

# BusConnects Infrastructure Cork

Volume B Appendices Orbital Route

National Transport Authority

# Quality information

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# **Volume B Appendicies**

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1. Appendix 2.1 West Sector Stage 1 Section 1



#### **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.	Pass
		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.	
		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.	
51_002	Residential Road	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
		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.	
51_003	Residential Road	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
	0)	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.	
51_004	Urban Road	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	Daviewel Davie	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.	Davis
	Regional Road	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
or of		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.	
51_008	Regional Road	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.	Pass
31_009		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.	G
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.	Pass
51_010	National Road	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.	1 455
	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.	
51_012		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.	Pass
51_011		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.	1 433
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.	Pass
		The proposed route has been identified within CMATS as a cycle route. The project is currently in the planning	

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.	Pass
		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.	
	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.	Pass
51_015		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.	
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.	Pass
31_010		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.	1 433
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.	Pass
		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.	. 400

#### 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.	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. Potential to provide bus priority through relocation of existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	1 455
		Farranlea Park; Junction with Model Farm Road to Farranlea Road.	
51_019	Residential 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.	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.	
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.	Fail
01_020		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_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.	Fail
31_021	Nesideriliai Noad	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.	Pass
		There are no bus lanes or cycle lanes on the link.  Potential to provide bus priority through relocation of	

Link No.	Road Characteristics	Comments	Pass/Fail
		existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
	Internal access	Internal Cork County Hall Road from Farranlea Road to Carrigrohane Road. The link consists of a single carriageway in both directions.	
51_023	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
51 024	Posidontial Pood	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.	Fail
31_024	Residential 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.	raii
	Regional Road	Victoria Cross (R641); from Farranlea Road junction to Victoria Cross. This link consists of a dual carriageway in both directions.	
51_025		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.	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.	
		Victoria Cross (R641); from Dennehy's Cross to Farrenlea Road Junction. The link consists of a single carriageway northbound and a dual carriageway southbound.	
51_026	Regional 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_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.	Pass
31_020	Nesidential Noad	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.	
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.	Fail
01_020	rteolaemaa rteaa	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.	. dii
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.	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.	
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.	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_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.	Pass
		There are no bus lanes or cycle lanes on the link.Potential to provide bus priority through relocation of	

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	CUH Internal road from Wilton Shopping Centre / Bishopstown Road junction to roundabout within CUH.The link consists of a single carriageway in both directions.	Pass
01_001		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.	5
	Hospital, internal	CUH Internal road from Wilton Shopping Centre / Bishopstown Road junction to Wilton Roundabout Junction.The link consists of a single carriageway in both directions.	0
51_035	road	There are no bus lanes or cycle lanes on the link. The link forms part of an exisiting 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
	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.	
51_036		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.	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.	
	64	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.	
51_037	Regional Road	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.	Pass
		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	

Link No.	Road Characteristics	Comments	Pass/Fail
		and road widening. This link will be carried forward to Stage 2 Assessment.	
	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.	Pass
51_039		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.	
		College Road; from Magazine Road to the junction with Orchard Road. The link consists of a narrow single carriageway in both directions.	
51_040	Residential 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. 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.	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.	
	44	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.	
51_042	Residential Road	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.	Pass
		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.	1 400

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.	
31_044		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
		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.	25
51_045	Residential 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
51 046	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.	Fail
01_040		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.	· an
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.	Fail
01_011		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.	· u
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.	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_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.	Fail
01_001		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.	C
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.	Fail
31_033		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.	i dii
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.	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.	
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.	Fail
01_001		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.	· aii
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 onstreet (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.	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_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.	
		Glasheen Road (R849); School Avenue junction to junction with Clashduv Estate. The link consists of a single carriageway in both directions.	C
51_060	Regional 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. 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
	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.	
51_061		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.	Pass
51_062		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.	r ass
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 onstreet (disc) parking on the northern side of the road.	Fail
31_003		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.	· uii
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.	Pass
		There are no bus lanes or cycle lanes on the link.Potential to provide bus priority through relocation of	

Link No.	Road Characteristics	Comments	Pass/Fail
		existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
		Glasheen Road (R849); Liam Lynch Park junciton to Roger Casement Park junction. The link consists of a single carriageway in both directions.	
51_065	Regional 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
		Glasheen Road (R849); Wilton Roundabout to Liam Lynch Park.The link consists of a single carriageway in both directions.	
51_066	Regional 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
	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.	
51_067		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
		Bishopstown Road (R849); from Wilton Rd Roundabout to CUH / Wilton Shopping Centre Junction.	
54 000	Regional Road	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.	
51_068		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.	Pass
		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 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.	Pass
		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.	
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.	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.	
51_072		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.	Pass
	Urban Road	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.	
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.	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.	
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.	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.	
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.	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.	
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.	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.	
	4/	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.	
51_078	Residential Road	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.	Pass
		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	

Link No.	Road Characteristics	Comments	Pass/Fail
		existing road space and road widening. This link will be carried forward to Stage 2 Assessment.	
	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.	
51_080		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	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.	Pass
01_001	Access Road	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.	
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 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.	
	MTU Internal Access Road	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.	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.	
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.	Pass
		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	

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	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.	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.	
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.	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.	
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	Pass
		will be carried forward to Stage 2 Assessment.	<u> </u>
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 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_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.	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.	
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	Fail
52_052	Residential Road	be brought forward to Stage 2.  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 Colmcille'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 Colmcille's Road, St Colmcille'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
		Bantry Park Road, Knockfree Avenue to Sunview Terrace The link consists of a narrow single carriageway in both directions with off-street parking.	
52_076	Local Road	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	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.	
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.	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.	
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.	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.	
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.	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.	
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	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.	
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	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.	
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	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.	
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	Pass
52_088	Local Road	will be carried forward to Stage 2 Assessment.  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.	Pass
		Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
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.	Pass
		Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
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.	Fail
		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.	
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.	Fail
		The proximity of properties on both sides of the road makes road widening less feasible. As a result, it is not	

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.	Fail
		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.	
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	Pass
		reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
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	Pass
		will be carried forward to Stage 2 Assessment.  Fairfield Road, Knockpogue Avenue to Farranferris	
52_101	Local Road	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.	Pass
		Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
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.	Pass
		Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
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.	Pass
		Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
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.	Fail
		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_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	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.	Fail
		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_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.	Fail
		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.	
		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.	
52_115	Local Road	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.	Fail
		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_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.	Fail
		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_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	Pass
52_122	Local Road	Assessment  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.	
	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	Pass
52_123	Local Road	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.	1 433
		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	
52_124	Local Road	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.	Fail
		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.	
52 126	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	Pass
3∠_120	Local Noau	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	

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.	Fail
		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_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	Pass
		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.	r ass
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.	Fail
		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_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.	Fail
		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_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.	Fail
		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.	
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	Pass
		Potential to reallocate road space and widen road to provide bus priority. This link will be carried forward to Stage 2 Assessment.	
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/Fai
53_001	National Road	N20 Commons Road, Brother Delaney Road to North Link Road	Pass
		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.	
53_002	Urban Road	Brother Delaney Road, N20 Commons Road to Redforge Road	Pass
		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	
53_003	Urban Road	Redforge Road, Shopping Centre Access Road to Middle Dublin Hill	Fail
		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.	
53_004	Urban Road	Dublin Street, Spring Lane to Redforge Road	Fail
		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.	
53_005	Urban Road	Spring Lane, Dublin Street to Ballinecollie Road	Fail
		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.	

		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	Fail
		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.	
53_007	Urban Road	Ballyvolane Road, Spring Lane to North Ring Road	Fail
		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.	
53_008	Regional Road	North Ring Road, Ballyvolane Road to Clonard	Pass
		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.	
53_009	Regional Road	North Ring Road, Ballyhooly Road (R614) to Clonard	Pass
		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.	
53_010	Regional Road	North Ring Road, Spring Lane to Ballyvolane Road	Pass

The link consists of a multi lane carriageway consisting of 2

There are no bus lanes or cycle lanes on the link.

lanes eastbound and 1 westbound,

		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	Pass
		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.	
53_012	North Ring	North Ring Road, Glen Avenue to Spring Lane	Pass
	Road, Glen Avenue to Spring Lane	The link consists of a multi lane carriageway in both directions on a steep gradient.	
	. 3	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.	
53_013	North Ring	North Ring Road, N20 Commons Road to Glen Avenue	Pass
	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.	
53_014	Urban Road	Glen Avenue, North Ring Road (R635) to Ballyhooly Road (R614)	Pass
		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.	

53_015	Urban Road	Ballyhooly Road (R614), Glen Avenue to Old Youghal Road	Pass
		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.	
53_016	Urban Road	Ballyhooly Road (R614), Glen Avenue to Gordon's Hill	Fail
		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.	
53_017	Urban Road	Ballyhooly Road (R614), Gordon's Hill to North Ring Road	Pass
		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.	
53_018	Regional Road	Ballyhooly Rd. to Proposed Northern Distributor Rd. / North Ring Rd. (R635) Junction	Pass
		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.	
53_019	Urban Road	Gordon's Cross to Ballyhooly Rd. via Gordon's Hill	Fail
		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	

road. This link will not be carried forward to the Stage 2 Assessment.

53_020	Urban Road	Dillon's Cross to Gordon's Cross	Pass
		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.	
53_021	Urban Road	Gordon's Cross to St. Christopher's Drive	Pass
		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.	
53_022	Urban Road	Old Youghal Rd. to Murmont Avenue	Fail
		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.	
53_023	Urban Road	St. Christopher's Drive to Murmont Park	Pass
		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.	

53_024	Urban Road	Old Youghal Rd. to Murmont Crescent via Murmont Park	Fail
		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.	
53_025	Urban Road	Murmont Park to Colmcille Avenue.	Pass
		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.	
53_026	Urban Road	Colmcille Avenue to Kerry Rd	Pass
		The link consists of a wide single lane carriageway in both directions with on and off street parking. Grass verge lines the carriageway.	
		directions with on and off street parking. Grass verge lines the	
		directions with on and off street parking. Grass verge lines the carriageway.	
		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	
53_027	Urban Road	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.	Pass
53_027	Urban Road	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	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.  Murmont Crescent to Old Youghal Rd. via Colmcille Avenue  The link consists of a single lane carriageway in both	Pass
53_027	Urban Road	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.  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.	Pass

53_028	Urban Road	Murmont Crescent to Slí Gartan. via Colmcille Avenue	Pass
		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.	
53_029	Urban Road	Murmont Park to Colmcille Avenue via Murmont Crescent	Fail
		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.	
53_030	Urban Road	Murmont Crescent to Murmont Avenue	Fail
		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.	
53_031	Urban Road	St. Christopher's Drive to Murmont Park	Fail
		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.	

		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	Fail
		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.	
53_034	Urban Road	Iona Rd. to Murmont Rd	Fail
		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.	
53_035	Urban Road	Murmont Rd. / Iona Rd. to Colmcille Avenue	Fail
		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.	
53_036	Urban Road	Colmcille Avenue to Inis Eoghin	Pass
		The link consists of a 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. 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.	Pass
		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.	
53_038	Urban Road	Slí Gartan to Inis Eoghin	Fail
		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.	
53_039	Urban Road	Slí Gartan to Colmcille Avenue via Inis Eoghin	Fail
		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.	
53_040	Urban Road	Inis Eoghin to Kerry Rd.	Pass
		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.	

		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	Pass
		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.	
53_042	Urban Road	Slí Gartan to Colmcille Avenue via Kerry Rd.	Fail
		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.	
53_043	Urban Road	Inis Eoghin to Kerry Rd. via Slí Gartan	Fail
		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.	
53_044	Urban Road	Slí Gartan to Old Youghal Rd.	Fail
		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.	

53_045	Urban Road	Kerry Rd. to North Ring Rd. (R635)	Pass
		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.	
53_046	Regional Road	North Ring Rd. (R635) / Old Youghal Rd. (R615) to Old Youghal Rd.	Pass
		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.	
53_047	Regional Road	Proposed Northern Distributor Rd. / North Ring Rd. (R635) Junction to Old Youghal Rd. (R615)	Pass
		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.	
53_048	Regional Road	Old Youghal Rd. to Boherboy Rd.	Pass
		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.	
53_049	Regional Road	Boherboy Rd. to Colmcille Avenue	Pass
		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.	

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)	Pass
		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.	
53_051	National Road	Silverspings Interchange / Lower Glanmire Rd. (N8) to Burke's Hill	Pass
		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.	
53_052	National Road	Burke's Hill to Dunkettle Roundabout (N8)	Pass
		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.	
53_053	National Road	Dunkettle Roundabout (N8) to Silversprings Interchange via Proposed Tivoli Residential	Pass
		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.	

53_054	National Road	Dunkettle Roundabout (N8) to Dunkettle Interchange / South Ring Rd. (N40)	Pass
		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.	
53_055	National Road	Dunkettle Interchange to South Ring Rd. (N40)	Pass
		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.	

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
	National Road	N40 South Link Road; from the Jack Lynch Tunnel to Exit 10.	Pass
		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.	
54_001		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.	
	National Road	N40 Junction 10 Off-Ramp; from the N40 Westbound to the R852.	Pass
		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.	
54_002		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.	
	Regional Road	Loughmahon Rink Road R852; N40 Overbridge.	Pass
		The link consists of two lanes in each direction, seperated by a central median.	
54_003		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.	
	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.	Pass
54_004		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.	

		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.	
54_005	Regional Road	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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		Loughmahon Rink Road R852; from Mahon Point Shopping Centre Entrance to the junction with St Michael's Drive.	Pass
54_006	Regional Road	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.	
	Access Road	Mahon Shopping Centre Internal Access Road; from the junction with Loughmahon Road to the City Gate Park Roundabout.	
54_007		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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	
	Access Road	Potential new link connecting the Mahon Point City Gate Park Roundabout to St Michael's Drive.	
54_008		The proposed link would be a bus, cyclists and pedestrian access only link.	Pass
		Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	
		Mahon Shopping Centre Internal Access Road; from the City Gate Park Roundabout to the western Mohon Point Shopping Centre roundabout.	
54_009	Access Road	The link consists of 2 lanes in each direction serperated by a central median. The link forms part of an existing bus route.	Pass
		Potential for bus priority to be provided by reallocation of road space and road widening. This	

		section will be carried forward to Stage 2 Assessment.	
		Potential new link connecting the western Mohon Point Shopping Centre roundabout to St Michael's Drive.	
54_010	Access Road	The proposed link would be a bus, cyclists and pedestrian access only link.	Pass
		Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	
		Mahon Shopping Centre Internal Access Road; from the western Mahon Point Shopping Centre roundabout to the eastern Mahon Point Shopping Centre roundabout.	35
54_011	Access Road	The link consists of 2 lanes in each direction serperated by a central median. The link forms part of an existing bus route.	Pass
		Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	
		Potential new link connecting the eastern Mohon Point Shopping Centre roundabout to Estuary Drive.	
54_012	Access Road	The proposed link would be a bus, cyclists and pedestrian access only link.	Pass
		Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	
		Mahon Shopping Centre Internal Access Road; from the eastern Mahon Point Shopping Centre roundabout to Mahon Point Bus Access Link.	
54_013	Access Road	The link consists of a single carriageway in each direction. The link forms part of an existing bus route.	Pass
		Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	
		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.	
54_014	Urban Road	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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	

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
		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	25
54_016	Urban Road	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.	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.	
		Ballinure Avenue / The Maples; from Skehard Road to St Michael's Road.	
54_017	Urban 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.	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.	
		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.	
54_018	Urban Road	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.	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.	
		St Michael's Drive; from Loughmahon Link Road Junction to potential bus access road 54_008.	
54_019	Urban Road	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.	
		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.	
54_020	Regional Road	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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		Skehard Road (R852); from the junction with Loughmahon Road to the junction with Bessboro Road.	
54_021	Regional 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.	Pass
		Project at construction stage which will provide bus priority in both directions. This section will be carried forward to Stage 2 Assessment.	
		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.	
54_022	Regional Road	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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
	<b>7</b> -	Ringmahon Road; from Skehard Road to the junction with Convent Road.	
		This link consists of a wide single carriageway in both directions.	
54_023	Urban Road	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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_024	Regional Road	Skehard Road; from the junction with Avenue de Rennes to the Ringmahon Road.	Pass

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		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.	
		Castle Road; from Ringmahon Road to the junction with Ferney Road.	
54_029	Urban 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 identified 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.	
		Castle Road; from the junction with Ferney Road to the junction with Convent Road.	
54_030	Urban 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.	Fail
J4_030	Olban Noau	There are no bus lanes and no cycle lanes on the link. The link has been identidied within CMATS as a cycle route.	i all
		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.	
		Ferney Road; from Castle Road to the junction with Ringmahon Road.	
54_031	Urban 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.	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.	
	O .	Ringmahon Road; from junction with Ferney Road to the junction with Castle Road.	
54_032	Regional 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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
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.	
		Ringmahon Road; from Dunlocha Cottages to Avenue de Rennes.	C
54_034	Regional 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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		Dunlocha Cottages; from Ringmahon Road to Rope Walk.	
54_035	Residential Road	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.	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.	
		Ringmahon Road; from the junction with Convent Road to the junction with Dunlocha Cottages.	
54_036	Regional 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.	Pass
	44	Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		Convent Road / Upper Convent; from Ringmahon Road to the junction with Convent Avenue.	
54_037	Urban Road	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.	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.	
54 038	Residential Road	Rope Walk / Convent Avenue; from the junction with Dunlocha Cottages to Convent Road.	Fail
		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.	
		Convent; from the junction with Convent Avenue to Blackrock Road.	
54_039	Urban 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.	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.	
		Blackrock Road; from the junction with Convent Road to the junction with Church Road.	
54_040	Urban 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.	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.	

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
		Church Road; from the junction with Upper Beaumont Drive to Blackrock Road.	
54_041	Single Carriageway, Residential, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	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.	
		Blackrock Road; from the junction with Beaumont Lane to Church Road.	
54_042	Single Carriageway, Residential, Proposed Cycle Route (CMATS)	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.	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.	
		Beaumont Lane, Beaumont Drive to Beaumont Crescent	
54_043	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle	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	Fail
	Route, Proposed Cycle Route (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.	

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.	
		Silverdale Road; from Silverdale Walk to Churchyard Lane.	
54_048	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between	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
	carriageway and adjacent property	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.	
		Silverdale Road; from Silverdale Walk to Silverdale Drive.	
54_049	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between	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
	carriageway and adjacent property	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.	
		Silverdale Avenue; from Silverdale Drive to Silverdale Walk.	
54_050	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between	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
	carriageway and adjacent property	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.	
	Single Carriageway, Residential, Off Street and	Silverdale Avenue; from Silverdale Drive to Silverdale Walk.	
54_051	On Street Parking, Level difference between carriageway and adjacent property, Proposed Cycle Route (CMATS)	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	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.	Fail
	property	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.	
		Ashleigh Gardens; from the junction with Ashleigh Drive to ilverdale Avenue.	
54_053	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent	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
	property	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.	
		Ashleigh Gardens; from the junction with Ashleigh Drive to the junction with Ashleigh Rise.	
54_054	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent	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
	property	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_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	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.	Fail
	carriageway and adjacent property	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_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.	
		Woodvale Road; from either end of Firmount Avenue.	
54_060	Single Carriageway, Residential, Off-street Parking	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.	Pass
	g	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.	
		Woodvale Road; from Firmount Avenue to Rosegreen Ave junction.	
54_061	Single Carriageway, Residential, Off-street Parking	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.	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.	
	10)	Rosegreen Avenue, Woodvale Road to Beaumont Drive	
54_062	Single Carriageway, Residential, Off-street Parking	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.	Pass
	Canana	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.	
		Woodvale Road; from Firmount Avenue to Rosegreen Ave.	
54_063	Single Carriageway, Residential, Off-street Parking	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.	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.	
		Linden Avenue, Woodvale Road to Beaumont Drive	
54_064	Single Carriageway, Residential, Off-street Parking	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.	Pass
	. <del> </del>	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.	
		Woodvale Road, Linden Avenue to Beaumont Lawn	
54_065	Single Carriageway, Residential, Off-street Parking, Beaumont Girls	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.	Pass
	School at end of road	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.	
		Beaumont Lawn, Woodvale Road to Beaumont Drive	
54_066	Single Carriageway, Residential, Off-street Parking	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.	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.	
30		Beaumont Drive, Beaumont Lawn to Beaumont Crescent Junction	
54_067	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle	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	Fail
	Route (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.	
		Beaumont Drive, Beaumont Crescent to Beaumont Crescent	
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),	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	Fail
		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.	5
		Beaumont Crescent, Beaumont Drive to Beaumont Drive	
54_069	Single Carriageway, Residential, Off Street and On Street Parking	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.	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.	
	710	Dundonian Road, Beaumont Drive to Beaumont Crescent	
54_070	Single Carriageway, Residential, Off Street and On Street Parking	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.	Fail
	on check i anding	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.	
	Single Carriageway, Residential, Off Street and	Upper Beaumont Drive, Linden Avenue to Beaumont Lawn	
54_071	On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle	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.	Fail
	Route (CMATS),	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.	
		Upper Beaumont Drive, Rosegreen Avenue to Linden Avenue	C
54_072	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus	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	Fail
	Route, Proposed Cycle Route (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.	
	1	Upper Beaumont Drive, Church Road to Rosegreen Avenue	
54_073	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus	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	Fail
Route, Proposed Cycle Route (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.		
		Church Road; from the junction with Skehard Road to the junction with Upper Beaumont Drive.	
54_074	Single Carriageway, Residential, Off Street and On Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	Fail
		This link forms part of an existing bus route. 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.	
		Skehard Road (R852); from the junction with Bessboro Road to the junction with Church Road.	C
54_075	Single Carriageway, Commercial, Residential, Partial Bus and Cycling Priority provided, Existing	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.	Pass
	Bus Route, Proposed Cycle Route (CMATS)	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.	
	*	Skehard Road (R852); from the junction with Church Road to the junciton with Woodvale Road.	
54_076	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	
760		Woodvale Road; from Skehard Road to the junction with Firmount Avenue;	
54_077	Single Carriageway, Residential, Off-street Parking	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.	Pass
		Potential for bus priority to be through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	

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.	
		Skehard Road (R852); from the junction with Silverdale Drive to the junction with the Well Road.	
54_082	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle	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.	Pass
	Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	
		Churchyard Lane; from the junction with the Ballinlough Road to Silverdale Road.	
54_083	Multi Lane Carriageway, Residential, Existing Bus Route, Proposed Cycle Route (CMATS), Existing Bus Facilities	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.	Pass
		Potential for bus priority to be through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
		Well Road (R853), Skehard Road (R852) to Churchyard Lane	
54_084	Single Carriageway, Residential, Multi Lane Carriageway on Approach to Junction, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	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_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.	
		Well Road (R853), Ardmahon Estate to Lake Lawn	
54_086	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route	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.	Pass
	(CMATS)	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.	
	<del>-</del>	Well Road (R853), Lake Lawn to Hetty Field	
54_087	Single Carriageway, residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	Pass
		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.	
		Well Road (R853), Hetty Field to Woodview	
54_088	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route	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.	Pass
	(CMATS)	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.	
	•	Well Road (R853), Woodview to Douglas Road (R610)	
54_089	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route	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.	Pass
	(CMATS)	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.	
		Douglas Road (R610), Well Road (R853) to Douglas Village	
54_090	Multi Lane Carriageway, Existing Bus Route, Proposed Cycle Route (CMATS)	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
		N40 South Link Road; from Exit 10 to Exit 9.	
54_098	Dual carriageway with hard shoulders.	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.	Pass
		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.	3
		N40 Junction 9 Off-Ramp; from the N40 to the N28.	
	Single carriageway diverges from N40 to N28	This link consists of two lanes existing the N40. There are no bus lanes or cycle lanes on this link.	Pass
54_099		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.	
	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.	Pass
54_100		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.	
54_101		Rochestown Road R610; from the N28 off ramp to the N28 on ramp.	
	Multiple Lane Carriageway, Existing Bus Route, Proposed Cycle Route (CMATS)	This link consists of two lanes west bound and one lane eastbound. There is no bus lanes or cycle lanes on the link.	Pass
		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.	
		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.	
54_102	Multiple Lane Carriageway, Existing Bus Route	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
		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.	
54_103	Single Carriageway Diverge from N28 to N40, Existing Bus Route	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
		N40 South Link Road; from the R610 flyover to junction 9 on the N40.	
54_104	Dual Carriageway with Hard Shoulders, Existing Bus Route	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.	Pass
		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.	
	(0)	Douglas Relief Road (R610); from the roundabout at the entrance to Douglas Court Shopping Centre to East Douglas Street and Douglas Road.	
54_105	Multiple Lane Carriageway, Existing Bus Route	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.	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_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.	
		Lime Trees Road; from Maryborough Avenue to Newenham Drive	C
54_111	Wide Single Carriageway, Residential, Proposed Cycle Route (CMATS)	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.	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.	
		Lime Trees Road; from Maryborough Avenue to Newenham Drive.	
54_112	Single Carriageway, Residential, Off Street and On Street Parking, 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.	Pass
		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.	
	10)	Newenham Drive; from Lislee Road to Lime Trees Road.	
54_113	Single Carriageway, Residential, Off Street and On Street Parking, 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.	Pass
		Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	
		Lime Trees Road East; from Newenham Drive to Perrier Drive.	
54_114	Single Carriageway, Residential	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.	Pass
		Potential for bus priority to be provided through road widening. This link will be carried forward to Stage 2 Assessment.	
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.	Pass
		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.	
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.	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.	
		Kiltegan Cresent; from Delford Drive to the junction with Kiltegan Lawn.	
54_118	Single Carriageway, Residential, Off Street and On Street Parking	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.	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.	
	Single Carriageway, Residential, Off Street and On Street Parking	Kiltegan Park; from Kiltegan Cresent to the junction with Kiltegan Lawn.	
54_119		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.	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.	
		Kiltegan Lawn; from Kiltegan Cresent to the junction with Kiltegan Park.	
54_120	Single Carriageway, Residential, Off Street and On Street Parking	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.	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.	
	Single carriageway, Wide Verge, Brick Entrance	Kiltegan Lawn; from Rochestown Road to the junction with Kiltegan Park.	
54_121		The link consists of a single carriageway residential street. There is no bus lanes or cycle lanes on the link.	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_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.	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.	
		Rochestown Road (R610); from the junction with Kiltegan Lawn to the junction with Newenham Drive.	
54_123	Wide Single Carriageway, Grass Verge and Trees, Right Turn Lanes, Existing Bus Route	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.	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_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.

