Cycle Coridorr and as such there is no cost associated with this aspect of this option. This option has some advantages over other options.	As this option requires the purchase of land within CUH to facilitate the construction of a segregated cycle track as well as the purchase of a domestic property within Wilton Gardens to facilitate the connection between CUH and Wilton Gardens this option has significant disadvantages over other options.	As this option uses existing shared street, Bishopstown Avenue, Laburnum Park, Laburnum Drive, Laburnum Lawn and Wilton Gardens this option has some advantages over other options.
	Rank							
Integration	Land Use Integration	All options are considered similar for Land Use Integration.	All options are considered similar for Land Use Integration.	All options are considered similar for Land Use Integration.	All options are considered similar for Land Use Integration.	All options are considered similar for Land Use Integration.	All options are considered similar for Land Use Integration.	All options are considered similar for Land Use Integration.
	Rank							
	Residential Population and Employment Catchments	This option has some disadvantages over other options as it picks up similar residential catachments to all other options apart from Option D.	This option has some disadvantages over other options as it picks up similar residential catachments to all other options apart from Option D.	This option has some disadvantages over other options as it picks up similar residential catachments to all other options apart from Option D.	This Option has some advantages over other options as it picks up additional catachments on the Glashean Road to other options considered.	This option has some disadvantages over other options as it picks up similar residential catachments to all other options apart from Option D.	This option has some disadvantages over other options as it picks up similar residential catachments to all other options apart from Option D.	This option has some disadvantages over other options as it picks up similar residential catachments to all other options apart from Option D.
	Rank							
	Public Transport Integration	As this option would use proposed bus lanes along the Wilton Road, there would be the potential for cyclists using the bus lanes to have a negative impact on public transport and for public transport to have a negative impact on cyclists.	This option offers some advantages over other options as the route connects with public transport stops, without having a negative impact on the operation of public transport.	This option offers some advantages over other options as the route connects with public transport stops, without having a negative impact on the operation of public transport.	This option offers some advantages over other options as the route connects with public transport stops, without having a negative impact on the operation of public transport.	This option offers some advantages over other options as the route connects with public transport stops, without having a negative impact on the operation of public transport.	This option offers some advantages over other options as the route connects with public transport stops, without having a negative impact on the operation of public transport.	This option offers some advantages over other options as the route connects with public transport stops, without having a negative impact on the operation of public transport.
	Rank							
	Cyclist Network Integration	This option offers some advantages over other options as it follows the route of a primary cycle route identified in CMATS.	This option offers some advantages over other options as it follows the route of a primary cycle route identified in CMATS.	This option offers some advantages over other options as it follows the route of a primary cycle route identified in CMATS.	This option offers some disadvantages over other options as it does not follow a cycle route identified within CMATS.	This option offers some disadvantages over other options as it does not follow a cycle route identified within CMATS.	This option offers some advantages over other options as it follows the route of a primary cycle route identified in CMATS.	This option offers some disadvantages over other options as it does not follow a cycle route identified within CMATS.
	Rank							
	Traffic Network Integration	All options are considered similar for Traffic Network Integration.	All options are considered similar for Traffic Network Integration.	All options are considered similar for Traffic Network Integration.	All options are considered similar for Traffic Network Integration.	All options are considered similar for Traffic Network Integration.	All options are considered similar for Traffic Network Integration.	All options are considered similar for Traffic Network Integration.