Lisless Drive; from Perrier Drive to Newenham Drive.

Single Carriageway, Residential, 54\_125 Off Street and On Street Parking, 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.

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
	National Road	N40 South Link Road; from the Jack Lynch Tunnel to Exit 10.	Pass
		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.	
54_001		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.	
	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.	Pass
54_002		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.	
	3 Regional Road	Loughmahon Rink Road R852; N40 Overbridge.	
		The link consists of two lanes in each direction, seperated by a central median.	
54_003		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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		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.	
54_004	National Road	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

	05 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.	
54_005		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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
	6 Regional Road	Loughmahon Rink Road R852; from Mahon Point Shopping Centre Entrance to the junction with St Michael's Drive.	350
54_006		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.	Pass
		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.	
	7 Access Road	Mahon Shopping Centre Internal Access Road; from the junction with Loughmahon Road to the City Gate Park Roundabout.	
54_007		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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	
	08 Access Road	Potential new link connecting the Mahon Point City Gate Park Roundabout to St Michael's Drive.	
54_008		The proposed link would be a bus, cyclists and pedestrian access only link.	Pass
		Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	
	9 Access Road	Mahon Shopping Centre Internal Access Road; from the City Gate Park Roundabout to the western Mohon Point Shopping Centre roundabout.	
54_009		The link consists of 2 lanes in each direction serperated by a central median. The link forms part of an existing bus route.	Pass
		Potential for bus priority to be provided by reallocation of road space and road widening. This	

		section will be carried forward to Stage 2 Assessment.	
		Potential new link connecting the western Mohon Point Shopping Centre roundabout to St Michael's Drive.	
54_010	Access Road	The proposed link would be a bus, cyclists and pedestrian access only link.	Pass
		Potential for bus priority to be provided by creating a new link. This section will be carried forward to Stage 2 Assessment.	
		Mahon Shopping Centre Internal Access Road; from the western Mahon Point Shopping Centre roundabout to the eastern Mahon Point Shopping Centre roundabout.	35.
54_011	Access Road	The link consists of 2 lanes in each direction serperated by a central median. The link forms part of an existing bus route.	Pass
		Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	
		Potential new link connecting the eastern Mohon Point Shopping Centre roundabout to Estuary Drive.	
54_012	Access Road	The proposed link would be a bus, cyclists and pedestrian access only link.	Pass
		Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	
		Mahon Shopping Centre Internal Access Road; from the eastern Mahon Point Shopping Centre roundabout to Mahon Point Bus Access Link.	
54_013	3 Access Road	The link consists of a single carriageway in each direction. The link forms part of an existing bus route.	Pass
		Potential for bus priority to be provided by road widening. This section will be carried forward to Stage 2 Assessment.	
		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.	
54_014	Urban Road	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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	

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
		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	25
54_016	Urban Road	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.	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.	
		Ballinure Avenue / The Maples; from Skehard Road to St Michael's Road.	
54_017	Urban 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.	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.	
		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.	
54_018	Urban Road	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.	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.	
		St Michael's Drive; from Loughmahon Link Road Junction to potential bus access road 54_008.	
54_019	Urban Road	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.	
		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.	
54_020	Regional Road	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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		Skehard Road (R852); from the junction with Loughmahon Road to the junction with Bessboro Road.	
54_021	Regional 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.	Pass
		Project at construction stage which will provide bus priority in both directions. This section will be carried forward to Stage 2 Assessment.	
		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.	
54_022	Regional Road	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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
	<b>7</b> -	Ringmahon Road; from Skehard Road to the junction with Convent Road.	
		This link consists of a wide single carriageway in both directions.	
54_023	Urban Road	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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
54_024	Regional Road	Skehard Road; from the junction with Avenue de Rennes to the Ringmahon Road.	Pass

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		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.	
		Castle Road; from Ringmahon Road to the junction with Ferney Road.	
54_029	Urban 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 identified 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.	
		Castle Road; from the junction with Ferney Road to the junction with Convent Road.	
54_030	Urban 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.	Fail
J4_030		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.	
		Ferney Road; from Castle Road to the junction with Ringmahon Road.	
54_031	Urban 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.	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.	
	O .	Ringmahon Road; from junction with Ferney Road to the junction with Castle Road.	
54_032	Regional 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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
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.	
		Ringmahon Road; from Dunlocha Cottages to Avenue de Rennes.	C
54_034	Regional 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.	Pass
		Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		Dunlocha Cottages; from Ringmahon Road to Rope Walk.	
54_035	Residential Road	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.	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.	
		Ringmahon Road; from the junction with Convent Road to the junction with Dunlocha Cottages.	
54_036	Regional 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.	Pass
	44	Potential for bus priority to be provided through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		Convent Road / Upper Convent; from Ringmahon Road to the junction with Convent Avenue.	
54_037	Urban Road	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.	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.	
54 038	Residential Road	Rope Walk / Convent Avenue; from the junction with Dunlocha Cottages to Convent Road.	Fail
		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.	
		Convent; from the junction with Convent Avenue to Blackrock Road.	
54_039	Urban 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.	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.	
		Blackrock Road; from the junction with Convent Road to the junction with Church Road.	
54_040	Urban 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.	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.	

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
		Church Road; from the junction with Upper Beaumont Drive to Blackrock Road.	
54_041	Single Carriageway, Residential, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	
		Blackrock Road; from the junction with Beaumont Lane to Church Road.	
54_042	Single Carriageway, Residential, Proposed Cycle Route (CMATS)	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.	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.	
		Beaumont Lane, Beaumont Drive to Beaumont Crescent	
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)	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	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_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.	
		Silverdale Road; from Silverdale Walk to Churchyard Lane.	
54_048	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between	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
	carriageway and adjacent property	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.	
		Silverdale Road; from Silverdale Walk to Silverdale Drive.	
54_049	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between	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
	carriageway and adjacent property	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.	
		Silverdale Avenue; from Silverdale Drive to Silverdale Walk.	
54_050	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property	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.	
	Single Carriageway, Residential, Off Street and	Silverdale Avenue; from Silverdale Drive to Silverdale Walk.	
54_051	On Street Parking, Level difference between carriageway and adjacent property, Proposed Cycle Route (CMATS)	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	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.	Fail
	property	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.	
		Ashleigh Gardens; from the junction with Ashleigh Drive to ilverdale Avenue.	
54_053	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent	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
	property	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.	
		Ashleigh Gardens; from the junction with Ashleigh Drive to the junction with Ashleigh Rise.	
54_054	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent	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
	property	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_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	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.	Fail
	carriageway and adjacent property	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_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.	
		Woodvale Road; from either end of Firmount Avenue.	
54_060	Single Carriageway, Residential, Off-street Parking	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.	Pass
	g	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.	
		Woodvale Road; from Firmount Avenue to Rosegreen Ave junction.	
54_061	Single Carriageway, Residential, Off-street Parking	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.	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.	
	10)	Rosegreen Avenue, Woodvale Road to Beaumont Drive	
54_062	Single Carriageway, Residential, Off-street Parking	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.	Pass
	Canana	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.	
		Woodvale Road; from Firmount Avenue to Rosegreen Ave.	
54_063	Single Carriageway, Residential, Off-street Parking	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.	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.	
		Linden Avenue, Woodvale Road to Beaumont Drive	
54_064	Single Carriageway, Residential, Off-street Parking	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.	Pass
	. <del>.</del> g	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.	
		Woodvale Road, Linden Avenue to Beaumont Lawn	
54_065	Single Carriageway, Residential, Off-street Parking, Beaumont Girls	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.	Pass
	School at end of road	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.	
		Beaumont Lawn, Woodvale Road to Beaumont Drive	
54_066	Single Carriageway, Residential, Off-street Parking	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.	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.	
30		Beaumont Drive, Beaumont Lawn to Beaumont Crescent Junction	
54_067	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle	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	Fail
	Route (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.	
		Beaumont Drive, Beaumont Crescent to Beaumont Crescent	
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),	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	Fail
		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.	5
		Beaumont Crescent, Beaumont Drive to Beaumont Drive	
54_069	Single Carriageway, Residential, Off Street and On Street Parking	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.	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.	
	710	Dundonian Road, Beaumont Drive to Beaumont Crescent	
54_070	Single Carriageway, Residential, Off Street and On Street Parking	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.	Fail
	On Street Parking	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.	
	Single Carriageway,	Upper Beaumont Drive, Linden Avenue to Beaumont Lawn	
54_071	Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus Route, Proposed Cycle	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.	Fail
	Route (CMATS),	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.	
		Upper Beaumont Drive, Rosegreen Avenue to Linden Avenue	C
54_072	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus	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	Fail
	Route, Proposed Cycle Route (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.	
	<b>\</b> 1	Upper Beaumont Drive, Church Road to Rosegreen Avenue	
54_073	Single Carriageway, Residential, Off Street and On Street Parking, Level difference between carriageway and adjacent property, Existing Bus	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	Fail
	Route, Proposed Cycle Route (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.	
		Church Road; from the junction with Skehard Road to the junction with Upper Beaumont Drive.	
54_074	Single Carriageway, Residential, Off Street and On Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	Fail
		This link forms part of an existing bus route. 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.	
		Skehard Road (R852); from the junction with Bessboro Road to the junction with Church Road.	C
54_075	Single Carriageway, Commercial, Residential, Partial Bus and Cycling Priority provided, Existing	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.	Pass
	Bus Route, Proposed Cycle Route (CMATS)	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.	
	*	Skehard Road (R852); from the junction with Church Road to the junciton with Woodvale Road.	
54_076	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	Pass
		Potential for bus priority to be provided by reallocation of road space. This section will be carried forward to Stage 2 Assessment.	
760		Woodvale Road; from Skehard Road to the junction with Firmount Avenue;	
54_077	Single Carriageway, Residential, Off-street Parking	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.	Pass
		Potential for bus priority to be through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	

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.	
		Skehard Road (R852); from the junction with Silverdale Drive to the junction with the Well Road.	
54_082	Wide Multi Lane Carriageway, Residential, Existing Bus and Cycle	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.	Pass
	Facilities, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	
		Churchyard Lane; from the junction with the Ballinlough Road to Silverdale Road.	
54_083	Multi Lane Carriageway, Residential, Existing Bus Route, Proposed Cycle Route (CMATS), Existing Bus Facilities	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.	Pass
	10/1	Potential for bus priority to be through reallocation of road space and road widening. This link will be carried forward to Stage 2 Assessment.	
		Well Road (R853), Skehard Road (R852) to Churchyard Lane	
54_084	Single Carriageway, Residential, Multi Lane Carriageway on Approach to Junction, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	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_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.	
		Well Road (R853), Ardmahon Estate to Lake Lawn	
54_086	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route	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.	Pass
	(CMATS)	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.	
	<del>-</del>	Well Road (R853), Lake Lawn to Hetty Field	
54_087	Single Carriageway, residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route (CMATS)	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.	Pass
		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.	
		Well Road (R853), Hetty Field to Woodview	
54_088	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route	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.	Pass
	(CMATS)	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.	
		Well Road (R853), Woodview to Douglas Road (R610)	
54_089	Single Carriageway, Residential, Off Street Parking, Existing Bus Route, Proposed Cycle Route	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.	Pass
	(CMATS)	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.	
		Douglas Road (R610), Well Road (R853) to Douglas Village	
54_090	Multi Lane Carriageway, Existing Bus Route, Proposed Cycle Route (CMATS)	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 N	No. Road Characteristics	Comments	Pass/Fail
		N40 South Ring Road; from Kinsale Road Roundabout to Sarsfield Road Roundabout.	
56_00	01 National Road	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.	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.	
		Sarsfield Road; from Spur hill to Sarsfields Road Roundabout.	
56_00	02 Urban Road	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.	Pass
		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.	
		Spur Hill; from the junction with Sarsfield Road to Togher Road.	
56_00	03 Urban 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.	Pass
		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.	
		Togher Road; from Spur Hill to the junction with Tramore Road.	
56_00	04 Urban 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.	Pass
		Potential to provide bus priority through reallocation of road space and carriageway widening. Pinch points are evident i.e. the N40 bridge where	

		carriageway is reduced. This link will be carried forward to Stage 2 Assessment.	
-		Togher Road, Northern Distributor Road to Spur Hill	
56_005	Proposed Regional Road	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.	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.	
	Proposed Regional	Proposed Southern Distributor Road; from the junction with the Togher Road and Chestnut Drive to the junction with the Lehenaghmore Road and Ardcahon Drive.	5
56_006	Road	This link will consist of a footpath, cycle lane, bus lane and a general traffic lane in each direction.	Fail
		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	
		Lower Pouladuff, Forge Hill to Proposed Southern Distributor Road	
56_007	Urban Road	This link does not form part of an existing bus route. The proposed route has been identified within CMATS as a cycle route.	Fail
		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	
	d	Southern Distributor Road; from the junction with the Kinsale Road to Lehenaghmore Road through Ardcahon Drive.	
56_008	Proposed Regional Road	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.	Pass
		Bus priority will be provided as part of the Southern Distributor Road. This link will be carried forward to Stage 2 Assessment.	
		Kinsale Rd (N27), Forge Hill to Ballycurreen Road (R851)	
56_009	National Road	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	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_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
		Kinsale Road (N27); from the junction with the Ballycurreen Road to the Kinsale Road Roundabout.	C
56_011	National Road	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.	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.	
		Kinsale Road Roundabout circulating lanes.	
56_012	Roundabout / National Road	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.	Pass
		Potential to provide bus priority through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	
		Kinsale Road Roundabout circulating lanes.	
56_013	Roundabout / National Road	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.	Pass
		Potential to provide bus priority through reallocation of road space. This link will be carried forward to Stage 2 Assessment.	

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.	Pass
		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.	
56_015	Urban Road	Kinsale Road; from junction with Tramore Road to junction with Mick Barry Road.	Pass
		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.	
56_016	Urban Road	Tramore, Kent Road to Kinsale Road	Pass
		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.	
56_017	Urban Road	Kinsale Road; from Cemetery Cross to junction with Tramore Road.	Pass
		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.	
56_018	Urban Road	Pearse Road; from the junction with Kent Road to the Kinsale Road.	Pass
		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	

		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.	Pass
		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.	
56_020	Urban Road	Kent Road, Pearse Road to Tramore Road	Fail
		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.	
56_021	Urban Road	Tramore Road, Kent Road to Lower Friars Walk	Pass
		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.	
56_022	Urban Road	Lower Friars Walk from Connolly Road junction to Tramore Road	Pass
		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.	
56_023	Urban Road	Tramore Road, Casey's Cross Pouladuff Road to Lower Friars Walk	Pass
		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.	

56_024	Urban Road	Pouladuff Road, Casey's Cross Lower Pouladuff Road to Forge Hill	Pass
		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.	
56_025	Urban Road	Tramore Road, Casey's Cross / Pouladuff Road to Togher Road	Fail
		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.	
56_026	Urban Road	Lower Pouladuff Road, Casey's Cross to Connolly Park	Pass
		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.	
56_027	Urban Road	Lower Pouladuff Road, Connolly Park to Vicar's Road	Pass
		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.	
56_028	Urban Road	Connolly Road, Lower Pouladuff Road to Connolly Road	Fail
		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.	
56_029	Residential Road	Connolly Road; from Vicars Road to the junction with Connolly Park.	Pass
		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 exisiting 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	Connolly Green, Plunkett Road to Connolly Road	Pass
	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.	
56_031	Residential Road	Connolly Road; from the junction with Connolly Park to the junction with Lower Friars Walk.	Pass
		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 exisiting 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_032	Residential Road	Lower Friars Walk, Killeenreendowney Avenue to Connolly Road	Pass
		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.	
56_033	Residential Road	Connolly Road; from the junction with Lower Friars Walk to the junction with Clarkes Road.	Pass
		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.	
56_034	Residential Road	Connolly Road; from the junction with Clarkes Road to Pearse Road.	Pass
		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.	
56_035	Residential	Clarke's Road, Pearse Road to Connolly Road	Fail
	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.	
56_036	Urban Road	Pearse Road, Clarke's Road to Connolly Road	Pass
		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.	
56_037	Urban Road	Pearse Road, Lower Friars Road to Clarke's Road	Pass
	Orban Road		Pass
	Olban Roda	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.	rass
	Olban Houd	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	rass
56_038	Urban 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	Pass
		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.	
		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.  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	
		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.  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	

		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	Pearce Place, Pearse Road to Father Dominic Road	Pass
	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.	
56_041	Residential Road	Father Dominic Road, Killeenreendowney Avenue to Pearce Place	Fail
		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.	
56_042	Residential Road	Killeenreendowney Avenue, Plunkett Road to McDonagh Road	Pass
		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.	
56_043	Residential Road	Killeenreendowney Avenue, Lower Friars Walk to McDonagh Road	Pass
		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.	
56_044	Residential Road	McDonagh Road, Killeenreendowney Avenue to Connolly Green	Fail
		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.	
56_045	Residential Road	Plunkett Road, Connolly Green to Sarahville Place	Fail
		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.	
56_046	Residential Road	Plunkett Road, Killeenreendowney Avenue to Sarahville Place	Fail
		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.	
56_047	Residential Road	Plunkett Road, Killeenreendowney Avenue to Father Dominic Road	Fail
		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.	
56_048	Residential Road	Father Dominic Road, Pouladuff Road to Plunkett Road	Pass
		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.	
56_049	Residential Road	Father Dominic Road, Plunkett Road to Pearce Place	Fail
		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.	
56_050	Urban Road	Edward Walsh Road / Pouladuff Road to Pearse Road	Pass
		This link consists of a single carriageway in each direction, with on & off-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.	
56_051	Urban Road	Pearse Road, Togher Road to Pouladuff Road & to Pearse Place	Pass
		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.	
56_052	Urban Road	Glendalough Park, Togher Road to Brookfield Park	Pass
		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.	
56_053	Residential Road	Togher Road; from the junction with Brookfield Lawn to the junction with Glendalough Park / Pearse Road.	Pass
		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.	
56_054	Residential Road	Togher Road; from the junction with Earlwood Estate to the junction with Brookfield Lawn.	Pass
		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.	
56_055	Residential Road	Togher Road; from the junction with Ardmanning Avenue to Earlwood Estate.	Pass
		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.	
56_056	Residential	Ardmanning Ave, Togher Road to Patrick Trahy Road	Fail
	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.	
56_057	Residential Road	Patrick Trahy Road, Edward Walsh Road to Ardmanning Ave	Fail
		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.	
56_058	Residential Road	Edward Walsh Rd, Patrick Trahy Road to Pouladuff Road	Pass
		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.	
56_059	Residential Road	Edward Walsh Road, Michael Fitzgerald Road to Patrick Trahy Road	Pass
		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.	
56_060	Residential Road	Michael Fitzgerald Road, Edward Walsh Road to Charles Daly Road	Fail
		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	

		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	Fail
		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.	
56_062	Urban Road	Pouladuff Road, Charles Daly Road to Edward Walsh Road	Pass
		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.	
56_063	Residential Road	Sarahville Place, Plunkett Road to Pouladuff Road	Pass
		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.	
56_064	Urban Road	Pouladuff Road, Vicar's Road / Connolly Road to Charles Daly Road	Pass
		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.	
56_065	Urban Road	Vicar's Road; from Togher Road to Lower Puladuff Road.	Pass
		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.	
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.	Pass
		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.	
56_068	Urban Road	Togher Road; from the junction with Clashduv Road to the junction with Edward Walsh Road.	Pass
		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.	
56_069	Residential Road	Edward Walsh Road, Michael Fitzgerald Road to Togher Road	Pass
		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.	
56_070	Urban Road	Togher Road; from the junction with Edward Walsh Road to the junction with Earlwood Estate.	Pass
		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.	

56_071	Urban Road	Togher Road; from the junction with Earlwood Estate to the junction with Ardmanning Avenue.	Pass
		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.	
56_072	Residential	Earlwood Estate, Togher Road to Earlwood Estate	Pass
	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.	
56_073	Residential	Earlwood Estate, Earlwood Estate to Hazel Road (South)	Pass
	Road	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.	
56_074	Residential	Hazel Road, Cherry Tree Road to Earlwood Estate	Pass
	Road	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.	
56_075	Residential	Earlwood Estate, Earlwood Estate to Hazel Road (North)	Pass
	Road	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.	
56_076	Residential	Earlwood Estate, Togher Rd to Earlwood Estate	Pass
	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.	
56_077	Residential	Earlwood Estate, Hillside Lawn to Earlwood Estate	Pass
	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.	
56_078	Residential Road	Earlwood Estate / Hillside Lawn, Hazel Road to Hillside Drive	Fail
		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.	
56_079	Residential	Hillside Drive, Hillside Avenue to Hillside Road	Pass
	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.	
56_080	Residential Road	Hillside Avenue / Leafdale, St. Joseph's Park to Hillside Drive	Fail
		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.	
56_081	Residential	St Joseph's Park, St. Joseph's Park to Leafdale	Fail
	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.	
56_082	Residential	Leafdale / St. Joseph's Park, St. Joseph's Park to Leafdale	Fail
	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.	
56_083	Residential	St.Joseph's Park, Brookfield Park to St. Josephs Park	Fail
	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.	
56_084	Residential Road	St.Joseph's Park, Brookfield Lawn, Brookfield Park to Togher Road	Fail
		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.	
56_085	Residential	Brookfield Park, Brookfield Lawn to Glendalough Park	Fail
	Road	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_086	Urban Road	Hartland's Avenue, Glasheen Road (R849) to Brookfield Park	Fail
		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.	
56_087	Urban Road	Glasheen Road (R849), Glasheen Park to Hartland's Avenue	Pass
		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.	
56_088	Urban Road	Glasheen Road (R849), Glasheen Park to Tara Lawn	Pass
		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.	
56_089	Urban Road	Glasheen Road, Tara Lawn to Clashduv Villas	Fail
		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.	
56_090	Residential	Tara Lawn, Glasheen Road (R849) to Glendale Road	Pass
	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.	
56_091	Residential	Glendale Road, Glendale Road to Hillside Drive	Pass
	Road	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.	
56_092	Residential	Tara Lawn / Hillside Road to Hillside Drive	Pass
	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.	
56_093	Residential	Hillside Drive, Hillside Drive to Glendale Walk	Pass
	Road	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.	
56_094	Residential	Hillside Road, Glendale Walk to Cherry Tree Road	Pass
	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.	
56_095	Residential	Cherry Tree Road, Hillside Road to Elm Road	Pass
	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.	
56_096	Residential	Elm Road, Hazel Road to Cherry Tree Road	Pass
	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.	
56_097	Residential	Hazel Road, Cherry Tree Road to Elm Road	Pass
	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.	
56_098	Residential	Elm Road, Elm Road to Clashduv Road	Pass
	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.	
56_099	Urban Road	Clashduv Estate; from the junciton with Birch Place to the jucntion with Elm Road.	Pass
		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.	
56_100	Urban Road	Clashduv Estate; from the junciton with Riverview Estate to Birch Place.	Pass
		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. 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	Whitebeam Road, Cherry Tree Road to Clashduv Road	Pass
	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.	
56_102	Residential	Glendale Walk, Hillside Road to Glendale Grove	Pass
	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.	
56_103	Residential Road	Glendale Drive, Glendale Walk to Glendale Glendale Grove	Fail
		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.	
56_104	Residential	Glendale Grove, Glendale Walk to Glendale Road	Pass
	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.	
56_105	Residential	Glendale Road, Glendale Grove to Clashduv Estate	Pass
	Road	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.	

56_106	Urban Road	Clashduv Estate; from Glasheen Road to the junciton with Gelendale Road.	Pass
		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.	
56_107	Urban Road	Glasheen Road, Clashduv Villas to Clashduv Estate	Fail
		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.	
56_108	Urban Road	Clashduv Estate; from the junciton with Gelendale Road to the junction with Riverview Estate.	Pass
		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.	
56_109	Residential	Riverview Estate, Sandymount Drive to Clashduv Road	Pass
	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.	
56_110	Residential Road	Summerstown Drive, Summerstown Grove to Summerstown Avenue	Pass
		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.	
56_111	Residential	Sandymount Drive, Southbury Road to Sandymount Drive	Fail
	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 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.	
56_112	Residential Road	Summerstown Grove, Summerstown Avenue to Summerstown Drive	Pass
		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.	
56_113	Residential Road	Summerstown Grove, Summerstown Dive to Summerstown Avenue	Pass
		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.	
56_114	Residential Road	Summerstown Road, Summerstown Road to Summerstown Gove South	Pass
		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.	
56_115	Residential Road	Summerstown Road, Summerstown Road to Summerstown Gove North	Pass
		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.	
56_116	Residential Road	Summerstown Road / Glasheen Road (R849) to Southbury Road	Pass
		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.	
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	Green Park, Wilton Lawn to Green Park	Fail
	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.	
56_119	Residential	Green Park, Green Park to Summerstown Road	Pass
	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.	
56_120	Residential	Wilton Lawn, Green Park to Summerstown Road	Fail
	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.	
56_121	Regional Road	Glasheen Road (R849); Clashduv Estate to Roger Casement Park junction.	Pass
		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.	
56_122	Regional Road	Glasheen Road (R849); Liam Lynch Park junciton to Roger Casement Park junction.	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_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.

**Pass** 

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.

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

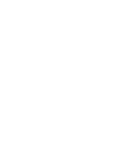


	Stage 2 Assessment			West: Cork University	y Hospital to Hollyhill	T	T
sessment Criteria	Sub-Criteria	Route SW 4-1	Route SW 4-2	Route SW 4-3	Route SW 4-4	Route SW 4-5	Route SW 4-6
		Total - €45.1M Cost per KM - €10.7	Total - €49.3M Cost per KM - €9.3M	Total - €76.2M Cost per KM - €9.5M	Total - €168M Cost per KM - €23.8M	Total - €167.19M Cost per KM - €24.7M	Total - €177.4M Cost per KM - €26.1M
	Capital Cost	Indicative Scheme Infrastructure Works Cost - €29.7M Private Land Costs - €15.3M	Indicative Scheme Infrastructure Works Cost - €31.5M Private Land Costs - €17.8M	Indicative Scheme Infrastructure Works Cost - €46.3M Private Land Costs - €29.9M	Indicative Scheme Infrastructure Works Cost - €43.3M Private Land Costs - €124.6M	Indicative Scheme Infrastructure Works Cost - €38.3M Private Land Costs - €128.9M	Indicative Scheme Infrastructure Works Cost - €42M Private Land Costs - €135.3M
	Rank						
Economy	Average Journey Time	This scheme has a total length of 4.2 km and from initial journey time calculations, would take an average of <b>22 mins</b> .	This scheme has a total length of 5.3 km and from initial journey time calculations, would take an average of <b>28 mins</b> .	This scheme has a total length of 8 km and from initial journey time calculations, would take an average of <b>48 mins.</b>	This scheme has a total length of 7.1 km and from initial journey time calculations, would take an average of <b>34 mins</b> .	This scheme has a total length of 6.76 km and from initial journey time calculations, would take an average of <b>29 mins</b> .	This scheme has a total length of 6.8 km and from initial journey time calculations would take an average of <b>30 mins</b> .
,	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 queue relocation on Model Farm Rd.
•	Rank						
	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 optior 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) 1200m (15 mins)	2441 3624	2841 3475	3820 3386	2209 2600	2116 2895	2198 3116
	Employment Catchment 400m (5 mins)	1211	3867	4696	3343	3026	720
	800m (10 mins) 1200m (15 mins)	5684 1786	3531 1534	5392 1529	2325 1077	3435 922	6116 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.	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	as proposed within Cork Metropolitan Area Transport Strategy. General traffic movements will remain the same, the capacity of the road will also	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	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	201, 205, 208, 214, 216, 220, 223, 233, 23 237, 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 a proposed within Cork Metropolitan Are:  Transport Strategy.  The capacity of the existing roads will remain the same as there is no requirement to remove traffic lanes. The
Integration	Rank	requirement to remove trains takes.	remain the same as there is no requirement to remove traffic lanes.	remain the same as there is no requirement to remove traffic lanes.	will be opportunity for better transport integration as a result of the provision of a new road.	integration as a result of the provision of a new road.	will be opportunity for better transport integration as a result of the provision of new road.
	Cyclist Integration  Rank	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 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 paralle to the route within Cork Metropolitan Area Transport Strategy.
	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						
cessibility and	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 Shoppin Centre, Cork Business and Technology Park, Pres Sports Grounds, Hollyhill Industrial Estate
cial Inclusion	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	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	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	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	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	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
-	Rank	Knocknaheeney.	Knocknaheeney.	Knocknaheeney.	Knocknaheeney.	Knocknaheeney.	Knocknaheeney.
		The option has 22 junctions/side roads off	The option has 34 junctions/side roads off	The option has 53 junctions/side roads off the mainline. This options has some safety	The option has 35 junctions/side roads off the mainline. This options has some safety		The option has 24 junctions/side roads of the mainline. This options has some safet
Safety	Road Safety	the mainline. This options has some safety advantages over other options.	the mainline. This options has some safety advantages over other options.	disadvantages compared to other options.	advantages over other options.	advantages over other options.	advantages over other options.
Safety	Road Safety  Rank	the mainline. This options has some safety			advantages over other options.	advantages over other options.	advantages over other options.

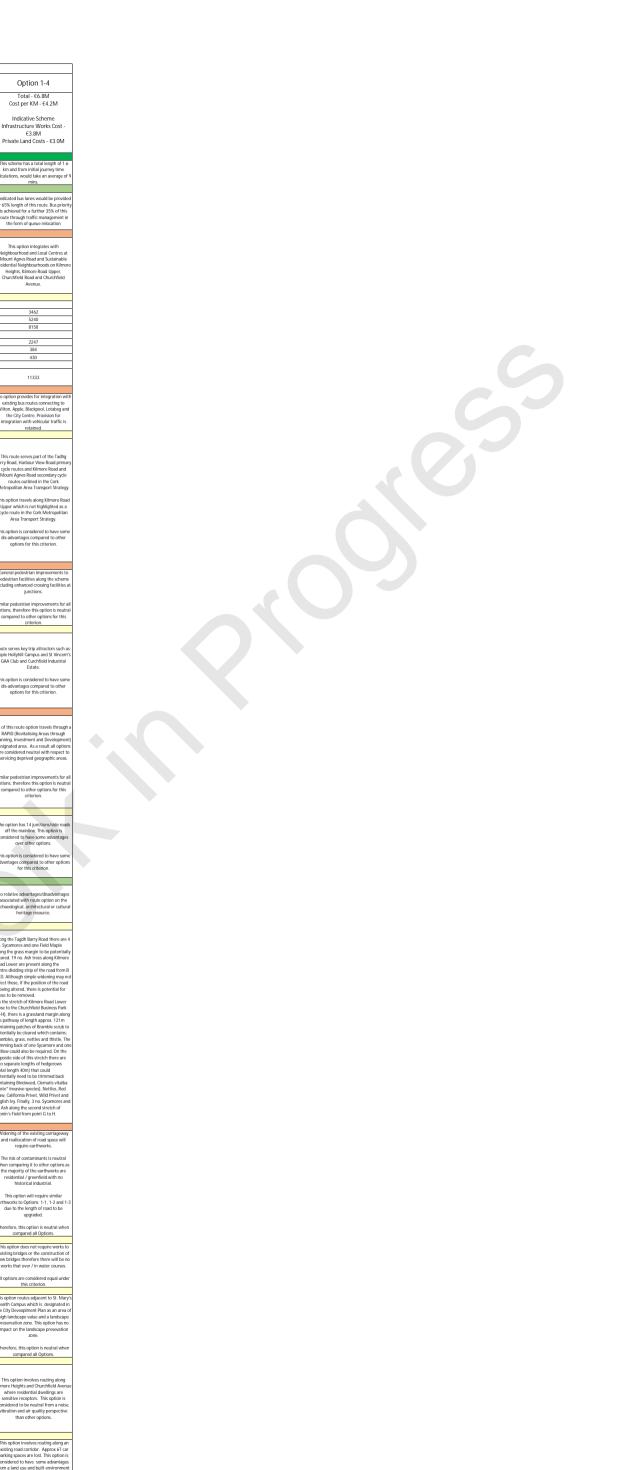
	Stage 2 Assessment	West: Cork University Hospital to Hollyhill					
Assessment Criteria	Sub-Criteria	Route SW 4-1	Route SW 4-2	Route SW 4-3	Route SW 4-4	Route SW 4-5	Route SW 4-6
	Archaeological, Architectural and Cultural Heritage	A milestone (RPS ) is located adjacent to the carriage way at the southern end of Wilton Rd, which may be negatively impacted by adjustments to the carriageway. Route will cross Victorial Cross Bridge (RNAH ) 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.	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.	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 Heilotrope 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; Silwer 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. 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. 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.	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. 1280m), wet grassland (approx eccions) 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.
Environment	Rank						
	Soils and Geology  Rank	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 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.
	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 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			This option involves road widening on	This option involves read widering a	This ontion involves road widering	This ontion involves road widering
	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 sensitive 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.	Inis 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.	residential properties are sensitive	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.	residential properties are sensitive receptors. This option involves a new road	
	Rank							

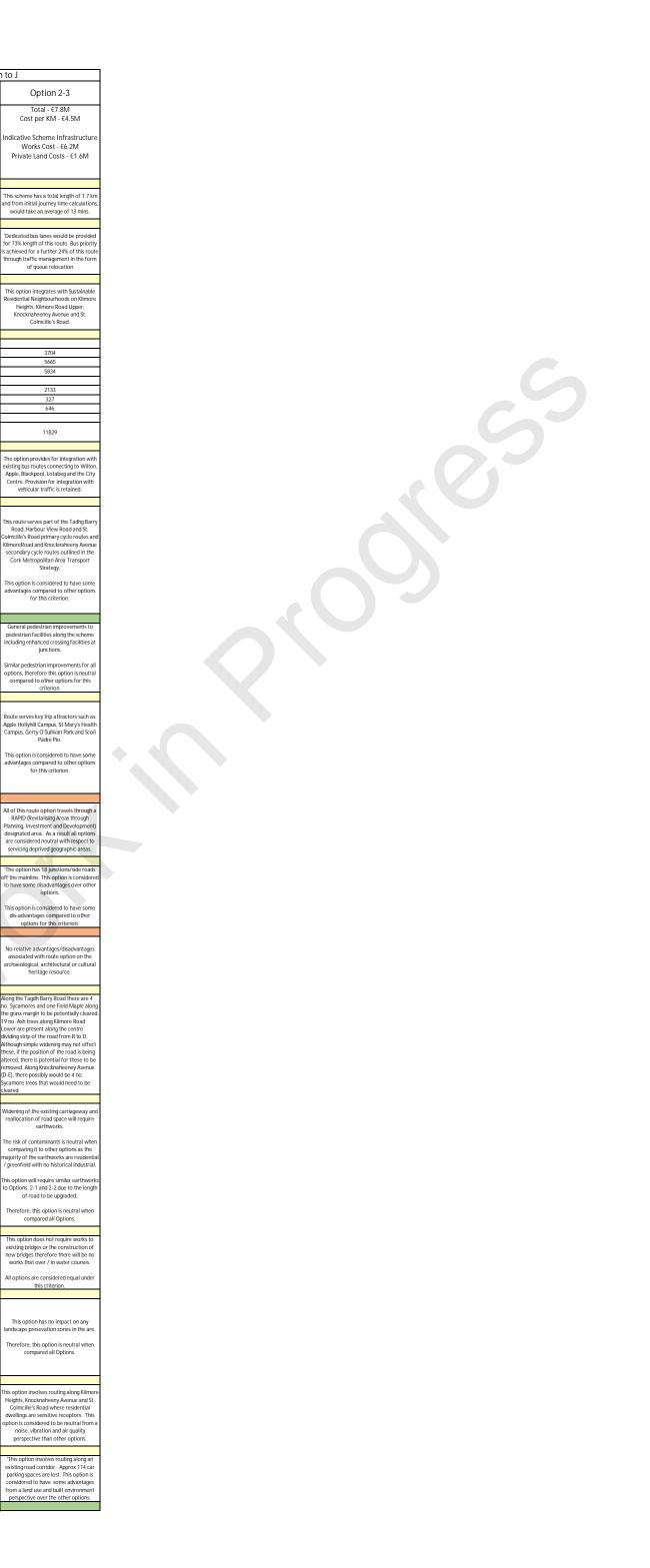
15. Appendix 2.11 North West Sector Stage 2 Multi Criteria Assessment Table



Assessment Criteria	Stage 2 Sub-Criteria  Capital Cost	Option 1-1  Total - €9.0M  Cost per KM - €4.4  Indicative Scheme Infrastructure  Works Cost - €6.1M  Private Land Costs - €2.9M	North West: Weste Option 1-2 Total - €8.6M Cost per KM - €4.3M Indicative Scheme Infrastructure Works Cost - €6M Private Land Costs - €2.6M	Option 1-3  Total - €9.5M Cost per KM - €3.9M  Indicative Scheme Infrastructure Works Cost - €6.0M  Private Land Costs - €3.0M	Option 1-4  Total - 66.8M Cost per KM - 64.2M  Indicative Scheme Infrastructure Works Cost - 6.38M  Private Land Costs - 63.0M
Economy	Rank Average Journey Time Rank	'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.
	Journey Time Reliability Rank	"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
	Land Use Integration Rank	This option integrates with district centre zoning at Hollyhill, Neighbourhood and Local Centres at Mount Agnes Road and Sustainable Residential Neighbourhoods on Kilmore Heighbourhoods 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 Silmore Heights, Klimore Road Upper, Churchfield Road and Churchfield Avenue.
	Residential Catchment 400m (5 mins) 800m (10 mins) 1200m (15 mins) Employment Catchment 400m (5 mins) 800m (10 mins) 1200m (15 mins)	4205 7143 7832 2486 313 366	4207 6653 7794 2366 362 417	554 2051 2396 1972 156 105	3462 5240 8158 2247 384 430
	Total residential and employment (10 mins)	14147	13588	4733	11333
Integration	Rank  Transport Integration  Rank	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, Blackyool, 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, Blackopol, 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.
egato.	Cyclist Integration	This code serves part of the Tadly Burry Road Herborz View Road primary cycle roads: and Chesterfield Avenue and Mount Agnes Road sounderly cycle roads: and Chesterfield Avenue and Mount Agnes Road sounderly cycle roads: outlined in the Cork Metropolatian Area Transport Strategy.  This cyclic travels along Courtown Road which is not highlighted as a cycle road in the Cork Metropolatin Area Transport Strategy.  This cyclic is considered to have some disadvantages compared to other potions for this criterion.	This route serves part of the Tadhg Barry Road Harbour Vew Road primary cycle routes and Etimore Road, Knocknaheeny Anenae, Chestrie Road, Knocknaheeny Anenae, Chestrie Road Anenae and Mount Agnes Road secondary cycle routes outlined in the Cot. Murtopolitan Area Transport Strategy. This option is considered to have some advantages compared to other options for this criterion.	This route series part of the Harbour View Boad primary cycle route and kilmore Boad. Knocknahenry Avenue, Chesterffield Area and Mount Agent and Mount Agent Read secondary cycle routes outlined in the Cork Metrogolian Area Tramport Strategy.  This option is considered to have some advantages compared to other options for this criterion.	This route serves part of the Tashy, Barry Read, starboar View Road primary project routes and lamnore Road and Mount Agnes Road scondary cycle Mount Agnes Road scondary cycle Mortopolitan Area Transport Strategy. This option traves along Kilmore Road Upper which is not highlighted as a cycle route in the Cost 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	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	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	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
	Rank	compared to other options for this criterion.  Route serves key trip attractors such as:	compared to other options for this criterion.	compared to other options for this criterion.  Route serves key trip attractors such as:	compared to other options for this criterion.
	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	noute serves key fing attractor's such as Apple Hollyhild Impunys. Hollyhill Library, Terence MacSwiney Community Collego. 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: Appile Hollyfilli Campus, \$1 Mary's Health Campus, \$1 Myenn't SAA Oub, Cerry O'Sullivan Park and Curchfield Industrial Estate.  This option is considered to have some dis-advantages compared to other options for this criterion.	Apple Hollyhill Campus, Hollyhill Libray, Terenco MacSwiney Community College, Hollyhill Shopping Centre, St Marys, Health Campus, Knocknaheeney Learning Campus, St Unern's GAA Olds, Gerry O'Sullivan Park and Curchfield Industrial Estate. This option is considered to have some advantages compared to other options	Route serves key trip attractors such as: Appie 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.
Accessibility and Social Inclusion	Rank	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	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	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	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
	Deprived Geographic Areas	servicing deprived geographic areas.  Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	servicing deprived geographic areas.  Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	servicing deprived geographic areas.  Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	servicing deprived geographic areas.  Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
	Rank	The option has 24 junctions/side roads off the mainline. This option is considered to	'The option has 24 junctions/side roads	'The option has 21 junctions/side roads	The option has 14 junctions/side roads
Safety	Road Safety	have some disadvantages over other options.  This option is considered to have some disadvantages compared to other options for this criterion.	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.	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.	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	No relative advantages/disadvantages	No relative advantages/disadvantages	No relative advantages/disadvantages	No relative advantages/disadvantages
	Archaeological, Architectural and Cultural Heritage	associated with route option on the archaeological, architectural or cultural heritage resource.	associated with route option on the archaeological, architectural or cultural heritage resource.	associated with route option on the archaeological, architectural or cultural heritage resource.	associated with route option on the archaeological, architectural or cultural heritage resource.
	Rank Biodiversity	Along the Tagdh Barry Road there are 4 no Sysamores and one Field Mayle along the grass margin to be potentially chamed. Alos. On Sysamores 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. Sysamores and one Field Maple along the grass margin to be potentially cleared. The not hit trees along Kinner Board Lower are present along the centre dividing stips of the road from B to D. Although simple widening may not effect these; if the position of the road is being altered, these to be removed. Along tonchaneray Avenue (D-C), there possibly would be 4 no. Lower Along Tag Along Tag and Along Tag Along Ta	Harbour View road has 14 no. Sycamores and 12 no. Ash to possibly be removed. Aso, 3. no. Sycamores and an Ash along the second stretch of Cronin's Field from point G to H.	Along the Tagith Barry Road there are 4 no. Sycamores and one Field Maple along the grans margin to be potentially schedul 1. When there along Elimone float Loser mere along Elimone float Loser mere along Elimone float Loser gripped the parallel from the condition of the control of the control of the control of the the position of the read is being altered. Here is potential for these to be removed. On the stretch of Klimore Road Lower close to the Churchfield Bacines Park. O-10, there is a granded margin along the pathway of length approx. 21 microtaling patches of Brambles can be containing patches of Brambles can be containing active and the containing back of one Sycamore and one opposite side of this series of the stretch when are the so separate lengths of hedgerows. (Cotal Inspit) And has could potentially need to be trimmed back containing Birdwed, Clematis vitable. (Potal Inspit) And Could potentially need to be trimmed back containing Birdwed, Clematis vitable. And And paging the sound stretch for a containing Birdwed, Plant Surface And And and the sound stretch for Contrins Visital and And and the sound stretch of Contrins Feld from point G to H.
	Rank	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.
Environment	Soils and Geology	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	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	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	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
	Da-t-	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.	Inis 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.	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.	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	Criterion.  This option routes adjacent to St. Mary's Health Campus which is designated in the City Deveophment Plan as an area of high landscape value and a landscape preservation zone. This option has no impact on the landscape preservation 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 criterion.  This option routes adjacent to St. Mary's Health Campus which is designated in the City Deveophment Plan as an area of high landscape value and a landscape preservation zone. This option has no impact on the sindscape preservation zone. The option has no impact on the sindscape preservation zone.  Therefore, this option is neutral when compared all Options.	this criterion.  This option routes adjucent to St. Mary's Health Campus which is designated in the City Development 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 Wew 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 Harboru 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 devellings 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 Rank	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.



Assessment	Stage 2	Nort	h West: Western Approacl	n to J
Assessment Criteria	Sub-Criteria	Option 2-1  Total - €9.4M	Option 2-2 Total - €8.2M	Option 2-3 Total - €7.8M
		Cost per KM - €4.4M	Cost per KM - €4.6M	Cost per KM - €4.5M
	Capital Cost	Indicative Scheme Infrastructure Works Cost - €6.9M Private Land Costs - €2.6M	Indicative Scheme Infrastructure Works Cost - €6.9M Private Land Costs - €1.8M	Indicative Scheme Infrastructure Works Cost - €6.2M Private Land Costs - €1.6M
Economy	Rank  Average Journey Time  Rank	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.
	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  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) 800m (10 mins) 1200m (15 mins)	4457 6061 5470	3641 6085 5874	3704 5665 5834
	Employment Catchment 400m (5 mins) 800m (10 mins)	410 2152	2253 278	2133 327
	1200m (15 mins)	564	595	646
	Total residential and employment (10 mins) Rank	13079	12257	11829
Integration	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 Tadhy Barry Road, Harbour View Road and St. Colmcille 8 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	This route serves part of the Tadhg Barry Road, Harbour View Road and St. Colmcille's Road qu'insery 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
	Rank		dis-advantages compared to other options for this criterion.	for this criterion.
		General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at
	Pedestrian Integration	junctions.  Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	junctions.  Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
	Rank  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.	Route serves key trip attractors such as: Apple Hollyhill Campus, Hollyhill Library, Terence MacSwiney Community College, Hollyhill Shopping Centre, St Many's Health Campus, Knocknaheeney Learning Campus, Gerry O'Sullivan Park and Scoil Padre Plo.	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
Accessibility and Social Inclusion	Rank	This option is considered to have some advantages compared to other options for this criterion.	This option is considered to have some advantages compared to other options for this criterion.	advantages compared to other options for this criterion.
	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.
Safety	Rank Road Safety	'The option has 12 junctions/side roads off the mainline. This option is considered to have some advantages over other options.	'The option has 17 junctions/side roads off the mainline. This option is considered to have some disadvantages over other options.	'The option has 18 junctions/side roads off the mainline. This option is considered to have some disadvantages over other options.
	Donk	This option is considered to have some advantages compared to other options for this criterion.	This option is considered to have some dis-advantages compared to other options for this criterion.	This option is considered to have some dis-advantages compared to other options for this criterion.
	Rank  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 Klimore 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 Knocknaheney Avenue (D-E), there possibly would be 4 no. Sycamore trees that would need to be cleared.
	Rank	Widening of the existing carriageway and reallocation of road space will require	Widening of the existing carriageway and reallocation of road space will	Widening of the existing carriageway and reallocation of road space will require
	Soils and Geology	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.	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.	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	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	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
Environment	Rank	compared all Options.  This option does not require works to	compared all Options.  This option does not require works to	compared all Options.  This option does not require works to
	Water Resources	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.		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 preservation zone. The properties of the landscape preservation zone. The properties of the landscape preservation zone. Therefore, this option is neutral when	This option routes adjacent to St. Mary's Health Campus which is designated in the City Deveopiment Plan as an area of high landscape value and a landscape preservation zone. This option has no impact on the landscape preservation zone. Therefore, this option is neutral when	This option has no impact on any landscape presevation zones in the are.  Therefore, this option is neutral when compared all Options.
	Rank	compared all Options.	compared all Options.	
	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: East	ern Approach to G	
Assessment Criteria	Sub-Criteria	Option 3-1	Option 3-2	Option 3-3	Option 3-4
		Total - €12.9M Cost per KM - €7.2	Total - €14M Cost per KM - €7.9M	Total - €15.5M Cost per KM - €7.2M	Total - €14.7M Cost per KM - €6.8M
	Capital Cost	Indicative Scheme Infrastructure Works Cost - €8.2M Private Land Costs - €4.6M	Indicative Scheme Infrastructure Works Cost - €9M Private Land Costs - €5M	Indicative Scheme Infrastructure Works Cost - €10.4M Private Land Costs - €5.1M	Works Cost - €9.7M
		Private Land Costs - €4.6M	Private Land Costs - €5M	Private Land Costs - €5.1M	Private Land Costs - €5.1M
Economy	Rank Average Journey Time	'This scheme has a total length of 1.8 km and from initial journey time calculations,	'This scheme has a total length of 1.8 km and from initial journey time	'This scheme has a total length of 2.1 km and from initial journey time calculations,	'This scheme has a total length of 2.2 km and from initial journey time calculations,
	Rank	would take an average of 13 mins.	calculations, would take an average of 14 mins.	would take an average of 16 mins.	would take an average of 16 mins.
	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	'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	'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	'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
	Rank	of queue relocation	form of queue relocation	of queue relocation  This option integrates with district centre	of queue relocation
	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.	zoning at Blackpool and Sustainable Residential Neighbourhoods on Fair Hill, Knockpogue Avenue, Farranferris Avenue	This option integrates with district centre zoning at Blackpool and Sustainable Residential Neighbourhoods on Fair Hill, Knockpogue Avenue and Pophams Road.
	Rank Residential Catchment			and Pophams Road.	
	400m (5 mins) 800m (10 mins) 1200m (15 mins)	3494 4574 8163	3720 4255 8051	3529 4466 10095	3324 4191 10105
	Employment Catchment 400m (5 mins)	1194	1194	1205	1059
	800m (10 mins) 1200m (15 mins)	499 1158	499 1111	612 1120	546 1335
	Total residential and employment (10 mins)	9760	9668	9813	9120
	Rank	The option provides for integration with existing bus routes connecting to Wilton, Apple, Blackpool, Lotabeg and the City	The option provides for integration with existing bus routes connecting to	The option provides for integration with existing bus routes connecting to Wilton,	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.	Wilton, Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.	Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.	Apple, Blackpool, Lotabeg and the City Centre. Provision for integration with vehicular traffic is retained.
	Transport Integration	A bus gate is proposed on Fairfield Avenue and Commons Road for approx. 380m. This wll require through traffic to re-route.	Road for approx. 580m. This wll require	for approx. 260m. This wll require	A bus gate is proposed on Popham's Road for approx. 580m. This wll require through traffic to re-route. Vehicular access for
Integration		Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side	through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.	through traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.	traffic to re-route. Vehicular access for residents on Fairfield Avenue and Commons Road will be retained through accesses from side roads.
	Rank	roads.	-		accesses from side roads.
		This route serves part of the Fairfield Avenue and Commons Road primary route and Pophams Road and Brother Delaney	This route serves part of the Knockpogue Avenue primary route and Pophams Road and Brother Delaney	This route serves part of the Knockpogue Avenue primary route and Fair Hill, Popham's Road, Brother Delaney Road	This route serves part of the Knockpogue Avenue primary route and Fair Hill,
		Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy.	Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy.	secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy.	Popham's Road, Brother Delaney Road secondary cycle route outlined in the Cork Metropolitan Area Transport Strategy.
	Cyclist Integration	The route travels along Fairfield Avenue, part of which is not highlighted as a cycle	The route travels along Pophams Road and Fairfield Avenue, part of which is	The route travels along Pophams Road and Farranferris Avenue, part of which is	The route travels along Pophams Road, part of which is not highlighted as a cycle
		route in the Cork Metropolitan Area Transport Strategy.	not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy.	not highlighted as a cycle route in the Cork Metropolitan Area Transport Strategy.	route in the Cork Metropolitan Area Transport Strategy. This option is considered theutral
		This option is considered tneutral compared to other options for this criterion.	This option is considered tneutral compared to other options for this criterion.	This option is considered tneutral compared to other options for this criterion.	This option is considered tneutral compared to other options for this criterion.
	Rank	General pedestrian improvements to	General pedestrian improvements to	General pedestrian improvements to	General pedestrian improvements to pedestrian facilities along the scheme
	Pedestrian Integration	pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	pedestrian facilities along the scheme including enhanced crossing facilities at junctions.
	r edestrian integration	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this
	Rank	criterion.	criterion.	criterion.  Route serves key trip attractors such as:	criterion.  Route serves key trip attractors such as:
	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	Farranferris Park, Scoil Aiseiri Chriost, Scoil Iosagain, North Presentation Catholic Secondary School and Blackpool	Farranree Credit Union, Farranferris Park, Scoil Aiseiri Chriost, Scoil Iosagain, North Presentation Catholic Secondary School
Accessibility and Social	Rank	All of this route option travels through a	Shopping Centre.  All of this route option travels through a	Shopping Centre.  All of this route option travels through a	and Blackpool Shopping Centre.  All of this route option travels through a
Inclusion	Deprived Geographic Areas	RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options	All or this route option travels through RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options	RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options	RAPID (Revitalising Areas through Planning, Investment and Development) designated area. As a result all options
	Rank	are considered neutral with respect to servicing deprived geographic areas.	are considered neutral with respect to servicing deprived geographic areas.	are considered neutral with respect to servicing deprived geographic areas.	are considered neutral with respect to servicing deprived geographic areas.
Safety	Road Safety	'The option has 21 junctions/side roads off the mainline. This option is considered to have some advantages over other	'The option has 27 junctions/side roads off the mainline. This option is considered to have some disadvantages	'The option has 19 junctions/side roads off the mainline. This option is considered to have some advantages over other	'The option has 21 junctions/side roads off the mainline. This option is considered to have some advantages over other
Jaiety	Rank	options.	over other options.	options.	options.
	Archaeological, Architectural	No relative advantages/disadvantages associated with route option on the	No relative advantages/disadvantages associated with route option on the	No relative advantages/disadvantages associated with route option on the	No relative advantages/disadvantages associated with route option on the
	and Cultural Heritage	archaeological, architectural or cultural heritage resource.	archaeological, architectural or cultural heritage resource.	archaeological, architectural or cultural heritage resource.	archaeological, architectural or cultural heritage resource.
	Rank	From point G to L there is a possibility for			
		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			
	Biodiversity	Cherry, Alder and Hornbeam) to be cleared. Along Fairfield Avenue there is a total of 22 no. trees- 11 no. Oaks, 4 no.	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 Chestrut, Suspet	From point K to N, there is a possibility for 4 no. mature trees of mixed species (Lime, Sycamore, Oak, Ash, Silver Birch,	From point K to N, there is a possibility for 4 no. mature trees of mixed species (Lime, Sympos, Oak Ash Silver Birch Synothere)
	Significantly	Sycamores, 3 no. Ash, 2 no. Beech, 1 no. Sweet Cherry and 1 no. Midland Hawthorn to possibly need removing. Also a	Mountain Ash, Horse Chestnut, Sweet Cherry, Alder and Hornbeam) to be cleared.	(Lime, Sycamore, Oak, Ash, Silver Birch, Sweet Cherry and Field Maple) to be cleared.	Sycamore, Oak, Ash, Silver Birch, Sweet Cherry and Field Maple) to be cleared.
		hedgerow of Privet measuring approx. 17m would need to be either cleared or removed to enable widening of the road.			
	Rank		Widening of the existing carriageway	Widening of the existing corrience and	Widening of the existing consistence
		Widening of the existing carriageway and reallocation of road space will require earthworks.	and reallocation of road space will require earthworks.  The risk of contaminants is neutral when	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.
	Soils and Geology	The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential	The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical	The risk of contaminants is neutral when comparing it to other options as the majority of the earthworks are residential	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	industrial.  This option will require similar	majority of the earthworks are residential / greenfield with no historical industrial.  This option will require similar earthworks	/ greenfield with no historical industrial.  This option will require similar earthworks
Environment		to Options 3-2, 3-3 and 3-4 due to the length of road to be upgraded.	earthworks to Options 3-1, 3-3 and 3-4 due to the length of road to be upgraded.	to Options 3-1, 3-2 and 3-4 due to the length of road to be upgraded.	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.	Therefore, this option is neutral when compared all Options.	Therefore, this option is neutral when compared all Options.	Therefore, this option is neutral when compared all Options.
	Rank	This option does not require works to existing bridges or the construction of new	This option does not require works to	This option does not require works to existing bridges or the construction of	This option does not require works to existing bridges or the construction of
	Water Resources	bridges therefore there will be no works that over / in water courses.	new bridges therefore there will be no works that over / in water courses.	new bridges therefore there will be no works that over / in water courses.	new bridges therefore there will be no works that over / in water courses.
	Rank	All options are considered equal under this criterion.	All options are considered equal under this criterion.	All options are considered equal under this criterion.	All options are considered equal under this criterion.
	Landscape and visual	This option has no impact on any landscape presevation zones in the are.	This option has no impact on any landscape presevation zones in the are.	This option has no impact on any landscape presevation zones in the are.	This option has no impact on any landscape presevation zones in the are.
	Rank	Therefore, this option is neutral when compared all Options.	Therefore, this option is neutral when compared all Options.	Therefore, this option is neutral when compared all Options.	Therefore, this option is neutral when compared all Options.
		This option involves routing along Fairfield Avenue and Brother Delaney Road where	This option involves routing along Fairfield Avenue, Pophams Road and	This option involves routing along Fair Hill, Knockpogue Avenue, Farrenferris Avenue	
	Noise, vibration and air quality	residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air	Brother Delaney Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air quality.	and Brother Delaney Road where residential dwellings are sensitive receptors. This option is considered to be neutral from a noise, vibration and air	
	Rank	quality perspective than other options.	a noise, vibration and air quality perspective than other options.	neutral from a noise, vibration and air quality perspective than other options.	vibration and air quality perspective than other options.
	Land Use and Built	'This option involves routing along an existing road corridor. Approx 62 car parking spaces are lost. This option is	'This option involves routing along an existing road corridor. Approx 43 car parking spaces are lost. This option is	'This option involves routing along an existing road corridor. Approx 80 car parking spaces are lost. This option is	'This option involves routing along an existing road corridor. Approx 56 car parking spaces are lost. This option is
	Environment	considered to have some disadvantages from a land use and built environment perspective over the other options.	considered to have major advantages from a land use and built environment	considered to have major dis-advantages from a land use and built environment perspective over the other options.	considered to have some advantages from a land use and built environment perspective over the other options.
	Environment Rank	from a land use and built environment		from a land use and built environment	from a land use and built environment