	Rank							
Accessibility and Social Inclusion	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	This option has some disadvantages as it is considered to deliver lower levels of accessibility to CUH than other options.	This option has some disadvantages as it is considered to deliver higher levels of accessibility to CUH than other options. It includes a filtered permeability proposal from Liam Lynch to CUH which ihas accessibility benefits.	This option has some disadvantages as it is considered to deliver higher levels of accessibility to CUH than other options. It includes a filtered permeability proposal from Liam Lynch to CUH which ihas accessibility benefits.	This option has some disadvantages as it is considered to deliver higher levels of accessibility to CUH than other options. It includes a filtered permeability proposal from Liam Lynch to CUH which ihas accessibility benefits.	This option has some disadvantages as it is considered to deliver lower levels of accessibility to CUH than other options.	This option has some disadvantages as it is considered to deliver higher levels of accessibility to CUH than other options. It includes a filtered permeability proposal from Liam Lynch to CUH which ihas accessibility benefits.	This option has some disadvantages as it is considered to deliver lower levels of accessibility to CUH than other options.
	Rank							
	Deprived Geographic Areas	All options are considered similar for Deprived Geographic Areas	All options are considered similar for Deprived Geographic Areas	All options are considered similar for Deprived Geographic Areas	All options are considered similar for Deprived Geographic Areas	All options are considered similar for Deprived Geographic Areas	All options are considered similar for Deprived Geographic Areas	All options are considered similar for Deprived Geographic Areas
	Rank							
Safety	Road User Safety	This option has significant disadvantages over other options as it involves cyclists sharing the bus lane with busses and taxis. This increases the likelihood of collisions between vehicles and cyclists.	This option offers some advantages over other options as a partial off-road greenway route would provide high levels of segregation for cyclists than some other options. Although this option shares with traffic briefly in Liam Lynch Park, traffic restrictions are proposed to remove the through trafficof this road.	This option offers significant advantages over other options as a fully off-road cycle route would provide higher levels of segregation for cyclists than some other options. Although this option shares with traffic briefly in Liam Lynch Park, traffic restrictions are proposed to remove the through traffic of this road.	This option has significant disadvantages over other options as it involved cyclists sharing with traffic on the Magazine Road which is regional road with relatively high traffic volumes.	This option has some disadvantages over other options as it involved cyclists sharing with traffic on the Bishopstown Avenue.	This option has some disadvantages over other options as it involved cyclists sharing with traffic on Wilton Gardens Road.	This option has some disadvantages over other options as it involved cyclists sharing with traffic on Bishopstown Avenue, Laburnum Park, Laburnum Drive, Laburnum Lawn and Wilton Gardens.
	Rank	-2	-1	-2	-2	-1	-1	-1
Environment	Air Quality	All options are considered similar for Air Quality	All options are considered similar for Air Quality	All options are considered similar for Air Quality	All options are considered similar for Air Quality	All options are considered similar for Air Quality	All options are considered similar for Air Quality	All options are considered similar for Air Quality
	Rank							
	Noise and Vibration	All options are considered similar for Noise and Vibration	All options are considered similar for Noise and Vibration	All options are considered similar for Noise and Vibration	All options are considered similar for Noise and Vibration	All options are considered similar for Noise and Vibration	All options are considered similar for Noise and Vibration	All options are considered similar for Noise and Vibration
	Rank							
	Landscape and Visual Quality	All options are considered similar for Landscape and Visual Quality	All options are considered similar for Landscape and Visual Quality	All options are considered similar for Landscape and Visual Quality	All options are considered similar for Landscape and Visual Quality	All options are considered similar for Landscape and Visual Quality	All options are considered similar for Landscape and Visual Quality	All options are considered similar for Landscape and Visual Quality
	Rank							
	Biodiversity	This option has some advantages over other options as there will be little to no additional impact to the biodiversity of the area.	This options has some disadvantages over other options as the off-road cycle facility will involve construction through a greenfield site with a small loss of trees and hedgerow.	This options has some disadvantages over other options as the off-road cycle facility will involve construction through a greenfield site with a small loss of trees and hedgerow.	This option has some advantages over other options as there will be little to no additional impact to the biodiversity of the area.	This option has some advantages over other options as there will be little to no additional impact to the biodiversity of the area.	This option has some advantages over other options as there will be little to no additional impact to the biodiversity of the area.	This option has some advantages over other options as there will be little to no additional impact to the biodiversity of the area.