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

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

Assessment Criteria	Stage 2 Sub-Criteria	Route 1-1	Route 1-2	North E Route 1-3	ast: Blackpool to Tunnel  Route 2-1	Route 2-2	Route 2-3
Assessment criteria	Sub-Criteria	Total - €26.1M	Total - €28.5M	Total - €28.5M	Total - €39.1M	Total - €34.3M	Total - €34.4M
	Capital Cost	Cost per KM - €3.7 Indicative Scheme Infrastructure Works Cost - €26M	Cost per KM - €4.0 Indicative Scheme Infrastructure Works Cost - €25.0M	Cost per KM - €4.2 Indicative Scheme Infrastructure Works Cost - €24.7M	Cost per KM - €4.4 Indicative Scheme Infrastructure Works Cost - €31.9M	Cost per KM - €4.7 Indicative Scheme Infrastructure Works Cost - €30.9M	Cost per KM - €4.9 Indicative Scheme Infrastructure Works Cost - €30.5M
	Rank	Private Land Costs - €0.02M	Private Land Costs - €3.4M	Private Land Costs - €3.8M	Private Land Costs - €0.02M	Private Land Costs - €3.4M	Private Land Costs - €3.9M
Economy	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 are average of 32 mins.	This scheme has a total longth 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 Rank	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 quoue relocation.	Dedicated bus tanes 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 quoue 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 \$2 % 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.
	kank  Land Use Integration  Rank	This option integrates with district confer aroning located at Ballysdane, neighbourhood and local confer average and light industry and related uses aroning at Mayfeld. Elsewhere there is sustainable residential neighbourhood and new residential neighbourhood aroning along the route.	This option integrates with light industry and related uses located off Clein Avenue, neighbourhood and local centres on CRI Studyel Blood, and related uses at Utilizen Crim. registrourhood and local centres on CRI Studyel Blood. Burnhers there is sustainable residential neighbourhood and new residential neighbourhood and new residential neighbourhood accepts glang the route.	This option integrates with light industry and related user located off Clien Avenue, neighbourhood and related uses at Dilliom Core, neighbourhood and local crettes on Old Youghal Road. Deswhere there is sustainable residential neighbourhood and new residential neighbourhood energy along the roade.	This option integrates with district centre zoning located at Bellyodams, neighbourhood and located centre zoning and laight industry and related uses zoning at Mayfeet. Elsewhere there is sustainable residential neighbourhood and rice residential neighbourhood zoning along the route.	This option integrates with light industry and related uses located off Glim Avenue, neighbourhood and related uses at Dillean Cross, neighbourhood and local centres on Git Youghal Boad, Commission of the Commission of the Com	This option integrates with light industry and minted was located off thin Januars, neighbourhood and related some of tillines. Your coephbourhood and load centres on Old Youghall Book Elevatives their sustainable residential neighbourhood and new residential neighbourhood arising along the route.
	Residential Catchment 400m (5 mins)	4853	7313	6792	4896	7356	6835
	800m (10 mins) 1200m (15 mins) Employment Catchment	10137 13261	10134 13339	10152 13425	10101 13241	10098 13292	10116 13375
	400m (5 mins) 800m (10 mins) 1200m (15 mins)	344 2518	483 2439	467 2651	429 2010	568 1931	552 2143
	Total residential and employment (10 mins)	1252 17852	2535 20369	2052	1264 17436	2547 19953	2064
	Rank	TIME	20.007	AUUA	114-00	19753	11040
Integration	Transport Integration  Rank	The option provides for integration with existing bus routes from the bloth faut. Provides for integration with vehicular staffs is retained. This route is not identified as being reviered by a radial fact route and the fred ne has come advantages from a transport integration perspective.	The option provides for integration with soleting loss routes from the bloth faat. This option modes a bus gates on GHz toget fload and provides for integration with vehicular traffic is retained. This route is identified as being more obly a variable and much and therefore his some disadvantages from a transport integration perspective.	The option provides for integration with ositing bus modes from the North East. This option modes a bus gate on Old Yough Bond and provides for integration with vehicular traffic is retained. This ratio is intentified as being worked by a radial bound and therefore his some disadvantages from a transport integration perspective.	The option provides for integration with existing bus routes from the North East. Provision for integration with whitcuts traffic or existed. This route is not identified as being serviced by a radial bus route and ther	The option produce for integration with existing last routes from the last this option involves a bus gate on 6th tought float and produce for integration with exhibit staffs; is retained. This route is destribed a being one-only a radial to not one of the reference has some disadvantages from a transport integration perspective.	The option provides for integration with easiling bour roads from the later file att. This option involves a box pairs on GM loughal files and and provides for integration with whitcaler settle; a researced. This road is identified as being services by a result in compared the enter this is some disadvantages from a transport integration pumpective.
	Natis	This option routes along North Ring Road and Lower Glanmire Road. All these					
	Cyclist Integration	into opinio flucide sale profit in may asside and Lorder Claimmer exact. Au tractic roads are identified as cycle routes within the Cost Meterpolitum Transport Strategy. As a result all options are considered mutral under the cyclist integration perspective.	This option mutes along (life Youghal Road and cower Clammire Road. All these meats are identified as cycle roudes within the Cork Methopotinal Transport Strategy, As a result all options are considered neutral under the cyclist Integration perspective.	1 This option routes along (old Youghal Road, Colonicile Avenue and Lover Glammire Road, All these roads are identified as cycle routes within the Cork Metropletian Transport Strategy, As- result all options are considered neutral under the cyclist integration perspective.	This option routes along North Brig Road and Tholi. All these roads are distribled as cycle routestally within the Cork Metroplostian Transport Strategy. As a result all options are considered neutral under the cyclist integration perspective.	This option routes along Old Vooghal Road and Tilledi. All these roads are identified as cycle routes within the Cork Metroplositan Transport Strategy. As a result all options are considered neutral under the cyclist integration perspective.	This option routes along Old Veoplay Bload, Colmicille Anneus and Bloik. All these rouds are identified an cycle routes within the Coxt Metropicolist Impaney Strategy. As seruit all options are considered neutral under the cycle integration perspective.
	Rank						
	Pedestrian Integration	This option routes along North Ring Road and Lover Clanmire 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 Glammire Road. As a result this option is considered to have some advantages from a pedestrian network integration perspective.	This option routes along Old Youghal Boad, Colmiclie Avenue and Lower Glarmine Boad. 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 Tholi. As a result this option is considered to have some disadvantages from a pedestrian network integration perspective.	This option routes along Clid Youghal Road and Thotal. As a result this option is considered to have some advantages from a podestrian network integration perspective.	This gation routes along Oil Youghal Road, Colmcile Avenue and Tholi. As a result this option is considered to have some advantages from a pedestrian network integration perspective.
	Rank						
Accessibility and	Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)	Key Trip attractors along this route include: Leisure - Glan Rown Halfing Cab. Leed's Socior Cab. Clan Park, The Glan Resource and Sports Contre: Health - GP practices located off North Ring Road at Mayfield.	Leisure - Gien Part, The Glein Resource and Spirit Script, May Tele at Resource - Gien Part, The Glein Resource and Spirit Script, May High Sports Complex (Switming Part), Britan Gillians, GAR Actio.  6.ducation - 58 Brendams Carbook Sports, 51 March Spirit Satisfacts, May Red Community School, 51 Particles Grint Spirit	Leisure - Gloin Park, The Giller Recourse and Specific Control (Switzerin Lord) in Park, The Giller Recourse and Specific Control (Switzerin Control Recourse and Specific Control (Switzerin Cold Cold); Giller Control (Switzerin Cold) (Switzerin	Key Irip attractors along this route Include: Leisure - Glan Rivers Harting Cubi, Leoid Scoror Cubi, Glan Park, The Glan Resource and Sports (Health - GP practices located off North Ring Road at Mayfield.	Lebure - Glein Park, The Glein Resource and Specia Cheese in Chade:  Lebure - Glein Park, The Glein Resource and Specia Cheese Nagard Specia Complex (Swimming Park), British Billion, GAA Chail.  Education - St Brendam Calmole Schood, St Marisk Specia Mayardish Community School, St Parisk Silphy, National School, St Parisk College, Maydeld Community School, St Rilliam School, St Parisk Silphy, National School, St Parisk College, Maydeld Community School, St Rilliam School, Health - GP practices located at Delitons Days and GRG for Youghal Road.	Leisuer - Gian Park, The Gian Recourse and Sports Schriebe. My Spirit Schriebe.  Edition - Gian Park, The Gian Recourse and Sports Schriebe. My Spirit Spirit Schriebe proof, Edition Schriebe. Spirit Schriebe. S
Social Inclusion	Rank						
	Deprived Geographic Areas	This route option travels through a RAPID (Brovitalising Areas through Planning, Investment and Development) dissipanted area Blackpool/The Glan Mayfield. As a result this option is considered to have some advantages with respect to servicing deprived grographic areas.	This route option travels through a RAPID (Recitalizing Areas through Planning, Investment and Development) designated area (Blackpool/The Clein 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 (Bevitalbing Areas through Plenning, Investment and Development) designated area Biotopoot Phr Glinn Meyhadt. This option involves less routings through the PAPID area has Deploys 1: and 1-2. As a route the option is considered to have some disablentages with respect to servicing depheted geographic areas.	This roude option travels through a BAPID (Beettalking Areas through Flamining, investment and Development) designated area (Blackpool/The Clern 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 Pianning, Investment and Development) designated area Bioappool The Clem Mayfield. As a result this option is consistend to have some advantages, with respect to servicing deprived goographic areas.	This route option travels through a RAPID (Boritabing Areas through Planning, Investment and Development) designated are Biologous'/The Glein Mayled. The option modes similar routing brough the RAPID area or Option 1-2. As in such this option is considered to have some disadvantages with respect to senticing deprivating prographic 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						
	Archaeological, Architectural and Cultural Heritage	No predicted impacts on the archaeological, architectural or cultural heritage resource. The North Ring Bload does pass through the zone of notification of a recorded moument (20074-019 Bingfort) but the site has been completely removed by the construction of a housing estate and the read.	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 impurised (20074-019 Bingfort) but the site has been completely removed by the construction of a housing estate and the road.	No predicted impacts on the archeological, architectural or cultural heritage.	No predicted impacts on the archaeological, architectural or cultural heritage.
	Rank  Biodiversity	Paint 8 to C transit along the fairth liting Boad and has a felly continuous mature treative frequence with sursidiand behind the majority of the madelsid. Glove to possibil, there is a stress of ages in legal to 6 miles cold mode to be colded and contributed or continuing Disposed. Symmetry, Whoel, Item, Brantilla, Radellin Branside continuing Disposed Symmetry, Whoel, Item, Brantilla, Radellin Branside Contributed Symmetry, and the contributed of the paint when the facility of the contributed of the paint was design the legal to contribute the paint secretable with the paints recorded was designed from the present paint of the paints recorded was designed from the paints recorded was designed from the present paints and the paints recorded was designed from the present paints and the paints recorded was designed from the present paints and the paints recorded was designed from the present paints and the paints recorded was designed from the present paints and the paints recorded was designed from the present paints and the paints recorded was designed from the paints and the paints recorded was designed from the paints and the paints recorded was designed from the paints and the paints recorded was designed from the paints and the paints and the paints and	Paries 14 to 8 has to sections that are to be elidented. The first section starting at point 14 has 50 models and trees asking grean areas that could need to be diseased 15 no. Adv. 14 no. 5 yearnore. 2 no. 16 no. 16 years. 2	Points H1 oil Bhas two sections that are to be widered. The first section starting at point H1 has 500 reliabilist trees alway green are seen that coale need to be cleared 15 no. Abs. 14 no. Abs. 14 no. H1 of the H1 of th1 of the H1 of	Gain bei von sieher zuweig bezoglich. Bij ihr zeichbilde die bei jahr and diese jihr zeichbilde zu des gestellt der	Point His in his two sections that are to be widered. The first section starting at point if has so included lines along yearn areas that could read to be closered. Si no. 4th, 1 for Systemer, 7 no. 4th, 1 for Systemer, 1 no. 4th, 1 for Systemer, 1 no. 4th, 1 for Systemer, 1 no containing linescent, 2 no. 4th, 1 for Systemer, 1 no containing linescent, 2 no. 4th, 1 for Systemer, 1 no. 4th, 1 for Systemer, 1 no. 4th, 1 for Systemer, 1 no. 4th, 1 for Systemer, 2 no. 4th, 2 for Systemer, 2 no. 4th, 1 for Systemer, 2 no. 4th, 2 for	Printin, H to B has two sections that are to be seldened. The first section starting a point H has 50 individual trees along green areas that could meed to be clistered. Sim. Adv. H riso Systemer 7 no. Heron Chemical, 2 no. Security Whiteleosen, 3 no. Michaelman, 7 no. Michaelman,
Environment	Rank						
	Solls and Geology	Wideling of the existing carriagnessy and subscatton of road space will require with the existing and trappite larger of significant road valence pine is generalled allow. This existing all regular surface are thought to the existing and the existing and the existing the general distinguishment of the existing and the existing the existing and the existing and the existing and the existing the existing and the existing and the existing and the existing the existing and the existing and the existing and the existing the existing and the	Widering of the existing carriagnessy and reallocation of mad space will require earthworks. This option will require less earthworks than Options 1.1 & 2.3 due to the length of significant read- solution just operated use. This option will read made such outside produce in 3.2 3 and 2.2 3.2 Therefore, this option has some advantages when compared to other Options.	Widewing of the elabling carriageousy and reallocation of road space will require our thursts. This option of require loss carthworks than Options 3.1, 2.1 abe to the lample of significant load widewing two general leafs of this Option 3.2 and 2.3.  Therefore, this option has some adventages when compared to other Options.	Whereing of the existing carriagnessy and reallocation of read space will require earthworks. This signiture will require more earthworks than Options 12, 13, 22, 23 daes to the length of significant read widering the specerfeld set. In a propious will require wider anthworks to Options 11 dae to the length of specificant read voluming this pre-effect disc. Therefore, this option has some disadvantages when compared to other Options.	Widering of the existing carriagnessy and readocution of road space will require earthmoots. This option and require less carthmoots hand Options 1.1 & 2.1 date to the length of significant road soldering may generally seems of the state of the 3.2 Therefore, this option has some adventages when compared to other Options.	Widning of the existing contagnessy and reallocation of read space will require curthworks. This option will require less curthworks than Option 1.1.2.1 d. also the length of sightform read widnings are governed set. The option 1.4.1 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 Ballincotly river. This option does not require works to existing bridges or the construction of new bridges therefore there will be no works that over it in water courses.	This option does not require works to existing bridges or the construction of new bridges therefore there will be no works to the cost / a matrix courses.	This option does not require works to exhibing bridges or the construction of new bridges therefore there will be no works that over / in water courses.	This option passes over the Clam River in two places and the Ballincolly river. This option does not require works to existing bridge or the construction of new bridges therefore there will be no works that one? I weather cause.	This option does not require works to existing bridges or the construction of new bridges therefore three will be no works that over if a waiter course.	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.
	Rank	All options are considered equal under this criterion.	All options are considered equal under this criterion.	All options are considered equal under this criterion.	All options are considered equal under this criterion.	All options are considered equal under this criterion.	All options are considered equal under this criterion.
	Landscape and visual  Rank	This option routes along the North Ring Road where the City Development Plan identifies there are landscape personation zones and areas of high sandscape value adjacent to the route. As a result his option is considered to have some disadvantages from a landscape and visual perspective than other options.	The option rates along Oid Ynaghil Road. The City Development Flands not identify there are hardscape presentation norse and area of high landscape value algoret to the press of Oid 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 Blood. The City Development Flam don not identify there are landscape personation rouses and seas of high inductives blue adjacent to the route of Old Youghal Blood. 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 Birty Boad where the City Development Flam identifies there are landscape provention norses and even of high landscape value alignant to the route. As a result this option is considered to have some disaboratings from a landscape and visual perspective than other options.	This option moutes along Clid Youghal Bland. The Clip Development Plan doe not identify there are bankcape per servicion cross and areas on fright bendancy alse land, appear to the record of Youghal Bland. As a result this option is considered to have some advantages from a landscape and visual perspective than other options.	This option mades along Gild Volghal Blood. The City Development Flands due not identify there are bankchape personal norm and areas not high inchanges values abjuncted between cold City Organia. Blood. As a result this option is considered to have some advantages from a landscape and visual perspective than other options.
	Noise, vibration and air quality  Rank	This option involves routing along North Ring librad 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 Oki Youghili Road where residential dwellings are sensitive receptors. As a result this option is considered to have some disolated tages from a noise, vibrations and air quality perspec	This option involves routing along Old Youghtal Road where residential decilings are sensitive receptors. As a result this option is considered to have some disadvantages from a notio, vibration and air quality perspective than other options.	This option involves routing along florth fling Boad where residential dwellings are sensible receptors. As a result this option is considered to have some advantages from a noise, vibration in and air quality perspective than other options.	This option involves routing along Old Youghal Bload where residential dwellings are sensitive recoptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	This option includes making along Old Youghal Boad where recidential deadings are sensitive receptors. As a result this option is considered to bear some deadwardsage from a noise, vibration and air quality perspective than other options.
	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 parting spaces are lost This option is considered to have some disablantages from a land use and built environment perspective over the other options.	This option insolves routing along an existing road corridor. Approx 115 car parking spaces, are lost. This option is considered to have some dissolventages from a land use and built environment perspective over the other option.	This option involves routing along an existing road corridor. Approx 0 car parking spaces are look. 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 disaboratages 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 lend use and built environment perspective over the other options.

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

		Stage 2			T	South E	ast Tunnel to Douglas		I
March   Marc	Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
Marie   Mari									
Table		Capital Cost	Indicative Scheme Infrastructure Works Cost - €14.3M	Indicative Scheme Infrastructure Works Cost - €17.4M	I Indicative Scheme Infrastructure Works Cost - €17.0M	Indicative Scheme Infrastructure Works Cost - €21.2M	Indicative Scheme Infrastructure Works Cost - €21.2M	Indicative Scheme Infrastructure Works Cost - €19.5M	Indicative Scheme Infrastructure Works Cost - €23.7M
Part			Private Land Costs - €3.5M	Private Land Costs - €4.1M	Private Land Costs - E5.4M	Private Land Costs - E6.9M	Private Land Costs - €15.3M	Private Land Costs - E8.2M	Private Land Costs - E6.4M
Part	Economy	Rank							
Part	Economy	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							
Maria		Journey Time Reliability	route. Bus priority is achieved for a further 4% of this route	Dedicated bus lanes would be provided for 100 % length of this route.	priority is achieved for a further 18% of this route through traffic	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 fo 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.
Part		Rank							
Part		Land Lice Interration	This option integrates with sustainable residential neighbourhood	This option integrates with sustainable residential neighbourhood set zoning along Richestown Road. This option is considered to have	This option integrates with district centre zoning at Mahon Point, business d and technology and mixed use development zoing on R852 Mahon Link e Road. This option integrates with Neichhourboad and Local Contros.	technology and mixed use development zoing on RBS2 Mahon Link Road. This		This option integrates with district centre zoning at Mahon Point, business and technology and mixed use development mino on BSS2 Mahon Link Road. This notion interrates with	
Part		cand ose integration	significant disadvantages from a land use integration perspective	e. significant disadvantages from a land use integration perspective.	zoning on Skehard Road. This option is considered to have significant	option integrates with Neighbourhood and Local Centres zoning on Skehard Road.	Integrates with Neighbourhood and Local Centres zoning on Skehard Road.		
Part		Residential Catchment							
Part		400m (5 mins) 800m (10 mins)	1894 1237	2033 1217	2635 4753	3907 5227	4169 5231	3861 5514	2434 3827
Part			2517	2/01	5667 2564	2887	5.566	5539 1542	3083
The section of the se		800m (10 mins)	429 780	859 791	2391 1057	2147 1164	2147 1164	3492 1164	2042 759
Part of the control o			4589	4729	12343	14168	14434	14409	11386
Part		Rank							
Part	Integration	Transport Integration					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.	The option provides for integration with existing bus routes connecting to Balliniough, Mahon and the City Centre. Provision for integration with vehicular traffic is retained. This route is	The option provides for integration with existing bus routes connecting to Balliniough, 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
Here is a series of the series	•		identified as being serviced by a radial bus route and therefore has some advantages from a transport integration persective.	identified as being serviced by a radial bus route and therefore has some advantages from a transport integration persective.	radial bus route and therefore has some disadvantages from a transport integration persective.	route and therefore has some disadvantages from a transport integration persective.	INISTUURE IS IDENTIFIED AS DEING SERVICED by a radial bus route and therefore has some disadvantages from a transport integration persective.	paraments as useing serviced by a raidati bus route and therefore has some disadvantages from a transport integration persective.	has some disadvantages from a transport integration persective.
Part		Rank							
Market Bereit Be			Road. A short section of the Rochestown Road is identified a cycle	se Road. A short section of the Rochestown Road is identified a cycle	All of this route is identified as a cycle route in the Cork Metropolitan Area	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 Metronolitan Area Tr	route adjacent to Well Road where width not available. All of this route is identified	adjacent to Well Road where width not available. All of this route is identified as a cycle route	This route travels along the Mahon Link Road, Skehard Road, Well Road. Quietway route adjacent to Well Road where width
Harmonia in the control of the contr		Cyclist Integration	This option is considered to have significant disadvantages	This option is considered to have significant disadvantages	not available.	Strategy.	This option is considered to have significant advantages compared to other options	This option is considered to have significant advantages compared to other options for this	
Property of the control of the contr		Pank	compared to other options for this criterion.	compared to other options for this criterion.	ориян в синивенеи io nave significant advantages compared to other options for this criterion.	орного сильшего о nave signmant advantages compared to other options for this criterion.	for this criterion.		
Property of the control of the contr		Kank							
Property of the control of the contr		Parjectrian Internation	Road. The South Ring Road offers limited potential for	Road. The South Ring Road offers limited potential for	The option through the provision of footpaths on Well Road offers good	option through the provision of footpaths on Well Road offers good poential	through the provision of footpaths on Well Road offers good poential for	the provision of footpaths on Well Road offers good poential for integratioon with the	This route travels along the Mahon Link Road, Suchard Road, Well Road. The option through the provision of footpaths on Well Road offers good poential for integrations with the podestrian network.
No. 1 Property of the control of the		r cocan an megration	This option is considered to have significant disadvantages	This option is considered to have significant disadvantages	This option is considered to have significant advantages compared to other	This option is considered to have significant advantages compared to other	This option is considered to have significant advantages compared to other options	This option is considered to have significant advantages compared to other options for this	
Property of the control of the contr		Rank							
Name of the second of the seco		*****			Route serves key trip attractors such as:	Route serves key trip attractors such as:	Route serves key trip attractors such as:		Route serves key trip attractors such as:
Part			Health: GP practices in Douglas Village:	Health: GP practices in Douglas Village:	Douglas VIIIage; Education: Nagle Community College	Health: Mater Brigate, Blackmody Half Brimany Car Contro. CB practices in	Village: Leisure: Ringmahon Rangers, Blackrock GAA, Douglas Lawn Tennis Club, Mahon Golf	Health: Mater Private, Blackrock Hall Primary Car Centre, GP practices in Douglas Willage; Leisure: Douglas Lawn Tennis Club, Mahon Golf Course (Public);	ModR: Mater Drivate Displayer Hall Drivany Car Contro. CD practices in Develor Wilson.
The sease of the s		(condition), realist, commission, realist, condition	Retail: Douglas village & Douglas Court Shopping Centre.	Retail: Douglas village & Douglas Court Shopping Centre.	Leisure: Douglas Lawn Tennis Club, Mahon Golf Course (Public): Commercial/Retail: Blackrock Business Park. Mahon Point Point Shopping	Commercial/Retail: Blackrock Business Park, Mahon Point Point Shopping	Commercial/Retail: Blackrock Business Park. Mahon Point Point Shopping Centre.	Commercial/Retail: Blackrock Business Park, Mahon Point Point Shopping Centre, Douglas village & Douglas Court Shopping Centre.	Commercial/Retail: Blackrock Business Park, Mahon Point Point Shopping Centre, Douglas village & Douglas Court Shopping
Prime to the control of the control	Accessibility and Social Inclusion	Rank							
No. 1		Dondard Congrathic from			Planning Investment and Development) designated area at Mahon. As a	Investment and Development) designated area at Mahon. This option travels	Investment and Development's devianated area at Mahon. This potion travels closes		This route option does not travel through a BAPID (Revitalising Areas through Planning Investment and Development) disciplinated area, This certice travels of one to the decimated was the Defined 3 or 3.2 or small this certice is considered to
Property of the control of the contr		Deprived Geographic Areas	disadvantages with respect to servicing deprived geographic areas.	disadvantages with respect to servicing deprived geographic areas.	result this option is considered to have some advantages with respect to servicing deprived geographic areas.	considered to have significant advantages with respect to servicing deprived	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.	than Option 1-3 as a result this option is considered to have significant advantages with respect to servicing deprived geographic areas.	padagranea area. Imo opour a areas conse consequence area man opour in to 1-2 as a recur into opour is considered in have some disadvantages with respect to servicing deprived geographic areas.
March   Marc		Rank							·
Part	0.51	Road Safety	The option has 13 junctions/side roads off the mainline. This	The option has 14 junctions/side roads off the mainline. This	The option has 24 junctions/side roads off the mainline. This options has	The option has 33 junctions/side roads off the mainline. This options has some	The option has 28 junctions/side roads off the mainline. This options has some safety	The option has 37 junctions/side roads off the mainline. This options has some safety dis-	The option has 27 junctions/side roads off the mainline. This options has some safety dis-advantages over other options.
Formation of the control of the cont	Sarety		oponia na sene sarely advanages over ourse openis.	oponisma some savey accuming a over construction.	лити личну читы читы учит чити чутинга.	arely arranger ven one opens.	Gordan en magaz cross carras appatents.	abramaga ona bona speaka.	
Part		Rank							
Part		Archaeological, Architectural and Cultural Heritage	No predicted impacts upon the archaeological, architectural or	No predicted impacts upon the archaeological, architectural or	No predicted impacts upon the archaeological, architectural or cultural	No predicted impacts upon the archaeological, architectural or cultural heritage	No predicted impacts upon the archaeological, architectural or cultural heritage	remains (C0074-130). 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	No predicted impacts upon the archaeological, architectural or cultural heritage resource.
Echany  The Control of the Control o			Contain the range include Co.	Carda a rici rage readures.	The rough I turbust up.	reading.	NAMES OF THE PARTY	scheme. As such no impacts are predicted upon the archaeological, architectural or cultural heritage resource.	
Part		Rank							
Fig. 1. Supplied of the state o									
Fig. 18 Part 19 Part 1							. Error point (" in D. Fraidonina is to be findlihed those could be extended for a loss:		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 Chary.
For internal control of the control						a low hedgerow within the fence of the Mahon Point Retail Park of approx.	be cleared which contains: Dogwood, Bindweed, Beech and Alder. There is also a	Allow the Mahon point array and utilization represent which must be extended.	approx, length 100m containing predominately Willow and Clematis vitaliba (invasive species) along with Bindweed, Palm tree
Fig. 12 Part of the control of the c			Rochestown Road from point M to L has a total approx. length of	of 260m of Griselinia that could need dearing and also along a of grass margin there are 19 trees present that could either require	for a low hedgerow within the fence of the Mahon Point Retail Park of approx. length 140m to be cleared which contains: Dogwood, Bindweed,	Alder. There is also a separate patch along this stretch at Goold's Vet Clinic	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.	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	approx. 30m of Buddleia (invasive species), brambles, Gorse, Birch, Hawthorn, Ivy, Alder, Popular and Contoneaster. Also
BOOK See To the four time time time time time time time time						of 30 no. Lime. 9 no. Sycamore and 2 no. Cherry located along both sides on	margins.  - Similarly along St. Michael's Drive from point G to F, in order to facilitate widening	700m.  Point H to F goes from the end of Skehard Rd onto the end section of the Ringmahon Road.	
Fig. 1. Since the section of the sec		Biodiversity	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 tre and a Plum tree located close to point L as part of a row of trees in	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 in appear close enough to the road to be effected."	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 read     Point I to J runs from the middle of Skehard Road and along well road.	no. Sycamore and 1 Lime tree.	<ul> <li>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</li> </ul>	facilitate widening.  • The stretch of Skehard Road from point H to E has a possible 31 no. Lime trees that could	Bindweed, Willow, Ach, Mulliein, 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, Patrialin, Coloneaster, Winter Heliotrope (invasive procedure). Branchis or procedure procedure in the procedure procedure procedure).
In the sease of th			the grass margin, however these two are the only ones that	The stretch of route along Maryborough Hill has potential for	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	trees that could need clearing.  Point I to J runs from the middle of Skehard Road and along well road.	The stretch of Skehard Road from point H to E has a possible 31 no. Lime trees that could need clearing.	possible along the well Road but the possible habitat space that could be effected along the res	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
Enforte  Total					no. Jysamotics, 2 III, LITHO and 2 NO. BICO.	Wildoning is not noreible along the well fined but the noreible babilist reason	<ul> <li>Point I so I runs from the middle of Stehard Road and along well road. Widoning 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.</li> </ul>		from the roadside were: brambies, nettles, Ach, 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 Ach and Oak which have bat
Environment  The state  The state of the sta							Birch.		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
For State  The State Sta									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.
For State  The State Sta									
William of the coloring representation of the coloring represe	Environment	Rank							
Solve and Confoling  The option was in a special regular to the conformation in the co	Environment		Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriagoway and reallocation of road space will require earthworks.
Post (Page 1) The page 1 page 1 page 1 page 1 page 1 page 1 page 2 page		Soils and Geology	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	<ol> <li>This option will require less earthworks than Options 1-3, 1-4, 1-5, 1-6, &amp; 1-7 due to the length of significant road widening. This</li> </ol>		This option will require more earthworks than Options 1-1, 1-2, and less or	This option will require more earthworks than Options 1-1, 1-2, and less or similar	This option will require more earthworks than Options 1-1, 1-2, and less or similar than Option	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
Right  The option restaurch with the following the followi			Therefore, this option has some odvantages when compared to a	all Therefore, this option has some odvantages when compared to all			I .		Therefore, this option has some disadvantages when compared to other Options.
Water Records  Water Records  Brace  Description in the state of the property		Rank	other Options.	other Options.	Options.				
Wide Recourse  Wide Recourse  The option in considered recolarities for each place which to eaching high gas the construction of reas bridge, benefits there will be never belong the place of the considered recolarities of the considered recolaritie			This option interacts with the Rochestown River close to the junction of Rochestown Road and Mount Ovel but does not	This option does not require works to existing bridges or the					
Renk  Landburge and visual management for the constraint metal state plan NIDs the flag that deverate to CI) Development Ren has identified and stay per visual management for the constraint destings are unstanted and suppreparation and air quality  Notice, Visiation and air quality  Notice, Visiation and air quality  Renk  Land Use and Bull Environment  Land Use and Bull Environment  The option incursation to desting a sea more in a season of the constraint destings are unstanted and stay per visible and and air quality per personal to make the constraint destings are unstanted and stay per personal to make the constraint destings are unstanted and stay and air quality per personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality personal to make the constraint destings are unstanted and stay and air quality pers		Water Resources	require works to existing bridges or the construction of new bridges therefore there will be no works that over / in water courses.	over / in water courses.  This option is considered neutral from a water resources	of new bridges therefore there will be no works that over / in water courses.	new bridges therefore there will be no works that over / in water courses.	bridges therefore there will be no works that over / in water courses.	therefore there will be no works that over / in water courses.	over / in water courses.
This option makes along the MOS Such Brig float where the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float where the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float where the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float where the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float where the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations routed along the Brig float where the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations routed along the MOS Such Brig float along the CITY Development Plan be identified landscape personations along the MOS Such Brig float along the MOS Such Brig float along the CITY Development Plan be identified landscape personations and support personations along the MOS Such Brig float			This option is considered neutral from a water resources	perspective.	-р				
Land Coope and Visual  Disciplanting Flam has been firsted landscape personation and adjustage from a landscape personation and adjustage from a landscape personation and adjustage from a landscape and visual prospective.  REVA  Note, vitarision and air quality  Note, vitarision and air quality  Flam is  Land Use and Bull Environment  Land		Rank	This policy region along the 1990 Facility	This person revolves along the MARING AND TO	This polition marker signar (N-11 Providence III)				
Rank  The option involves managinary space the tree presented destroys are smaller projects. As a rout the option is considered to be some shadourlappe from a route, duration and air quality properties than other options.  Rank  Lad Use and Bull Enformment  Lad Use and Bull En		Landscape and visual		Development Plan has identified landscape perservation zones adjacent to this route. This option is considered to have some	identified landscape perservation zones adjacent to this route. This option is considered to have some advantages from a landscape and visual	identified landscape perservation zones adjacent to this route. This option is	landscape perservation zones adjacent to this route. This option is considered to	perservation zones adjacent to this route. This option is considered to have some advantages	perservation zones adjacent to this route. This option is considered to have some disadvantages from a landscape and visual
The digitor involves reading along four filling float, and flower floating and office the float and floating are considered. See the floating are considered floating are cons		Rank	advantages from a landscape and visual perspective.	advantages from a landscape and visual perspective.		на полиции полиции и полиции п	- под при		pro-spherote.
Noise, Verificion and air quality services (a set an unit this quality services (a set) and an explaint personal set and pully personal set to the second displayment personal set and pully personal set to the second displayment personal set and pully personal set to the second displayment personal set and pully personal set to the second displayment personal set to t		- 100 FB	This option involves routing along South Ring Road, and			This option involves routing along Mahon Ring Road, Skehard Road and Well		This college involves coulding algors hinken Disso David Garbard Parent and Ministry	This codion involves cruding along Mahon Silv-Dood. Globard Dood and Well Production of the Code of th
Rank  The option involves multipgioning an adequate control.  The option involves multipgioning an adequate control.  Approach of motives mult		Noise, vibration and air quality	receptors. As a result this option is considered to have some advantages from a noise, vibration and air quality perspective	receptors. As a result this option is considered to have some advantages from a noise, vibration and air quality perspective	this option is considered to have some disadvantages from a noise,	option is considered to have some disadvantages from a noise, vibration and	considered to have some disadvantages from a noise, vibration and air quality	residential dwellings are sensitive receptors. As a result this option is considered to have some	receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective
Land Use and Bull Environment  The spent core parting specars are lett. This getton is considered to hear some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars are lett. This getton is considered to the some disabulantages from a land or and bull environment perspective over the other options.  The spent of the parting specars		Rank	than other options.	than other options.	The second secon				
Left to the all bears (EMM LEFT to the all bears (EMM LEFT to the all bears) and cold addrillages from a land on an addrillage, from a land on an addrillages from a land on addrillages from a land on an addrillages from a land on addrillages from a		Land like and Built Environment	This option involves routing along an existing road corridor.  Approx 0 car parking spaces are lost. This option is considered to	<ul> <li>Approx 73 car parking spaces are lost. This option is considered to</li> </ul>	parking spaces are lost. This option is considered to have some	This option involves routing along an existing road corridor. Approx 77 car	This option involves routing along an existing road corridor. Approx 73 car parking spaces are lost. This option is consistent to be a second	This option involves routing along an existing road corridor. Approx 27 car parking spaces are lost. This option is considered to however come disordered.	This option involves routing along an existing road corridor. Approx 27 car parking spaces are lost. This option is considered
MATIX			nave some disadvantages from a land use and built environment perspective over the other options.		c disadvantages from a land use and built environment perspective over the other options.	from a land use and built environment perspective over the other options.	use and built environment perspective over the other options.	environment perspective over the other options.	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