	Rank							
	Architectural, Architectural and Cultural Heritage	All options are considered similar for Architectural, Architectural and Cultural Heritage	All options are considered similar for Architectural, Architectural and Cultural Heritage	All options are considered similar for Architectural, Architectural and Cultural Heritage	All options are considered similar for Architectural, Architectural and Cultural Heritage	All options are considered similar for Architectural, Architectural and Cultural Heritage	All options are considered similar for Architectural, Architectural and Cultural Heritage	All options are considered similar for Architectural, Architectural and Cultural Heritage
	Rank							
	Land Use	This option officers some advantages over other options as there is no change to the existing land use.	This option has some disadvantages over other options as it involves the purchase of land and changing the land use from recreational to transport. Where possible the disruption and change to private land will be minimised.	This option has some disadvantages over other options as it involves the purchase of land and changing the land use from recreational to transport. Where possible the disruption and change to private land will be minimised.	This option officers some advantages over other options as there is no change to the existing land use.	This option officers some advantages over other options as there is no change to the existing land use.	This option has some disadvantages over other options as it involves the significant purchase of land to facilitate the connection between CUH and Wilton Gardens.	This option officers some advantages over other options as there is no change to the existing land use.
	Rank							
Quality of Service	Number of Adjacent Cyclists	Cyclists are likely to cycle single file on the proposed bus lanes with single file cycling being designed for where segregated cycle lanes are provided.	Two abreast cycling is achievable with Option B through the off-road section of the scheme.	Two abreast cycling is achievable with Option C through the off-road section of the scheme.	Two abreast cycling is achievable with Option D through the off-road section of the scheme, however cyclists are likely to cycle single file when sharing with traffic on the Magazine Road and on the segregated cycle track on the Glashean Road.	Segrated cycle tracks will be designed for single file cycling. Where the cyclists share with traffic, cyclists are likely to cycle single file.	Segrated cycle tracks will be designed for single file cycling. Where the cyclists share with traffic, cyclists are likely to cycle single file.	Segrated cycle tracks will be designed for single file cycling. Where the cyclists share with traffic, cyclists are likely to cycle single file.
	Rank							
	Number of Conflicts	As this section is on-road passing through side-roads, junctions and driveways, there will be a significant number of conflicts and as such this option offers a significant disadvantage when compared to other options.	This option has less number of conflicts than other options as it contains an off-road greenway section of the scheme. This option has some advantages over other options.	This option has significantly less number of conflicts than other options as it contains an off-road greenway section of the scheme. This option has significant advantages over other options.	As this section is a combination of on-road passing through side-roads, junctions and driveways and an off road greenway there will be a some conflicts on the routeand as such this option offers some disadvantages when compared to other options.	As this section is predominantly on-road passing through side-roads, junctions and driveways, there will be a significant number of conflicts and as such this option offers a significant disadvantage when compared to other options.	As this section is has some on-road sections passing through side-roads, junctions and driveways, there will be some conflicts and as such this option offers a some disadvantages when compared to other options.	As part of this section is on-road passing through side-roads, junctions and driveways, there will be a significant number of conflicts and as such this option offers a significant disadvantage when compared to other options.
	Rank							
	Journey Time	As this section provides a direct connection between Wilton Roundabout and Dennehy's Cross it has significant advantages over other options	As this section provides a direct connection between Wilton Roundabout and Dennehy's Cross it has significant advantages over other options	As this section provides a direct connection between Wilton Roundabout and Dennehy's Cross with no delays at junction it has significant advantages over other options	This option is significantly less direct than other options and as such has significant disadvantages compared to other options.	This option is significantly less direct than other options and as such has significant disadvantages compared to other options.	As this section provides a direct connection between Wilton Roundabout and Dennehy's Cross it has significant advantages over other options	This option is significantly less direct than other options and as such has significant disadvantages compared to other options.
	Rank							

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