1	Stage 2		· · · · · · · · · · · · · · · · · · ·		South Central Douglas to Blackash	1		
Assessment Criteria	Sub-Criteria	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
		Total - €25.3M Cost per KM - €7.9	Total - €35.3M Cost per KM - €6.9	Total - €16.6M Cost per KM - €5.0	Total - €34.4M Cost per KM - €6.7	Total - €14.3M Cost per KM - €4.3	Total - €39.5M Cost per KM - €6.1	Total - €38.5M Cost per KM - €6.0
	Capital Cost  Rank	Indicative Scheme Infrastructure Works Cost - €16.4M Private Land Costs - €8.9M	Indicative Scheme Infrastructure Works Cost - €24.8M Private Land Costs - €10.6M	Indicative Scheme Infrastructure Works Cost - €14.8M Private Land Costs - €1.8M	Indicative Scheme Infrastructure Works Cost - £24.8M Private Land Costs - £9.6M	Indicative Scheme Infrastructure Works Cost - €13.5M Private Land Costs - €0.8M	Indicative Scheme Infrastructure Works Cost - E2SM Private Land Costs - E14 SM	Indicative Scheme Infrastructure Works Cost - €25M Private Land Costs - €13.5M
Economy	Kank  Average Journey Time  Rank	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 a 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
	Journey Time Reliability Rank	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 laines 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 10f of this route through traffic management in the form of quoue relocation.	Dedicated bus banes 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 % largth of this route. Bus priority is achieved for a further 7% of this route through traffic management in the form of quase relocation.	Dedicated bus lanes would be provided for 88 % length of this route. Bus priority is achieved for a further 8% of the through traffic management in the form of queue relocation
	Land Use Integration	This option integrates with what is one contracting in Douglas, education are ingle and registrouthood and boal common are for South Douglas island. Sectambels ensistential neighbourhoods coming is observine along the result. This option is considered to have some significant advantages from a land use integration perspective.	This option integrates with what town custon untils in Druges, resighbarhood and local cents arrising on Grapp litted, inside time development arrising and light it bashing and instead some carring at Brasile Boal Boundband. Sustainable residential neighbourhoods coming is developer along the result. This option is considered to have some significant advantages from a land one histogration perspective.	This option integrates with urban town centre zoning in Douglas, mixed use development zoning and light industry and related uses soning as Ensale Board Boardedout. This option is considered to have some significant disadeastages from a band use integration perspective.	The option integrates with whan town control princips in Bougles, religioushout and local control points Group Beat mixed one development aming and light releasity part mixed ones, ranging at Bouel-Boat Boundeast. Sesta	This option integrates with urban town centre zoning in Douglas, maked use development zoning and light industry and related uses zoning at Homel Book Resultation. If the option is considered to have some significant disadvantages from a land use integration perspective.	This option integrates with urban town centre zoning in Douglae, neighbourhood and local centre zoning on Gange Road, mixed use development zoning and light industry and institute uses zoning at Kinade Road Road Road Road Road Road Road Road	This option integrates with utuan form combine zoning in baughts, neighbourhood and local centre unrings on Errar interfaces. On the property combined to the control and the
	Rank Residential Catchment 400m (5 mins)	3/189	4447	141	8973	89	401	4420
	800m (10 mins) 1200m (15 mins)	4480 6984	6120 6697	444 1933	5935 5969	326 1643	6161 6862	6001 6151
	Employment Catchment 400m (5 mins) 800m (10 mins)	634	1827 7494	318 909	1723 3652	325 1216	2269	2276
	1200m (15 mins)	2303 2251	1353	679	1390	466	2653 1249	1130
	Total residential and employment (10 mins)  Rank	10506	14895	1812	14609	2055	15539	15551
Integration	Transport Integration  Rank	The option provides for opportunities to integrate with bus services travelling from the South East and Alport. This option involves the provision of traffic mannagement (quare relocation on South Doughis Road) to integrate with vehicular traffic. All options are considered neutral from a a transport integration perspective.	This option provides for apportunities to indigrate with his services transflar from the South East and Apport. This option is executed this provided indigrate and the provided from the provided from the provided from the support from a transport integration perspective. This option is considered to have come disabilizations from a transport integration perspective.	This option provides for opportunities to integrate with bus services travelling from the South East and Alignort. This option involves the provision of bus larses to integrate with vehicular traffic. This option is considered to have some advantages from a transport integration pumpersise.	This option provides for apparoisables to integrate with how services travelling from the fourth fast and kirport. This option involves the provision of raffic meanuragement (but gather on Dougles Earl) to integrate with webscare traffic. This option is considered between deadworksges from a transport integration perspective.	This option provides for opportunities to integrate with bus services travelling from the South East and Report. This option services to avoid the provision. And is the to being substantial with white traffic. This option is considered to have some advantages from a transport integration perspective.	This option provides for apportunities to integrate with bus services training from the South East and Apport. This gates resident the provision of south consensus of South Southern Southern Southern Southern Southern So	This option provides for apportunities to integrate with how services travelling from the South East and Airport, anothers the provider.  Considered to have some disubsertages from a transport integration perspective.
	Cyclist Integration	This option modes along the South Douglas Road and the South Link NZ? The South Link NZ? Is not identified an acycle-made within the Cork Midropolitism Transport Strategy. This option is considered to have some disadvantages from a cycles integration pempercise.	The option routes along Gange Read and the South Link 1027. The South Link 1027 in not identified as a gold route within the Cost Microgoldian Transport Strategy. This option is considered to have some disadvantages from a cyclick integration perspective.	This option routes along South Ring Road N40 and Kinade Road - The South Ring Road N40 hard identified as a cycle route within the Cost Michropolitain Transport Strategy. This option is considered to have some disadvantages from a cyclist integration perspective.	This option routes along the Grange Road and the Grande Road. These roads are identified as cycle routes within the Cork Metropolitism Transport Strategy. This option is considered to have some advantages from a cycle 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 Metropolitian Transport Strategy. This option is considered to have some disadvantages from a cycles integration perspective.	The option only the Capy Best and the South Let AST. The South Let NOT and destribe an optimise within the Cast.  Menyalistan Tomport Smaley. The option is considered to have some diselecting from a gold step attor propose.	The option rades along the Grange Road, Bullyumreen Road, and the Grade Road. These reads are described with the Cork Metropolition Transport Strategy. This option is considered to have some advantages from a cyclic perspective.
	Rank Pedestrian Integration	This option mades along the South Douglas Road and the South Link N27. The South Link N27 offers limited potential to integrate with the podestrian network. This option is considered to have some disadvantages from a predictrian network integration perspective.	The option routes along the Camps Road and the South Lisk RLY. The South Lisk RLY offers limited potential to integrate with the prediction network. This option is considered to have some disoblantages from a padentian en	This option moutes along the South Ring Road 140 and the Kimsle Road. The South Ring Road 180 offers limited potential to integrate with the podestrian network. This option is considered to have some disadvantages from a pedestrian network integration pempective.	This option routes along the Crange-Road and the Kinsale Road. These roads offer good potnetial to integrate with the protection network. This option is considered to have some advantages from a pediestrian integration purspective.	This option routes along the South Ring Road N40 and the Minase Road. Hose South Ring Road N40 offers limited potential to integrate with the potentian network. This option is considered to have some disablantages from a podestrain network integration perspective.	This aption nutricizing the Stage Read and the South List NZT. The South List NZT offers lesting potential to large are with the productive networks. This getters to considered to have some disadvantages from a production network religiously perspective.	This option makes along the Canego Road, Ballycurreon Road, and the Sinsale Road. These reads offer the potential with the pedestrian network. This option is considered to have some advantages from a production network in perspective.
Accessibility and Social Inclusion	Rank  Key Trip Attractors (Education, Health, Commercial, Retail, Leisure)  Rank	Bode serves by the difference reach ac teleure Douglas Community School Sprens Feet. Tenomer Alfredis EF, Coldeste Chrisel 18 Sports Feet. Tenomer Valley Park, Douglas Land Ferroli Cought Seet. Tenomer Valley Park, Douglas Land Ferroli Coldeste Chrisel 18 Sports Feet. Education: Douglas Community School Chief Tele Spooding School Coldeste Chrisel 18: Betall: Douglas valley & Douglas Schopping Cimite	Rode serve key trip attractors such as: Leture: Douglas Lawn Fermic Clab, Douglas GAA.O.b., thrench Mount Park: Health: CP practices on Crazya Read Road Education: S1 Road Read Road Read Road Read Road Read Read Read Read Read Read Read Re	Rade since key tilp attractors such as: Lehaure Doughs Lawn Fernic Club, Viernen Mouret Parks Britist Dougher stillige is Dougher Segging Center	Bode comes key log pitraction such as: Leinure: Dougle Law Tomis Out, Dougles CAAO, bit Tomas Moure Park: Health Cif practices on Carego Beed Stade Education: State Cougles village & Dougles Crepping Centre Bitsall: Dougles village & Dougles Crepping Centre	Route serves key trip attractors such as: Lehure: Douglas Laun Fernis Cub., Verron Mount Park- Retail: Douglas village & Douglas Shopping Centre	Bodie seven key tip discolars such as Lebeur Dogdel Lann Frem Cita Prospin GAA Cub, Brenn Morat Park Heither (Franction on Cingue) Bead Stated Education States Material School, St Columba Boys and Girls Mattern Schools Bead States Material School, St Columba Boys and Girls Mattern Schools Bead States States States School, States Boys and Girls Mattern School, Bead States States States States States States States States Commercial Scoth Link Business Park.	Bouler serves legs trip attractions such as: Letture Designitis and Formit Cade Inseptis GAM Cade Memon Meant Plets: Healther Designitis and Formitis and Engage Health Serves Health Se
Social inclusion	Rank Deprived Geographic Areas Rank	There are no RAFIO (Revitalising Areas through Planning, Investment and Development) designated areas within the area of interest. Route options are considered modiful from a deprived geographic area perspective.	There are no BAPD (Rostalising Areas Brough Planning, Investment and Dovelopment) designated areas within the area of interest. Route options are considered nears from a deprived geographic area perspective.	There are no BAPID (Biolitalsing Areas through Planning, Investment and Development) designated areas within the area of letered. Route options are considered neutral form a deprived geographic area perspective.	There are no RAPID (Restailing Areas through Planning, Investment and Development) designated areas within the area of Interest. Route options are considered reacted from a deprived geographic area perspective.	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 deprive geographic area perspective.	There are no RAPID (Revitabiling Areas through Planning, Investment and Development) designated areas within the area of interest. Route options are considered medical from a deprived geographic area perspective.	There are no RAPID (Bestalliding Areas through Planning, Investment and Development) dissignated areas within interest. Brude options are considered neutral from a deprived geographic area perspective.
Safety	Road Safety Rank	The option has 33 junctions/side roads off the maintine. Most of the roads travels on roads with lower speed limits. This option is considered to be neutral when compared to the other option.	The option has 39 junctions/side roads off the matrims. Most of the roads travels on made with lower speed limits. This option is considered to be readed without companied to the other option.	The option has 9 junctions/side reads off the mainline. This route travels along the N40 South Ring Road. This route has a lower no of junctions however it rands along roads with higher average speeds such as the N40 South Ring Road. This option is considered to be neutral when compared to the other option.	The option has 39 junctions hade made off the makines Most of the made travels on leads with lower speed lines. This option is considered to be neutral when compared to the other option.	The option has 9 junctions/side roads off the mainline. This route travels along the 140 South Ring Boat. This route has a lower or junctions however it ravels along roads with higher angeographic speeds such as the 1405 South Ring Boad. This option is considered to be neutral when compared to the other option.	The option has 43 perclamaride reads off the maintime. Most of the must branch on mask with boars good limits. This option is considered to be other option.  To be readed when compared to the other option.	The option has 43 junctions/side roads off the mainline. Most of the roads travels on roads with lower speed limit is considered to be read rail when compared to the other option.
	Archaeological, Architectural and Cultural Heritage	No predicted impact on the archaeological, architectural or cultural heritage resource	This option would require a new bridge and road way arons a small stream and the site of a mill roce. Ground works have the potential to negatively impact buried archeological remains and may affect archeological deposits associated with the stream. The road will also travel through the former demonstrated processing with Ballybrack House (MAR).	No predicted impact on the archieological, architectural or cultural heritage resource	This option resuld require a new bridge and road way across a small stream and the site of a mill race. Ground work have the potential tringgleting impact hands of the region of ments and may gifted an characterized deput	No predicted impact on the archaeological, architectural or cultural heritage resource	This option read-tragines a new bridge and read way across a small stream and the after if a mill race. Ground works have the potential to registricly impact buried exchanological remains and may affect an analysis deposits associated with the stream. The read will also trave through the former demonse land-cope associated with Bullytrack House (NAM).	This option would require a new bridge and mad way across a small stream and the site of a mill soci. Cround way potential two negatively impact buried archiveological remains and may affect or charactegical deposits as
Environment	Rank  Biodiversity	The McK Burry Road (point F-L) could require the clearing of a frick scrubined area with malure tries (Crayadia S) yearner, Hopered Commits visible Insusive sporcial, Buddies (pressive special) and Webrie Heidering sharine specials) and expensive size of the McK Burry Barry Sharine size of the McK Burry Barry B	Complyinal Mill any the mag, their is given to come through before we work to just on the Compiler State I be stretch into given to make the magnetic desired of a little state in the compiler of the state I be stretch into given the compiler of the state I be stretch into given the compiler beautiful the compiler of the state I be stretch and the compiler of the state I be stretch and the state I be state I be stretch and the state I be stretch and the state I be state I be stretch and the stretch an	tress (approx. length 230 ml) containing Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort Creeping Cinquefol, Sycamore, Hogweed, Clematis vitabla (unasive species), Buddela (invasive species) and Winter Hellotrope (invasive species). The opposite side of the Mick Barry Road follows along the outsists of the Black Ash Park and Ride carpast. There is a grassiand space located by point B (approx. length 53ml) contains; Dandolin, Bramble, Horseweed, Crass, History	• The stretch from port it top (is play used monthly allow) to Coapp Bold and throw at the 1 junction hading onto Domegrack Hill, as pet the map, there is pain to creat investigation and produced to the control for complete Ballet in the hading the Coapp Ballet and require change of Section 4.  All resolutions and 8 junctions for supplied than begans in regular to Total of Coarp, Core, to Service, Coapp Ballet and Section 4.  All resolutions and 8 junctions for supplied than begans in regular to Total of Coapp Core, to Service, Coapp Ballet and Section 4.  All resolutions and 8 junctions for supplied than the parties of Coapp and and supplied and for supplied to Section 4.  In the supplied that is supplied to the supplied t	No apparent habital clearing to be done as this route is quite urban and the road researchs are already present.	The stretch from point in Go II proposed modify along the Cargey Rood and them at the T junction loading onto Dampfords ARI. as per of many, there is plant to cross through Robinston work to plant or control to the Comprights Road. The stretch along the Cargey Robe Cardinage Robert ARI. As per of many, there is plant to cross through Robinston Robinston. The Cardinage Robert ARI. As per of the Robinston	Hill sport the map, there is given to cross through Bulghrack woods to join onto the Carriage Read the treating and carriage fleat and callegue country of 61 related to the 14 to 14 to 15 to 1
	Rank		specially that introduced not pursue as part to intrinsia activization specials in incoming			Widening of the existing carriageway and reallocation of road		
	Soils and Geology  Rank	Widening of the existing cartiageway and reallocation of road space will require earthworks. This option has some advantages when comparing it to other options as the majority of the earthworks are recidential / greenfield with no historical industrial.	Widening of the existing carriageway and reallocation of read space will require earthworks. This option involves a new bridge to connect Carrigatine Road with Change Road over Ballytrack Woods (Mangala Valley). This option is considered to have some disadvertages from a soft and geology perspective.	Widening of the existing carriageway and reallocation of read space will require earthworks. The option has some advantages within comparing it to other options as the majority of the carrhworks are readertfall of green	Wildering of the existing carriageney and realiscation of road space will require earthworks. This option brokles a new bridge to connect Carrigatine Road with Grange Road over Ballybrack Woods (Mangala Valley). This option is considered to have some disadvantages from a soft and gooking perspective.	windowing of the existing carrageway and resuccision of robu- pace will require earthworks. Hos goliton has some advantages when comparing it to other options as the majority of the earthworks are residential / greenfield with no historical industrial.	Wildering of the existing carriagenesy and realiscustion of most space will require earthworks. This option involves a new bridge to connect Carrigative Road with Crawge Road over Ballybrack Wildoots, Monagola Valleys. This option is considered to these some disadvartages from a sc and grading perspective.	Wildering of the existing carriageway and reallocation of road space will require earthworks. This option involves an connect Carrigatine Read with Grange Read one Ruliffered Wildook (Mangala Valley). This option is considered disadvertages from a soils and geology perspective.
-	Kank Water Resources Rank	This option interacts with Douglas Niter in Douglas village. This option does not exquire sents to existing bridges not the communication of new bridges therefore there will be no work in water courses. This option has some advantages from water resources perspective.	This cyclic interacts with Managamy Completed from in Ballyhard Valley, Cossporting or Coray, Back Douglashior or South Link. The cyclinn will require construction of a new briggs in Ballyhous taking in connect Corayabe Read with Grange-Road. This cyclinn has some disadvantages from water resources perspective.	This get from Interests with Douglas Ren's in Soughas vallage. This cycline does not require works it existing Virigins or the communition of one lodges therefore there will be neverth in water courses. This option has some advantages from water resources perspective.	This option Interacts with Monogurery/Denrydrood inter in Ballytrack Valley, Crange inter on Comparibud, Douglas River on South Link. This option will require construction of a new bridge in Ballytrack Valley to connect Carrigative Read with Crange Read. This option has some disadvartages from water resources paragective.	This option interacts with Douglas Siver in Douglas village. This option does not require works to obtaing bridges or the country of the coun	This against intends with Monogamey Recognition in a Indiplaced Volley, Craspe never Grapp Road, Douglas Reer on South Lisk - To aption will require construction of a new bridge in Religional Volley to convent Conspirer Road will Grapp Road. This option has some disadvantages from water resources perspective.	This option interacts with Monogamy Domyhouds due in Ballybrach Vallay, Conspanies on Coasy Bast Doublaid. This option will require construction of a new lotigie in Ballybrach Vallay to connect Congulare Bast Blad. This option has some disadvantages from water resources perspective.
	Landscape and visual	This option mutes along South Douglas Road and South Link Boad. "There are no area of high landscape value or bandcape permention zone dissignated with the Chyl Development Plan close to this route option. As a result this option is considered to have some advantages from a bandcape and visual perspective.	This option involves a new bridge to connect Carrigative least with Grange Road over Ballytrack Woods (Mongale Valley). This option is considered to have corner disadvantages from a landscape and visual geospective.	This option routes along the N40 and South Link Road. There are no area of high landscape values or landscape personnation zones designated with the City Development Plans close to this route option. As a result this option is considered to have some advantages from a landscape and visual perspective.	This option insolves a new bridge to connect Comigailine Road with Crange Road over Robbytrack Wildook (Mangala Valley). This option is considered to have some disoduratings from a landscape and what pumperflore.	This option routes along the N40 and Kinsale Road. There are no area of high landscape value or landscape personation zones designated with the City Development Plan close to this route option. As a result this option is considered to have some advantages from a landscape and visual perspective.	This option involves a new bridge to connect Cortigative Road with Canage Road over Ballybood Woods (Mangain Valley). This option is considered to have some disablantages from a land-loops and visual perspective.	This option involves a new bridge to connect Carrigative Road with Carrya Road over Ballybrack Woods (Mangaland option is considered to have some disadvantages from a landscape and visual perspective.
-	Rank Noise, vibration and air quality Rank	This option renders along South Douglas Road and South Link Road. Recidential housing along South Couglas Road in a sentitle recognit. As a result this option is considered to have some dissubstantage. From a notice effections et al. op quality prospection.	This option routics along Clange Road and the South Liss N27. Recidential housing along Crange Road is a sensitive receptor. As a result the option is considered in have some disadvantages from a notice electrion and air quality perspective.	This option must along South Ring Road NVO and South Link Road NV7. This moulting Involves interaction with a smaller mustber of a mobile recognition as a result this option to anothered to have some advertising from a reside size date of a guilty purposettie.	This option routes along Grange-Road and Grade Road. Roaderful housing along Grange-Road is a sentitle recipior. As a result this option is commissed by how some discharings from a notice elusion and are quilty prospective.	This option route along South Ring Road N40 and Linnale Road. This routing involves interaction with a smaller rumber of semihote reciption as a result this option is considered to have some advantages from a notice vibration and air quality proyective.	This option routes along the Crarge Read and the South Link 1072. Residential thousing along Crarge Read is a sentitle recoptor. As a residential thoughton is considered to have some disadvantage from a noise vibration and all quality prospective.	this option routes along the Grange Boad, Ballycurreen Boad, and the Broad-Boad. Residential housing along Go scrabber couples. As a result this option is considered to have some disableratings from a ratio what alone are
	Land Use and Built Environment	This option involves routing along an existing road corridor. Approx 82 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 comitor. Approx 80 car parting 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 disadvantages 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 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 disadvantages from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 80 cm parking spaces are lost. This option is considered to have some disadvantages from a land use and built environment pumpective over the other options.	This option involves routing along an existing road corridor. Approx 80 car parking spaces are lost. This option is have some disadvantages from a land use and built environment perspective over the other options.

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

	Stage 2							
Assessment Criteria	-	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 7
763633Hell Gilleria	Sub differin	Total - €27.9M	Total - €25.7M	Total - £35.1M	Total - €23.1M	Total - €24.7M	Total - €36.7M	Total - €22.2M
	Capital Cost	Cost per KM - €7.2M  Indicative Scheme Infrastructure Works Cost - €19.7M	Cost per KM - E5.3M  Indicative Scheme Infrastructure Works Cost - £20.8M	Cost per KM - E5.9M Indicative Scheme Infrastructure Works Cost - E26.9M	Cost per KM - 65.6M Indicative Scheme Infrastructure Works Cost - 619.7M	Cost per KM - E4.9M Indicative Scheme Infrastructure Works Cost - E20.2M	Cost per KM - 66.0M Indicative Scheme Infrastructure Winds Cost + 629M	Cast per KM - 66.4M Indicative Scheme Infrastructure Works Cast - 617.3M
	oupred cook	Private Land Costs - 68.2M	Private Land Costs - 64.9M	Private Land Costs - 68.2M	indicative scheme intrastructure works cost - e 19.7Mi Private Land Costs - e 3.M	Private Land Costs - 64.5M	Private Land Costs - £7.8M	Private Land Costs - 64.9M
	Rank							
Economy	Average Journey Time	This scheme has a total length of 4.3 km and from initial journey time calculations, would	d This scheme has a total length of 4.8 km and from initial journey time calculations, would take an	This scheme has a total length of 5.9 km and from initial journey time calculations, would take an		This scheme has a total length of 5.0 km and from initial journey time calculations, would take an average of	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
Economy		take an average of 28 mins.	average of 31 mins.	average of 40 mins.	mins.	34 mins.		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	Dedicated bus lanes would be provided for 71% length of this route. Bus priority is achieved for a	Dedicated bus lanes would be provided for 72% length of this route. Bus priority is achieved for a	Dedicated bus lanes would be provided for 60% length of this route. Bus priority is achieved for a further 40% of	Dedicated bus lanes would be provided for 69% length of this route. Bus priority is achieved for a further 24%	Dedicated bus lanes would be provided for 70% length of this route. Bus priority is achieved for a further 27% of this	Dedicated bus lanes would be provided for 73% length of this route. Bus priority is achieved for a further 2
		relocation and bus gates.	further 22% of this route through traffic management in the form of queue relocation.	further 25% of this route through traffic management in the form of queue relocation.	this route through traffic management in the form of queue relocation and bus gates.	of this route through traffic management in the form of queue relocation.	route through traffic management in the form of queue relocation.	of this route through traffic management in the form of queue relocation and bus gates.
	Rank							
	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	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	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	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	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	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	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
		with Sustainable Residential Neighbourhood zoning elswhere along the route.	Neighbourhood zoning elswhere along the route.	Neighbourhood zoning elswhere along the route. This option integrates with District Centre zoning or Sarsfield Road.	along the route.	along the route.	option integrates with District Centre zoning on Sarsfield Road.	integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.
	Rank							
	Residential Catchment							
	400m (5 mins) 800m (10 mins)	7229 18588	7728 18517	7434 15407	6878 17575	7377 17504	7083 14394	5232 15498
	1200m (15 mins) Employment Catchment	33864	33973	25514	32005	32114	23655	27954
	400m (5 mins) 800m (10 mins)	499	515 5100	1346 5400	579 5448	595 542	1426	461
	1200m (15 mins)	13252	13590	13239	3400 14242	14580	14229	5343 14023
	Tatal and death and another and (10 min)	00/04	23824	21099	23023	*****	20441	2004
	Total residential and employment (10 mins)  Rank	23681	23824	21099	73073	23166	2041	20841
	Rdik	The option provides for integration with existing bus routes connecting to Bishopstown,	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne,	The option provides for integration with existing bus routes connecting to Bishopstown, Doughdoyne	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield	The option provides for integration with existing bus routes connecting to Bishopstown, Doughdoyne,	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield and	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne,
Integration	Transport Integration	Doughcloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration	Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perspective.	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	and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perspective.	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.	Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perposective.
	Rank	perpsective.	лине вычинадел ими и инперси инпедицион регульству.	transport integration persective.	поли и изворов в пледимент реграссите.	выявляний в напары в посудника рызучасня.	тышн ыыл гыны мылыпы тамыны ылымыныды пыш и интарыт шыдынып рылымы.	допод выпинада поит и инпарит спису ими разроссите.
	Rdik							
		This route serves part of the Kinsale Road, Pearse Road, Togher Road and Glasheen Road	This route serves part of the Kinsale Road, Pearse Road, Togher Road and Glasheen Road which are	This route serves part of the Kinsale Road, Pearse Road, Togher Road and Sarsfield Road which are	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road and Vicars Road. Pouladuff Road (from I	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road, Vicars Road Summerstown Road.	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road, Togher Road and Sarsfield Road. Pouladuff	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road, Togher Road and Glasheen Road
	Cyclist Integration	which are identified as cycle routes in the Cork Metropolitan Area Transport Strategy.	identified as cycle routes in the Cork Metropolitan Area Transport Strategy.  Summerstown Road is not identified as a cycle route in the Cork Metropolitian Cycle Network.	identified as cycle routes in the Cork Metropolitan Area Transport Strategy.	to G) is not identiifed as a cycle route in the Cork Metropolitan Area Transport Strategy.	Pouladuff Road (from H to G) is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy.	Road (from H to G) is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy.	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 option is considered to have some disadvantages compared to other options for this criterion.	This option is considered to have some advantages compared to other options for this criterion.	This option is considered to have some disadvantages compared to other options for this criterion.	Summerstown Road is not identified as a cycle route in the Cork Metropolitian Cycle Network.  This option is considered to have some disadvantages compared to other options for this criterion.	This option is considered to have some disadvantages compared to other options for this criterion.	This option is considered to have some advantages compared to other options for this criterion.
	Rank							
		General pedestrian improvements to pedestrian facilities along the scheme including	General pedestrian improvements to pedestrian facilities along the scheme including enhanced	General pedestrian improvements to pedestrian facilities along the scheme including enhanced	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities	General projectrian improvements in projectrian facilities should be shown in	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing
	Pedestrian Integration	enhanced crossing facilities at junctions.	crossing facilities at junctions.	crossing facilities at junctions.	at junctions.	facilities at Junctions.	junctions.	facilities at junctions.
	- areas nat a rouge distall	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this criterion.
							**************************************	
	Rank							
	Key Trip Attractors	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park;	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park, St Finbarrs GAA Club;	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 Ballyphehame, Gaelscoil an Teaghlaigh Naofa, Toghe	Key Trip attractors along this route include: Leisure-Musgrave Park, Clashduv Park;	Key Trip attractors along this route include: Leisure- Musgrave Park, Clashduv Park;	Key Trip attractors along this route include: Leisure-Musgrave Park, Clashduv Park;	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park, Ballypheane GAA Club;
	(Education, Health, Commercial, Retail, Leisure)	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	Education - Presentation Secondary Girl's School Ballyphehane, Gaelscoil an Teaghlaigh Naofa, Glasheen Boys National School: Health - CUH, GP practices located off Fearse Road and Togher Road, Abbeyville Veterinary Hospital.	Education - Presentation Secondary (sin's Sachola isalypinehane, Laessoul an Teaghaigh Nadia, Toghe Boys National School : Health - CUH, GP practices located off Pearse Road and Togher Road, Abbeyville Vetinary Hospital ;	Education - Presentation Secondary Girl's School Ballyphehane, Gaelscoil an Teaghlaigh Naofa, Glasheen Boys National School, College of Further Education (Colsiste Stiofain Naofa); Healthcare - CUH, GP practices located off Pearse Road and Togher Road, Abbeyville Vetinary Hospital:	Education - Presentation Secondary Girl's School Ballyphebane, Caetocoll an Teaghaigh Naofa, Glasheen Boyr National School (College of Further Education (Colaise Stiofáin Naofa); Healthcare - CUH, GP practices located off Peanse Road and Togher Road, Abbeyville Vetinary Hospital;	Education - Presentation Secondary Girfs School Ballyphehane, Gaedscoil an Teaghlaigh Naofa, Glasheen Boys National School, College of Further Education (Colaiste Silofain Naofa); Healthcare - CUH, GP practices located of Fearse Road and Togher Road, Abbeyville Vetinary Hospital;	Education - Gaelscoil an Teaghlaigh Naofa, Morning Star Mational School; Health - CUH, Abbeyville Veterinary Hospital; Commercial/Retail - South Cork Industrial Estate
		Veterinary Hospital.	Health - CUH, GP practices located on Pearse Road and Togner Road, Adoeyville Veterinary Hospital.	Commercial/Retail - Wilton Shopping Centre.	Heatincare - LUH, GP practices located on Pearse wood and Togher wood, Apoleyville Vermary Hospital;  Commercial/Retail - South Cork Industrial Estate	Heatincare - LuiH, GP practices located on Pearse Moad and Toghter Moad, Addeyville Vetinary Hospital; Commerical/Retail - South Cork Industrial Estate	Healtincare - LuiH, GP practices located of Pearse koad and Togher koad, Addeyville Vetinary Hospital; Commerical/Retail - Wilton Shopping Centre	Commercial/Retail - South Cork Industrial Estate
Accessibility and	Rank							
Social Inclusion	Kdik							
		All option travels through a RAPID (Revitalising Areas through Planning, Investment and	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development)	All online trausic through a DASID (Busitalizing Arose through Stanning Insustment and Development	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development)	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development)	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development)
	Deprived Geographic Areas		designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	
					3-4-1-3-3-3-4-1-1-1			
	Rank							
		The option has 47 junctions/side roads off the mainline. This option has some safety	The option has \$1 junctions/side roads off the mainline. This option has some safety disadvantages	The option has 57 junctions/side roads off the mainline. This option has some safety disadvantages	The option has 41 junctions/side roads off the mainline. This option has some safety disadvantages compared to	The online has 45 inertines/side made off the mainline. This online has some safety disadvantages compared	The option has \$1 junctions/side roads off the mainline. This option has some safety disadvantages compared to other	The option has 35 junctions/side roads off the mainline. This option has some safety disadvantages
Safety	Road Safety	disadvantages compared to other options.	compared to other aptions.	compared to other options.	other options.	to other options.	options.	compared to other options.
	Rank							
	Archaeological, Architectural and Cultural Heritage	Following review of potential archaelogical, architectural and culutral heritage issues in	Following review of potential archaelogical, architectural and culutral heritage issues in this area all	Following review of potential archaelogical, architectural and culutral heritage issues in this area all	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options	Following review of potential archaelogical, architectural and cululral heritage issues in this area all options are	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options
		this area all options are considered to be neutral with respect to this criterion.	options are considered to be neutral with respect to this criterion.	options are considered to be neutral with respect to this criterion.	considered to be neutral with respect to this criterion.	are considered to be neutral with respect to this criterion.	considered to be neutral with respect to this criterion.	are considered to be neutral with respect to this criterion.
	Rank		The Mick Barry Road (point A-8) could require the clearing of a thick scrubland area with mature trees	The Mick Barry Road (point A-B) could require the clearing of a thick scrubland area with mature trees		The Mick Barry Road (point A-8) could require the clearing of a thick scrubland area with mature trees		
		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,	(approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping	(approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping		(approx. length 230 m) containing: Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping		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
		Willow, Bloodwort, Creeping Cinquefoil, Sycamore, Hogweed, Clematis vitalba (invasive species), Buddleia (invasive species) and Winter Heliotrope (invasive species). The	Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the	Cinquefoli, 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	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	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	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 Cinquefoll, Sycamore, Hogweed,	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
		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	* 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).		species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride	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,	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	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,
		grassland space located by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddleia (invasive	Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneaster,	Following on from this there is a low hedgerow/ treelines (approx. total length 190m) containing. Pine	carpank. 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	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, Honeybuckle, Ash, Hawthorn, Sow	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).	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 Cont
		190m) containing: Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horsewed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry, Clematis vitalba	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		length 190m) containing Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry, Clematis vitalba (Invasive species), Buddleia (invasive	(invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland).	Honeysuckle, Adv, Hardhorn, Sow Thistle, Horseweed, Wintercreeper, Laure, Cottonesster, Laurestine, Japanese Barberry, Clematis vitalba (invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and	(invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland).
		(invasive species), Buddleia (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in Ireland).		Ireland).  Along the section of the Kinsale Road from point B to C, the removal of a thick mature	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,	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	Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline o the left hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambles, Firethorn, Willow
		Along the section of the Kinsale Road from point B to C, the removal of a thick mature bednerow/treeline on the left hand side could be required. Containing: Hawthorn	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	hedgerow/treeline on the left hand side could be required. Containing: Hawthorn, Cypress, Griselinia.  Rrambles. Firethorn, Willow, Wild Cherry, Privet and Clematic vitaliba (invasive species). The right hand.	Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the	Wild Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of road could	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	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 hy with 7 no. mature Silver Birch trees. Also a thick
	Biodiversity		side of this stretch of road could require the clearing of a low hedgerow of Barberry and by with 7 no. mature Silves Birch trees. Also a thick strubland strip of Brambles, bys. Havathon, Willow, Cow Verify Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive	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,	Cherry, Privet and Clematis vitaliba (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	scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species).	hed gerow of Barberry and lye with 7 no. mature Sliver Birth trees. Also a thick scrubland strip of Brambles, by, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis	scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitaliba (invasive species).
		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		Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba (invasive species).	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 carpank 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	vitalba (invasive species).  On section C to D, the first part is along the McDonalds carpank of the Kinsale Road where some clearing could be	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
		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 when	clearing could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of	On section C to D, the first part is along the McDonalds carners of the Kinsale Road where some	On section C to D, the first part is along the McDonalds carpark of the Kinsale Road where some cleaning could be required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Peans road where gas a margins are at either side of the road containings total of 18 trees. Pno. Cherry	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, 18 fed Maple and 1 Sycamore.  The section of Pearse Road from point D to 14 could require the removal of a total 29 trees if widening of the	required of: newly planted Laurel bushes and 11 no. Lime trees. The second part of this route section is located along Peanse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no.	section is located along Pearse road where grass margins are at either side of the road containing a total of 8 messes are contained as the section of the road containing a total of 8 messes are contained as the section of 5 messes are contai
		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 ar	containing a total of Bitness 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	containing a total of 18 trees: 9 no. Cherry trees. 7 no. Lime. 1 Red Maple and 1 Sycamore.	trees, 7 no. Lime, 1 Red Maple and 1 Sycamore.	road was to take place. 12 no. Sycamore. 9 no. Lime. 7 no. Cherry and one red Maple.	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	sides of the road containing: 8 no. Lime, 4 no. Sycamores, 5 no. Birch, 1 Ash, 1 Cherry and 1 Alder.
		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 tree	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	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 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.  Wicars Road (point G to I) requires widening so this could result in the clearing of 45 trees; 27 no. Field Maple, 13	Vicars Road (point G to I) 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.	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. Carba paple, 2 no. White Beam, 1 Hawthorn, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple.	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 Adh, 2 no. Palm, 2 no. Ash, 1 Hazel, 1 Whitebeam, 1 Alder and 1 Shive Birch.
		if widening of the road was to take place. 12 no. Sycamore, 9 no. Lime, 7 no. Cherry and		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.	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		эрэннэлээ, 2 нь. синс, 2 нь. синь аррес, 2 по. write веат, 1 наwtnorn, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple.	Vicars Road (point G to I) requires widening so this could result in the clearing of 45 trees: 21 po. Field Maple
				Along Togher Road starting from point 1 there is a low hedge sees with Sursenone Dend-line Con-		Clashduv Road (point K-I) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the	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.	13 no. Sycamores, 2 no. Lime, 2 no. Crab annie, 2 no. White Ream 1 Daubhorn, 1 Silvar Direk, 1 Alder, 1 Direct
I		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.	the widening of this stretch.  The section of this route that runs through the housing estate along Sandymount Drive (point K to M),	Along Togher Road starting from point I there is a low hedge area with Sycamore, Dandellon, 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. Harwthorn and 1 Field	Maple.  Clashduv Road (point K-I) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the	Clashduv Road (point K-I) 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 Advand 1 Ach to be cleared on the way into the housing estate.	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	13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthom, 1 Silver Birch, 1 Alder, 1 Birc and 1 Maple. Clashduv Road (point K-I) has a potential 35 Armbeam trees that may need to be cleared to facilitate the
		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 widering. Clashdur Road (point JK) has a potential 35 Hombeam tress that may need to be cleare to facilitate the widening of this stretch.	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	Along Togher Road starting from point J there is a low hedge area with Sycamore, Dandelion, Cow	Maple.  Clashduv Road (point K-I) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the	Clashduv Road (point K-I) 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 MI, would	buttercup, Milkweed and Nettles. There are also 10 trees present along this stretch that may need to be cleared: 3 no. Film. 2 no. Silver Birch. 2 no. Sycamore. 2 no. Hawthorn and 1 Field Maole. Also along the stretch of Sour Hill Road, that	13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthorn, 1 Silver Birch, 1 Alder, 1 Birch
		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. Clashdur Road (point I-K) has a potential 35 Hombeam trees that may need to be cleare	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 AM and 1 AM to be cleared on the way into the	Along Togher Road starting from point J there is a low hedge area with Sycamore, Dandelion, Cow Vetch, Creeping butterup, Milkuwed 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.	Maple.  Clashduv Road (point K-I) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the	Clashdaw Road (point K.i) has a potential 35 kinnbeam trees that may need to be cleared to facilitate the uldering 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 memoral 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. Spranners, 2 no. Bird. 2, Whitebeam; 1 Ash and 1 Hone Chestinal to be	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	13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthom, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple. Clashduv Road (point K-I) has a potential 35 Armbeam trees that may need to be cleared to facilitate the
Environment	Rank	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. Clashdur Road (point I-K) has a potential 35 Hombeam trees that may need to be cleare	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	Along Togher Road starting from point J there is a low hedge area with Sycamore, Dandelion, Cow Vetch, Creeping butterup, Milkuwed 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.	Maple.  Clashduv Road (point K-I) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the	Clashdaw Road (point K.i) has a potential 35 kinnbeam trees that may need to be cleared to facilitate the uldering 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 memoral of 1 Mountain Ash and 1 Ash to be cleared on the way into the housing estate from point K, with a further 3 nos Syntomerec, 2 no. Bird. 2, Whitebeam; 1 Ash and 1 Hone Chestinut to be	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	13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthom, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple. Clashduv Road (point K-I) has a potential 35 Armbeam trees that may need to be cleared to facilitate the
Environment	Rank	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. Clashdur Road (point I-K) has a potential 35 Hombeam trees that may need to be cleare	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	Along Togher Road starting from point J there is a low hedge area with Sycamore, Dandelion, Cow Vetch, Creeping butterup, Milkuwed 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.	Maple.  Clashduv Road (point K-I) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the	Clashdaw Road (point K.i) has a potential 35 kinnbeam trees that may need to be cleared to facilitate the uldering 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 memoral of 1 Mountain Ash and 1 Ash to be cleared on the way into the housing estate from point K, with a further 3 nos Syntomerec, 2 no. Bird. 2, Whitebeam; 1 Ash and 1 Hone Chestinut to be	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	13 no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthom, 1 Silver Birch, 1 Alder, 1 Birch and 1 Maple. Clashduv Road (point K-I) has a potential 35 Armbeam trees that may need to be cleared to facilitate the
Environment		The section of Topher Boad from point His Jihns a grass margin with 7 no. Lime, 15 live Bild and 10 Sectional to potentially be removed to facilitate uldering. Clashdur Road (point x) (1), the class to facilitate the sudering of this shedch.  In Section 1 to facilitate the sudering of this shedch.  Wildening of the existing carriagously and reallocation of road space will require estimates.  This option will require less are throads that Opions 1.3, 1.6, 1.9, 1.12 & 1.15 due to the	The section of this route that runs through the hosping of this setted.  The section of this route that runs through the hosping setted along significance of this legion is to ship, sould regard the potential removal of 1 Mountain Ash and 1 Ash to be diseared on the say tool the soulding settle thin place Checkmat to be removed along the green area.  When the settle is the section of the settle set	Mora Touther Road starting from point (there has low hedge area with 5g-pamers, Dandsdon, Coe  Victo, Coepting March Allowed and Welling Touther and on 10 September 2014.  Magin. Alou along the steekh of Spor Hell Road, that may be wildened, three his gram margin with You  Mountain Ash and it no. Spramore to prosely be removed.  Wildowing of the easting carriageway and reallocation of road space will require authorities.  Plos gellow will require more person to that of the Colon 11, 12, 14, 15, 17, 18, 11, 11, 11, 11, 11, 11.	Ozehduk Road (joinit K.d) has a potential 35 Herindesian trees that may need to be cleaned to facilitate the widering of this stretch.  Widening of the coloring carriageous and realizaction of mad quace will require earthworks.  This option will require less earthworks than Options 1.2, 1.5, 1.15, 1.15, 1.15 due to the length of road widening.	Clarkdus Mead (point C. B) has a point ceil of 5 Hernheam them that may meed be be cleared to facilitate the meaning of the meaning of the shorts. The point of the shorts of the say in the housing state from point for the say in the housing state from point for the say in the housing state from point f, with a further 3 no. Spanners, co. Sinch 2 Whiteleam, 1 Ash and 1 Hone Cheshad to be removed along the green area.  Widening of the existing carriagenessy and reallocation of road-space will require earthworks.  The option will require less earthworks than Options 1.3, 16, 19, 112.8, 1:5 due to the length of road.	buttering, Mildweed and Weltte. There are also 10 trees prevent along this detect that any weed to be closed 3 no.  2.00 The Birth Pict 7.00 Specimes 2.00 Newton and 1 fixed blagks along the sected of Special Bland that may be address? there is a gent range with Yes. Mountain Ark and I no. Systemer is prostled as encovered may be address? there is a gent range with Yes. Mountain Ark and I no. Systemer is prostled as encovered may be address? The prostled of the contract of the Systemer is prostled as encovered Weldowing of the existing cartaloguesia and reallocation of road space will require existinately.  Weldowing of the existing cartaloguesia and reallocation of road space will require existinately.  Bits against the prostled of the second of t	13 no Sycamores, 2 no. Lime, 2 no. Crab apple; 2 no. White leasem, 14 seatrom, 1 Silver Birch, 1 Alder, 1 Bird. Clashdav Road (point K. 3) has a potential state of the seat of the state of the seat
Environment	Rank Soils and Geology	The section of Topfer Boad from point His J has a grass margin with 7 no. Lime, 15 live Birch and 10 shows that potentials by enmoved to facilitate used sensing Clashdux Road (point J A) has a potential 35 Rembaum trees that may need to be cleare to Red Road (point J A) has seen as the second of the second	The section of this route that now through of this select.  The section of this route that now through the beauting select along disapplymousd Drive glorid K is Mig. sould regare the posterial arrowal of 1 Mountain shit and 14 Ah to be disard on the way leto the bouring select from force (Abeltand to the consorted along this grean area. The Ahmen (Ahmand 1 Morea Chestand to be removed along the grean area.  Wildering of the selecting carriageously and resilication of road space will require earthworks. This option will require less carribooks than Options 1.3, 1.6, 1.9, 1.12.8 1.15 due to the length of track regions will require less carribooks than Options 1.3, 1.6, 1.9, 1.12.8 1.15 due to the length of track	Mora Topice Read starting from policit (there has low hedge sears) with Syramonic Dardollinic, Cose Victo, Osephy button, Millamed and William. There are also to Researced alloy the historia. That may need to be cleaned. Sinc Clim. Zinc. Size fight), The Syramonic, Zinc. Heardman and Tried Maybe. About slong in the cleaned. Sinc Clim. Zinc. Size fight), The Syramonic Zinc. Heardman and Tried Mountain Ash and Bin o. Syramonic be prosely be compresed. Mountain Ash and Bin o. Syramonic be prosely be compresed. Wildramag of the existing carriagonary and resilication of road space will require earthworks. This option will require control carriagonary and resilication of road space will require earthworks. This deplies will require more carriavorks than Options 1.1, 1.2, 1.4, 1.5, 1.7, 1.8, 1.10, 1.11, 1.13, 6.1. 14 due to the bready of read with relating impresed.	Ozahduk Road (joint K.4) has a potential 35 Nembroom trees that may need to be cleared to facilitate the wildering of this stretch.  Wildering of the eating carriageway and resilication of mod space will require earthworks.  This option will require less earthworks than Options 3.1, 1.4, 1.9, 1.12, 2.1.15 due to the length of road eldering incident.	Clarkdus (Mad Egionic I6) has a potential 35 increasem them that may meed to be cliented for facilitate the fine vaccinar of the native that the second of the client. An extraord their goint is facilitated that the vaccinar of the native that the second of the second of the second of the second of the require the potential removal of 11 Mauritain Arb and 1.4 Air b to clared on the way into the housing claim from point K, with a further 3 no 5 Syammers 2, one (this 2, bithinisters). And had 1 Hone Chestout to be removed along the green area.  Wildening of the exhibiting carriagously and reallocation of mad space will require carthworks.  This option will require less carthworks than Cytions 1.3, 1.4, 1.7, 1.2, 1.15 due to the length of road sectioning involved.	buttering. Milkweed and Medite. There are also 10 free-species along this detect that may weed to be closed: 3 no. Page 7.0. Size files 7.0. Speciesce, 2 no. Nestions and 1 field Might, 4 load on the freeth of Special Rilloud that may be address, there is a gas margin with 4 no. Mountain Ash and 6 no. Synamics to prossibly be removed. Wildering of the critical contains a special require contains a special require cardinates. Wildering of the critical contains and contains a special require cardinates. This option will require note cardinates than Options 5.1.1.2.1.4.1.5.1.7.4.1.10.1.11,1.12.6.1.14 due to the length of road electron growths.	13 no Sycamores, 2 no. Lime, 2 no. Out-pipe. 2 no. White leaves, 1 Headroom, 1 Silver Birch, 1 Alder, 1 Bird. Clashdur Road (point K. I) has a potential 25 Horsbeam tree that may need to be cleared to facilitate the wildering of the stretch.  Widening of the silver of the stretch of the str
Environment		The section of Topher Boad from point His Jihns a grass margin with 7 no. Lime, 15 live Bild and 10 Sectional to potentially be removed to facilitate uldering. Clashdur Road (point x) (1), the class to facilitate the sudering of this shedch.  In Section 1 to facilitate the sudering of this shedch.  Wildening of the existing carriagously and reallocation of road space will require estimates.  This option will require less are throads that Opions 1.3, 1.6, 1.9, 1.12 & 1.15 due to the	The section of this route that runs through the hosping of this setted.  The section of this route that runs through the hosping setted along significance of this legion is to ship, sould regard the potential removal of 1 Mountain Ash and 1 Ash to be diseared on the say tool the soulding settle thin place Checkmat to be removed along the green area.  When the settle is the section of the settle set	Mora Touther Road starting from point (there has low hedge area with 5g-pamers, Dandsdon, Coe  Victo, Coepting March Allowed and Welling Touther and on 10 September 2014.  Magin. Alou along the steekh of Spor Hell Road, that may be wildened, three his gram margin with You  Mountain Ash and it no. Spramore to prosely be removed.  Wildowing of the easting carriageway and reallocation of road space will require authorities.  Plos gellow will require more person to that of the Colon 11, 12, 14, 15, 17, 18, 11, 11, 11, 11, 11, 11.	Ozehduk Road (joinit K.d) has a potential 35 Herindesian trees that may need to be cleaned to facilitate the widering of this stretch.  Widening of the coloring carriageous and realizaction of mad quace will require earthworks.  This option will require less earthworks than Options 1.2, 1.5, 1.15, 1.15, 1.15 due to the length of road widening.	Clarkdus Mead (point C. B) has a point ceil of 5 Hernheam them that may meed be be cleared to facilitate the meaning of the meaning of the shorts. The point of the shorts of the say in the housing state from point for the say in the housing state from point for the say in the housing state from point f, with a further 3 no. Spanners, co. Sinch 2 Whiteleam, 1 Ash and 1 Hone Cheshad to be removed along the green area.  Widening of the existing carriagenessy and reallocation of road-space will require earthworks.  The option will require less earthworks than Options 1.3, 16, 19, 112.8, 1:5 due to the length of road.	buttering, Mildweed and Weltte. There are also 10 trees prevent along this detect that any weed to be closed 3 no.  2.00 The Birth Pict 7.00 Specimes 2.00 Newton and 1 fixed blagks along the sected of Special Bland that may be address? there is a gent range with Yes. Mountain Ark and I no. Systemer is prostled as encovered may be address? there is a gent range with Yes. Mountain Ark and I no. Systemer is prostled as encovered may be address? The prostled of the contract of the Systemer is prostled as encovered Weldowing of the existing cartaloguesia and reallocation of road space will require existinately.  Weldowing of the existing cartaloguesia and reallocation of road space will require existinately.  Bits against the prostled of the second of t	13 no Sycamores, 2 no. Lime, 2 no. Carb apple; 2 no. White learns, 1 learns from 1 Silver Birch, 1 Alber, 1 Birc. Clashdav Road (point K. 5) has a potential structure and the silver system to be cleared to facilitate the address of the british.  Widening of the certain of the control of the control of the certain of the
Environment		The section of Topher Boad from point His Jihns a grass margin with 7 no. Lime, 15 live Bild-hard Orbination to potentially be removed to facilitate underring Clashdav Rhard (point ) in the Clash of the Section of the Section Rhard (point ) in the Clash of the Section Rhard (point ) in the Clash of the Section Rhard (point ) in the Clash of the Section Rhard (point ) in the Section Rhard (poin	The section of this route that runs through the bringing of this setted.  The section of this route that runs through the bringing setted along Singripmout Davie gioint it to Mig. secolal regards the potential removal of 1 Mountain Ash and 1 Ain to be cleared on the say that the sounding session than the control of the section of the	Along Topice Road starting from point (there ha low hedge seal with 5g namers, Dandsdinc, Coe Vector, Coeptilp starting, Millaned and Weller, Tiber are about 10 legar point along the hosted Weller, Alone along the sheeth of Spor Hell Road, that may be wildered, three his gram margin with from Mountain Ash and it no. Syramore to promibly the removed.  Wildowing of the outsing caretageway and reallocation of road space still require earthworks. This popilion will require movie earthworks than Cyptions 11, 12, 14, 15, 17, 18, 110, 111, 113, 6. 18 dies to the longth of road wildowing involved.  Therefore, this popilion has one admittage than a solar hand page properties when compared to Therefore, this popilion has one admittage than a solar hand going proprective when compared to Therefore, this popilion has one admittage to an all hand going proprective when compared to the contraction of the compared to the contraction of the compared to the compared to the compared to the long the contraction of the compared to the compared to the contraction of the compared to the compared to the compared to the contraction of the compared to the compared to the contraction of the compared to the compared to the contraction of the contracti	Cashduar Road (point K. § has a potential 35 Hernotomistree that may need to be deared to facilitate the widering of the stretch.  Widening of the calking carriageway and realisaction of road space will require earthworks.  This option will require less earthworks than Options 1.2. 1.4, 1.9, 1.12.8, 1.55 due to the length of road widening incidents.  Therefore, this option has some advantagement and hand opportunity of the calking carriagement to other the contract of the calking carriagement of the c	Clarkdus Road (point C. B) has a point clark of the three beam them preed to be cliented to facilitate the fine of the client of	buttering. Milkweed and Medite. There are also 10 free-species along this detect that may weed to be closed: 3 no. Page 7.0. Size files 7.0. Speciesce, 2 no. Nestions and 1 field Might, 4 load on the freeth of Special Rilloud that may be address, there is a gas margin with 4 no. Mountain Ash and 6 no. Synamics to prossibly be removed. Wildering of the critical contains a special require contains a special require cardinates. Wildering of the critical contains and contains a special require cardinates. This option will require note cardinates than Options 5.1.1.2.1.4.1.5.1.7.4.1.10.1.11,1.12.6.1.14 due to the length of road electron growths.	13 no Sycamores, 2 no. Lime, 2 no. Carb apple, 2 no. White learns, 14 section, 1 Silver Birch, 1 Alber, 1 Birc. Carbdow Road (point K. 3) has a potential carbon of a silver birch properties to be cleared to facilitate the wildening of the stretch.  Wildening of the existing cartiagenesy and reallocation of road-space will require earthworks.  This option will require less earthworks than Options 1.3, 16, 19, 12, 26, 115 due to the length of road- wildening provided.  Therefore, this option has some advantagenous and land good goog prospective without compared to other
Environment	Solls and Geology	The section of Topher Boad from point His Jihns a grass margin with 7 no. Lime, 15 live Bild-hard Orbination to potentially be removed to facilitate underring Clashdav Rhard (point ) in the Clash of the Section of the Section Rhard (point ) in the Clash of the Section Rhard (point ) in the Clash of the Section Rhard (point ) in the Clash of the Section Rhard (point ) in the Section Rhard (poin	The section of this route that runs through the bringing of this setted.  The section of this route that runs through the bringing setted along Singripmout Davie gioint it to Mig. secolal regards the potential removal of 1 Mountain Ash and 1 Ain to be cleared on the say that the sounding session than the control of the section of the	Along Topice Road starting from policy (firer in a low hedge serie with 5g-pamers, Dandsdinc, Coe Vector, Coeptigly belong, Millanced and Weller, Tiber are about 10 Sept powers along the hosted by Mayde. Alone along the thresh of Spor Hell Road, that may be wildered, three is a gran manips with from Mayde. Alone along the thresh of Spor Hell Road, that may be wildered, three is a gran manips with from Mountain Ash and it no. Spramore to promibly the removed.  Wildering of the outsing carriageway and reallocation of road space still require earthworks.  This opidios will require movie earthworks than Ciptions 11, 12, 14, 15, 17, 18, 110, 111, 113, 6.  Therefore, this opidios has over admittage for some hand any policy perspective with no company.	Cashduar Road (point K. § has a potential 35 Hernotomistree that may need to be deared to facilitate the widering of the stretch.  Widening of the calking carriageway and realisaction of road space will require earthworks.  This option will require less earthworks than Options 1.2. 1.4, 1.9, 1.12.8, 1.55 due to the length of road widening incidents.  Therefore, this option has some advantagement and hand opportunity of the calking carriagement to other the contract of the calking carriagement of the c	Clarkdus Road (point C. B) has a point clark of the three beam them preed to be cliented to facilitate the fine of the client of	buttering. Milkweed and Medite. There are also 10 free-species along this detect that may weed to be closed: 3 no. Page 7.0. Size files 7.0. Speciesce, 2 no. Nestions and 1 field Might, 4 load on the freeth of Special Rilloud that may be address, there is a gas margin with 4 no. Mountain Ash and 6 no. Synamics to prossibly be removed. Wildering of the critical contains a special require contains a special require cardinates. Wildering of the critical contains and contains a special require cardinates. This option will require note cardinates than Options 5.1.1.2.1.4.1.5.1.7.4.1.10.1.11,1.12.6.1.14 due to the length of road electron growths.	13 no Sycamores, 2 no. Lime, 2 no. Carb apple, 2 no. White learns, 14 section, 1 Silver Birch, 1 Alber, 1 Birc. Carbdow Road (point K. 3) has a potential carbon of a silver birch properties to be cleared to facilitate the wildening of the stretch.  Wildening of the existing cartiagenesy and reallocation of road-space will require earthworks.  This option will require less earthworks than Options 1.3, 16, 19, 12, 26, 115 due to the length of road- wildening provided.  Therefore, this option has some advantagenous and land good goog prospective without compared to other
Environment	Solls and Geology	The extinct of Topher Board from priori His J has a grass margin with 7 no. Lime, 15 live Bills and 10 Sections to potentially be removed to facilitate usedering Clashdon Road (point J K) has a prioritied 35 Fernibusm from that may need to be cleare to facilitate the wildering of this sheet.  Wildening of the existing carriagous yand reallocation of road space will require earthworks.  This option will require less carthworks the Options 1.3, 14, 19, 17.2 & 17.5 due to the length of road wildering involved.  Therefore, this option has some advantages from a valid geology pempertive when compared to other Options.	The section of this route that next through the hourse global to the section of this route that next through the hourse global to the global to global to the global to global to the global to global to global to the global to gl	Along Topice Road distring from policy (filter in a low hedge area with Figurance, Danddon, Coe  Victic Oreging by Marco, Mallane and well them. There are also to Responsed daying his vehicle  Magin. Not along the sheeth of Spor Hill Road, that may be wildened, there is a gran maniph with it no  Mountain Ash and it no. Syramore to prosely be removed.  Wildering of the easting contageney and resilication of most spore will require earthworks.  This opidion will require more earthworks than Options 11, 12, 14, 15, 17, 18, 1-10, 111, 113, a 1  15 day to the length of read widering involved.  Therefore, this option has some administration for most system groups and the compared to  called Options.  Therefore, this option has some administration for most system groups.  The oppion will cross the Control of the length of read violating provided.  The oppion will cross the Control of Control	Clarkduk Road (joint K.4) has a potential 35 Netrocolomitises that may need to be cleaned to facilitate the widering of this stretch.  Wildering of the clarking cardiagousy and resilicación of mad space will require cardinosis.  This option will require less earthworks than Options 1.3. 1.4. 1.9, 1.12.6. 1.15 due to the length of road eldering incolonal.  Therefore, this option has some advantagendron a with and geology prospective when compared to other Options.  This option will result the Cardinosis of the C	Clarkdus (Mass Egionic II) Bias a potential IS interheam them that may made the be deserted for facilitate Median Market (Market Market) and the section of this native that the section of the s	butteria, bildweed and Notite. There are also 10 trees prevent along this detect that may weed to be closed: 2 for all responses to 50 persons, 2 not settlement and 1 fined lately, also can give be existed. See Hilliam and ple with 4 no. Mountain Ash and 6 no. Systeme to prossibly be removed may be address, there is a grass many in with 4 no. Mountain Ash and 6 no. Systeme to prossibly be removed.  Wildering of the certaing cantagenesy and resultances of the state of the section of	13 no Sycamores, 2 no. Lime, 2 no. Outa epide, 2 no. White leasen, 1 Headronn, 1 Silver Birch, 1 Alder, 1 Bird and 1 Magle.  Clashdur Road (point K1) has a potential 25 intendeam tree that may need to be cleared to facilitate the addressing of the Limits.  Widening of the existing carriagenesy and reallocation of road space will require earthworks.  This option will require less earthworks then Options 1.3, 16, 1-9, 12, 8, 1-15 due to the length of road widening involved.  Therefore, this option has some advantage from a soils and goology prospective when compared to other Options.  This option will cross the Clasheen filter on Clashdur Catale. This option has some advantage from a soil sund goology prospective when compared to other Options.
Environment	Solts and Geology Rank	The exciton of Topher Boad from point His Jihas a grass margin with 7 no. Lime, 15 New Bild: And 10 Chechant to potentially be removed to facilitate widering Clashdav Road good in Jiha Section in the Colore to Section Road good in Jihas Section III and the Section Road good in Jihas Section III and the Section Road good in Section III and the Section Road good in Section III and Section Road good in R	The section of this rouse that near through the selecting of this settlet.  The section of this rouse that near through the hourse gleate along Sandymourus Chrise glorid K is Mig. soud regain the posterial arrows of 1 Mountain Ah and 4 Ah to be discard on the way yet on the touring estate from the case of 1 Mountain Ah and 4 Ah to be discard on the way yet on the touring estate from the case of the case of 1 Mountain Ah and 4 Ah to be discard on the way yet on an an Wilderick of the case of th	Along Topice Read starting from policit there is a low hedge area with 5-paramore. Dardolinor, Core Veckó. Operigin putruson, Mallawed and William Eleva and Son Diese posed along the institute that may see the bed cleared. 3 no. 6 th. 7 no. 5 live filliam, 7 no. 5 paramore, 10 no.	Ozahduk Road (joint E.4) has a potential 35 Herrorosom trees that may need to be cleared to facilitate the widering of this stretch.  Widering of the existing carriagousy and realization of road-space will require earthworks.  This option will require less earthworks the Options 1.3, 1.4, 1.4, 1.7, 1.25, 1.15 due to the length of road eldering includes.  Therefore, this option has some advantage-drown a valib and apology perspective when compared to other Options.	Clarkdus (Mass Egionic C. B) has a potential 15 increasem frees that may meed be be deserted for facilitate the fine control of the increase o	butteria, this Miseced and Misette. There are a his 10 times present along this detect that many weed to be claimed. 3 not flow 2 no. Shee filters 2 no. Sparmers, 2 no. Newton and 1 filed Mattep Mouse or the present of per William Man may be widered, there is a grean margin with 4 no. Mountain Ash and 6 no. Synamore to prostily be removed may be widered, there is a grean margin with 4 no. Mountain Ash and 6 no. Synamore to prostily be removed Wildering of the existing conflagment and the sparmers of the sparmers of the prostile of the properties of the period of the properties of the period of	13 no Sycamores, 2 no. Lime, 2 no. Cube apple 2 no. White learns 1 learnfrom, 1 Silver Birch, 1 Albert, 1 Birch and 1 Mayle.  Clashdav Road (point K-0) has a potential 25 Hornbeam trees that may need to be cleared to facilitate the wildering of this stricts.  Wildering of the situation of the existing carriagously and reallocation of road space will require earthworks.  This option will require less earthworks than Options 1,3,14,19,12,6,135 act to the length of road will region to the company of the situation of the control
Environment	Solts and Geology Rank	The extinct of Topher Board from priori His J has a grass margin with 7 no. Lime, 15 live Bills and 10 Sections to potentially be removed to facilitate usedering Clashdon Road (point J K) has a prioritied 35 Fernibusm from that may need to be cleare to facilitate the wildering of this sheet.  Wildening of the existing carriagous yand reallocation of road space will require earthworks.  This option will require less carthworks the Options 1.3, 14, 19, 17.2 & 17.5 due to the length of road wildering involved.  Therefore, this option has some advantages from a valid geology pempertive when compared to other Options.	The section of this route that next through the hourse global to the section of this route that next through the hourse global to the global to global to the global to global to the global to global to global to the global to gl	Along Topice Road distring from policy (filter in a low hedge area with Figurance, Danddoin, Coe Victic. Oreging button, Millamed and William. There are also to Represent dates the school William of the Committee of the Commi	Clarkduk Road (joint K.4) has a potential 35 Netrocolomitises that may need to be cleaned to facilitate the widering of this stretch.  Wildering of the clarking cardiagousy and resilicación of mad space will require cardinosis.  This option will require less earthworks than Options 1.3. 1.4. 1.9, 1.12.6. 1.15 due to the length of road eldering incolonal.  Therefore, this option has some advantagendron a with and geology prospective when compared to other Options.  This option will result the Cardinosis of the C	Clarkdus (Mass Egionic II) Bias a potential IS interheam them that may made the be deserted for facilitate Median Market (Market Market) and the section of this native that the section of the s	butteria, bildweed and Notite. There are also 10 trees prevent along this detect that may weed to be closed: 2 for all responses to 50 persons, 2 not settlement and 1 fined lately, also can give be existed. See Hilliam and ple with 4 no. Mountain Ash and 6 no. Systeme to prossibly be removed may be address, there is a grass many in with 4 no. Mountain Ash and 6 no. Systeme to prossibly be removed.  Wildering of the certaing cantagenesy and resultances of the state of the section of	13 no Sycamores, 2 no. Lime, 2 no. Cuba spile; 2 no. White learns, 1 isotrom, 1 Silver lime, 1 Alastr, 1 like:  Clashduv Road (point K-0) has a potential 35 intenseum tree, that may need to be cleared to facilitate the  will be the state of the classification of road space will require earthworks.  Wildening of the existing cartilageway and read location of road space will require earthworks.  This option will require less earthworks than Options 1,3,14,19,132,8,135 due to the length of road widening involved.  Therefore, this option has some advantagesfrom as and and goology perspective when compared to other Options.  This option will cross the Clasheen River on Clashdur Catale. This option has some advantages from water.
Environment	Soils and Geology  Rank  Water Resources	The section of Topher Boad from point His J has a grass margin with 7 no. Lime, 1 Silver Billich and C Debendured toplomatish by emmode the Schild sedering Clashdur Round (point ) in the Schild Schi	The section of this route that runs through the horizon gird this section.  The section of this route that runs through the horizon gird test long signifymous! Disk regions it is to M <sub>2</sub> , and if region the potential removal of 1 Mountain Am and 1 Am to be cleared on the sey test the sounding sealed less than the clear of 1 Mountain Am and 1 Am to be cleared on the sey test the sounding sealed less than the sealed of 1 Mountain Am and 1 Am to be contained to the sealed of 1 Mountain Am and 1 Mountained that the sealed of 1 Mountained tha	Along Topice Road distring time policy (there is a low hedge series with Symmers, Danddoins, Coe  Vector, Coepting button, Millanced and Wellin. There exh bit Office proved adopt the hosted  Mayer. Alone stong the sheeth of Spor Hill Road, that may be wildered, three is a gran margin with fine  Mayer. Alone stong the sheeth of Spor Hill Road, that may be wildered, three is a gran margin with fine  Mountain Ash and it no. Symmers to providely the removed.  Wildraning of the existing contriguousy and maillocation of most sport will require cardinates.  This option will require more on thourist than Cyclions 11, 12, 14, 15, 17, 18, 110, 111, 113, 6. 1  Therefore, this option has some advisitory, some and hand prolony promptice.  Therefore, this option has some advisitory stone as so hand greating proportion when compared to other Options.  This option will cross the Cyclines file or at Sentified Road and the Douglas filter on Tropher Road. The option has some disadvantages from a water recourse proporcioe.	Magic  Magic  Make  Make	Clarkdus (Mass Egionic Cl.) Bias a potential IS interheam them but may meed be be cleared to facilitate the fine of the control of the control of the clinic the fine of the control of th	buttering. Milkweed and Weltter. There are also 10 times preced using this detect that any weed to be closed 3 no.  2.00 Select Biol. 7.00 Septimes. 2 no. Neutron and 1 fixed lights, also salps the sected fixed selected any bir address. There is a grass range with 4 no. Mountain Air hard 6 no. Sycamore is prostled as enough to address. There is a grass range with 4 no. Mountain Air hard 6 no. Sycamore is prostled as enoughed and the control of the cont	13 no Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White learns, 1 is settlem, 1 is later liter. It Albert, 1 liter.  Cachdow Road (point K) has a potential of all Magle.  But and the state of the
Environment	Soils and Geology  Rank  Water Resources	The section of Topher Board from priori His J has a grass mergin with 7 no. Lime, 15 live Bild and 10 Sectional to potentially be removed to facilitate widering. Clashdur Road goard 11, 61, 61, 61, 61, 61, 61, 61, 61, 61,	The section of this route that next through the household of this section of this route that next through the household selected and supplemental force (point it is M), sould regard the pointenial removal of 1 Mountain Ah and 1 Ah to be durant on the way too the household selected the service of the selected and the selected an	Along Topice Road distring time policy (there is a low hedge series with Symmers, Danddoins, Coe  Vector, Coepting button, Millanced and Wellin. There exh bit Office proved adopt the hosted  Mayer. Alone stong the sheeth of Spor Hill Road, that may be wildered, three is a gran margin with fine  Mayer. Alone stong the sheeth of Spor Hill Road, that may be wildered, three is a gran margin with fine  Mountain Ash and it no. Symmers to providely the removed.  Wildraning of the existing contriguousy and maillocation of most sport will require cardinates.  This option will require more on thourist than Cyclions 11, 12, 14, 15, 17, 18, 110, 111, 113, 6. 1  Therefore, this option has some advisitory, some and hand prolony promptice.  Therefore, this option has some advisitory stone as so hand greating proportion when compared to other Options.  This option will cross the Cyclines file or at Sentified Road and the Douglas filter on Tropher Road. The option has some disadvantages from a water recourse proporcioe.	Darbdaw Road (joint K.4) has a potential 31 Neutrocomm trees that may need to be cleaned to facilitate the widering of this stretch.  Wildering of the entiting carriagnessy and resilicación of most space will require carribonols.  This option will require less carribonols than Options 1.3. 1.4. 1.17, 1.12 & 1.15 due to the length of road widering included.  Therefore, this option has some advantage-drons a suits and geology perspective when compared to other Options.  The option will cross the Clarbonol Siver on Carbdar's Easte. This option has some advantages from water resources perspective.  This option will cross the Clarbonol Siver on Carbdar's Easte. This option has some advantages from water resources perspective.	Clarkdus (Mass Egionic Cl.) Bias a potential 25 increasem there that may meed to be cliented for facilitate the facilitate from the control of facilitate from potential removal of 1 Manutain Adv and 1 Adv to be cliented on the way into the housing class from point (K. with a further 3 no. 5 yearners; 2 cost the 2, Whiteheaus, Adv and 1 Adv to the cliented on the way into the housing class from point (K. with a further 3 no. 5 yearners; 2 cost the 2, Whiteheaus, Adv and 1 Adv to the Chestruct to be removed along the green area.  Wildening of the exhibing carriagnessy and restlocation of read-space will impaire earthworks.  This option will impaire loss certificates than Ciptions 1.3, 1.3, 1.9, 1.12, 1.15 due to the length of road space will impaire some advantages from a value and apology prespective when compared to other Options.  This option will cross the Clasheen Riber on Clashdus Easte. This option has some advantages from water execution perspective.  This coption will cross the Clasheen Riber on Clashdus Easte. This option has some advantages from water execution perspective.	butteria, bildiaced and Notite. There are also 10 trees prevent along this detect that may oved to be closed 2 for all one 2 no. 5 seek for 5 no. 5 yearner, 2 no. Newton and 1 finds labely, also large the circle of 16 no. 1 for 16 no. 5 yearner 2 no. Newton and 1 finds labely, also large the circle of 16 no. 5 yearner to prossibly be removed may be address, there is a grean range in with 4 no. Mountain Ash and 6 no. 5 yearner to prossibly be removed.  Widening of the existing carstagenesy and reallocation of road space will require earthworks.  This option will require once certhworks than Options 1.1, 12, 14, 15, 13, 14, 13, 13, 11, 13, 6, 134 due to the tempt of road violenting involved.  Therefore, this option has some advantagedism a soils and geology prospective when compared to other Options.  This option will cross the Clasheen Noer on Swelfield Road and the Douglas Nier on England Road. This option has some disadvantages from a water resource perspective.	13 no Sycamores, 2 no. Lime, 2 no. Cub. apple 2 no. White learns, 1 learnfrom, 1 Silver librah, 1 Albert, 1 Birradi Librah, 2 no. Librah, 2 no
Environment	Sails and Geology  Rank  Water Resources  Bank  Landscape and visual	The section of Topier Boad from point His Jihas a grass margin with 7 no. Lime, 15 live Bild and Chemical toplocified by removed to facilitate sidenting Clarkdov Road good in Jiha Section 1 to Section	The section of this route that runs through the horizing of this section.  The section of this route that runs through the horizing seales long significance of this tip plant if is Might be section of this route that runs through the horizing seales from point if, with a further 2 no. Syzamorus, 2 no. Birch, 2. Whitelasmin, 1 deb. and 1 Horiz Checkson is to be removed along the green area.  Wildowing of the existing carriagously and reallocation of road space will require earthworks. Birch option will require less earthworks than Options 1.3.1.4, 1.9, 1.12.6.15 due to the length of road sections of the company of the existing involved.  Therefore, this option has some advantage from a value and geology perspective when compared to other Options.  This option will cross the Glorheen Boer on Clerhold Cidate. This option has some advantage from water resources perspective.  This route parses done to the Cida Nova has the designed as an area of high landscapes value in the financial provision of high landscapes value in the designed as an area of high landscapes value in the financial provision of the financial pro	Along Topice Road starting from point (there has low hedge area with Symmers, Dardston, Coe  Along Topics, Malaneed and William. There are also the Separaed starp the school  Medical Road Starting Research  Malanes Road Starting Research  Mountain Ash and 8 no. Symmers to prosely be removed.  Mountain Ash and 8 no. Symmers to prosely be removed.  Wildramag of the easting contageney and resilication of road space will require earthworks.  This opition will require more earthworks than Options 11, 12, 14, 15, 12, 14, 15, 11, 11, 11, 11, 11, 11, 11, 14  This opition will require more earthworks than Options 11, 12, 14, 15, 12, 14, 15, 11, 11, 11, 11, 11, 11, 11, 11, 11	Mayie.  Dishduk Radd (joint K.4) has a potential 31 Neutrosium trees that may need to be cleaned to facilitate the widering of this stretch.  Wildering of the existing cardiagnesy and resilicación of mad space will require cardinarios.  This option will require less earthworks than Options 1.3. 1.4. 1.9, 1.12.8. 1.5 due to the length of road elderin (included.).  Therefore, this option has some advantagendron a with and geology prospective when compared to other Options.  This option will cross the Gladheen River on Cardinario Easte. This option has some advantages from water resources prospective.	Clarkdus (Mass Egionic Cl.) Bias a potential 25 increasem there that may meed to be cliented for facilitate the facilitate from the control of facilitate from potential removal of 1 Manutain Adv and 1 Adv to be cliented on the way into the housing class from point (K. with a further 3 no. 5 yearners; 2 cost the 2, Whiteheaus, Adv and 1 Adv to the cliented on the way into the housing class from point (K. with a further 3 no. 5 yearners; 2 cost the 2, Whiteheaus, Adv and 1 Adv to the Chestruct to be removed along the green area.  Wildening of the exhibing carriagnessy and restlocation of read-space will impaire earthworks.  This option will impaire loss certificates than Ciptions 1.3, 1.3, 1.9, 1.12, 1.15 due to the length of road space will impaire some advantages from a value and apology prespective when compared to other Options.  This option will cross the Clasheen Riber on Clashdus Easte. This option has some advantages from water execution perspective.  This coption will cross the Clasheen Riber on Clashdus Easte. This option has some advantages from water execution perspective.	butteria, bildiaced and Notite. There are also 10 trees prevent along this detect that may oved to be closed 2 for all one 2 no. 5 seek for 5 no. 5 yearner, 2 no. Newton and 1 finds labely, also large the circle of 16 no. 1 for 16 no. 5 yearner 2 no. Newton and 1 finds labely, also large the circle of 16 no. 5 yearner to prossibly be removed may be address, there is a grean range in with 4 no. Mountain Ash and 6 no. 5 yearner to prossibly be removed.  Widening of the existing carstagenesy and reallocation of road space will require earthworks.  This option will require once certhworks than Options 1.1, 12, 14, 15, 13, 14, 13, 13, 11, 13, 6, 134 due to the tempt of road violenting involved.  Therefore, this option has some advantagedism a soils and geology prospective when compared to other Options.  This option will cross the Clasheen Noer on Swelfield Road and the Douglas Nier on England Road. This option has some disadvantages from a water resource perspective.	13 no Sycamores, 2 no. Lime, 2 no. Cub. apple 2 no. White learns, 1 learnfrom, 1 Silver librah, 1 Albert, 1 Birradi Librah, 2 no. Librah, 2 no
Environment	Soils and Geology  Rank  Water Resources  Rank	The section of Topher Boad from point His J has a grass mergin with 7 no. Lime, 15 live Bild and 10 Sections to potentially be removed to facilitate widering. Clashdur Road goard x (). Exclusive the section of the se	The section of this route that next through the household of this section of this route that next through the household selected and supplemental force (point it is M), sould regard the pointenial removal of 1 Mountain Ah and 1 Ah to be durant on the way too the household selected the service of the selected and the selected an	Along Topice Road starting from point (there has low hedge area with Symmers, Dardston, Coe  Along Topics, Malaneed and William. There are also the Separaed starp the school  Medical Road Starting Research  Malanes Road Starting Research  Mountain Ash and 8 no. Symmers to prosely be removed.  Mountain Ash and 8 no. Symmers to prosely be removed.  Wildrang of the easting contageney and resilication of road space will require earthworks.  This opition will require more earthworks than Options 11, 12, 14, 15, 12, 14, 15, 11, 11, 11, 11, 11, 11, 11, 14  This opition will require more earthworks than Options 11, 12, 14, 15, 12, 14, 15, 11, 11, 11, 11, 11, 11, 11, 11, 11	Mayie.  Dishduk Radd (joint K.4) has a potential 31 Neutrosium trees that may need to be cleaned to facilitate the widering of this stretch.  Wildering of the existing cardiagnesy and resilicación of mad space will require cardinarios.  This option will require less earthworks than Options 1.3. 1.4. 1.9, 1.12.8. 1.5 due to the length of road elderin (included.).  Therefore, this option has some advantagendron a with and geology prospective when compared to other Options.  This option will cross the Gladheen River on Cardinario Easte. This option has some advantages from water resources prospective.	Clarkdus (Mass Egionic Cl.) Bias a potential 25 increasem there that may meed to be cliented for facilitate the facilitate from the control of facilitate from potential removal of 1 Manutain Adv and 1 Adv to be cliented on the way into the housing class from point (K. with a further 3 no. 5 yearners; 2 cost the 2, Whiteheaus, Adv and 1 Adv to the cliented on the way into the housing class from point (K. with a further 3 no. 5 yearners; 2 cost the 2, Whiteheaus, Adv and 1 Adv to the Chestruct to be removed along the green area.  Wildening of the exhibing carriagnessy and restlocation of read-space will impaire earthworks.  This option will impaire loss certificates than Ciptions 1.3, 1.3, 1.9, 1.12, 1.15 due to the length of road space will impaire some advantages from a value and apology prespective when compared to other Options.  This option will cross the Clasheen Riber on Clashdus Easte. This option has some advantages from water execution perspective.  This coption will cross the Clasheen Riber on Clashdus Easte. This option has some advantages from water execution perspective.	butteria, bildiaced and Notite. There are also 10 trees prevent along this detect that may oved to be closed 2 for all one 2 no. 5 seek for 5 no. 5 yearner, 2 no. Newton and 1 finds labely, also large the circle of 16 no. 1 for 16 no. 5 yearner 2 no. Newton and 1 finds labely, also large the circle of 16 no. 5 yearner to prossibly be removed may be address, there is a grean range in with 4 no. Mountain Ash and 6 no. 5 yearner to prossibly be removed.  Widening of the existing carstagenesy and reallocation of road space will require earthworks.  This option will require once certhworks than Options 1.1, 12, 14, 15, 13, 14, 13, 13, 11, 13, 6, 134 due to the tempt of road violenting involved.  Therefore, this option has some advantagedism a soils and geology prospective when compared to other Options.  This option will cross the Clasheen Noer on Swelfield Road and the Douglas Nier on England Road. This option has some disadvantages from a water resource perspective.	13 no Sycamores, 2 no. Lime, 2 no. Cub. apple 2 no. White learns, 1 learnfrom, 1 Silver librah, 1 Albert, 1 Birradi Librah, 2 no. Librah, 2 no
Environment	Solts and Geology  Rank  Water Resources  Rank  Landscape and visual  Rank	The extinct of Topher Boad from point His Jihas a grass margin with 7 no. Lime, 15 live Bitch and 10 checkent to potentially be removed to facilitate underring Clankdow Road (point ) in Section to potentially be removed to facilitate the section of the stretch in the point of the clase to facilitate the widering of this stretch.  Widering of the existing contagonary and evaluation of road space will require continues a compared to a section of the stretch.  This option will require less earthworks than Cotions 1.3, 1.6, 1.9, 1.12 & 1.15 due to the beingth of road videoring involved.  Therefore, this option has some advantaged and a solar and policy perspective when compared to other Options.  This option will crow the Clasheen River on Clashdow Edate. This option has some advantages from anter resources perspective.  This option will crow the Clasheen River on Clashdow Edate. This option has some advantages from anter resources perspective.	The section of this route that runs through the horizon gold the long stagenthouse of the log point is to M <sub>0</sub> , and fraging the point of the log point is to M <sub>0</sub> , and fraging the point of the log point is to M <sub>0</sub> , and fraging the point of the log point is to M <sub>0</sub> and the log point of the log point is to M <sub>0</sub> and the log point is to M <sub>0</sub> and the log point is log point.  The log point point is the log point is less the log log the log point is log point log the log point is log point is log point.	Along Topice Road distring time policy (filter in a low finding seas) with 5g names. Devolution, Cose Vector, Congregol season, Millanced and Weller, Tiber are about 10g senser and sept the volume of the Cose o	Magic  Magic  Tashdaw Rasd (glorin E. § has a potential 35 Hernotosian tree that may need to be desired to facilitate the wildering of the stress.)  Wildening of the esticing carriagnessy and resilicaction of read-space will require estimates.  This option will require less estimates than Options 1.3, 1.4, 1.9, 1.12.6, 1.15 due to the largety of read-sidening involved.  Therefore, this option has some advantagement as with and goldeny perspective when compared to other Options.  This option will cross the Clarkeen River on Carbdar's Edite. This option has some advantages from water resources perspective.  This option will cross the Clarkeen River on Carbdar's Edite. This option has some advantages from water resources perspective.  This notice passes close to 5's Febbers Cometery which is designated as an area of high bendrage value in the CDD Development Rivs. This option has some advantages from water resources perspective.  This notice passes close to 5's Febbers Cometery which is designated as an area of high bendrage value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs.	Clarkdus (Mass Egionic Cl.) Bias a potential St Northeam News had may made be diseased to facilitate the Market Ma	buttering. Milkweed and Weltter. There are also 10 trees previous dang this direct that many weed to be closed 3 not all 2 no. 2 no. Size first 7 no. Sparence, 2 no. Neutron and 1 fixed lights, also salps the sected fixed settle may be address. There is a grass marger with 4 no. Mountain Art fire Systemer is prostled as eventually a second of the sec	13 no Sycamores, 2 no. Lime. 2 no. Cash apple 2 no. White learns, 1 islandron, 1 Silver-Birch, 1 Alber, 1 Bir and 1 Magle.  Clarkdow Road (point K. 4) has a potential and a silver birch and a silver birch. I Alber, 1 Bir and the silver birch and the silver birch and the silver birch and the clarest to facilitate the silver birch and
Environment	Sails and Geology  Rank  Water Resources  Bank  Landscape and visual	The excitor of Topher Boad from point His J Thus a grain margin with 7 no. Lime, 1 Silver Billich and 1 Ostendard to potentially be removed to facilitate underring Clashdus Road (point ) in Calculate the widering of this stretch.  In Boad the Section of the Sec	The section of this route that next through the horizontage of this section.  The section of this route that next through the horizont peaked along disapplement Drive (point 1 to Mg, another peaked the posterior of the section of 1 Maintain Ash and 1 Ash to be cleared on the sey that the should peaked the performance of 1 Maintain Ash and 1 Ash to be cleared on the sey that the should peaked the peaked the peaked of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Maintain	Along Topice Road distring from point (there has low hedge and with Symmers, Danddon, Coe  Victab, Coepting March, Millamed and Meller, Tiber are about 19th growned along the sched.  Magic Alone storing the exhibit of Spor Hell Road, that may be wildered, three his gram margin with fine  Magic Alone storing the exhibit of Spor Hell Road, that may be wildered, three his gram margin with fine  Mountain Ash and it no. Symmore to proselbly the removed.  Wildering of the exhibit grantsignessy and resilication of most sporce will require exhibusts.  This opilion will require more exhibitions than Options 11, 12, 14, 15, 17, 18, 110, 111, 111, 114, 16  Therefore, this option has some advantaged from a wall and gooding prospective when compared to other Options.  This option has some dissubstituting from a waller recover preparative when compared to other Options.  This option has none dissubstituting from a water recover preparative.  This option has some dissubstituting from a water recover preparative.  This option has none dissubstituting from a water recover preparative.  This option has none dissubstituting from a water recover preparative.  This option has none dissubstitutings from a water recover preparative.  This option has none dissubstitutings from a landscape and visual preparative.	Magic  Magic  Tashdaw Rasd (glorin E. § has a potential 35 Hernotosian tree that may need to be desired to facilitate the wildering of the stress.)  Wildening of the esticing carriagnessy and resilicaction of read-space will require estimates.  This option will require less estimates than Options 1.3, 1.4, 1.9, 1.12.6, 1.15 due to the largety of read-sidening involved.  Therefore, this option has some advantagement as with and goldeny perspective when compared to other Options.  This option will cross the Clarkeen River on Carbdar's Edite. This option has some advantages from water resources perspective.  This option will cross the Clarkeen River on Carbdar's Edite. This option has some advantages from water resources perspective.  This notice passes close to 5's Febbers Cometery which is designated as an area of high bendrage value in the CDD Development Rivs. This option has some advantages from water resources perspective.  This notice passes close to 5's Febbers Cometery which is designated as an area of high bendrage value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs. This option has some some disablentages from a landscape value in the CDD Development Rivs.	Clarkdur (Mass diginist Cl.) Bias a point client of Strictmount their bull may made the diseased for facilitate flee and the section of the nation of the stricts. An extended the section of the nation of the section of the section of the nation of the section of the nation of the section of	buttering. Milkweed and Weltter. There are also 10 trees previous dang this direct that many weed to be closed 3 not all 2 no. 2 no. Size first 7 no. Sparence, 2 no. Neutron and 1 fixed lights, also salps the sected fixed settle may be address. There is a grass marger with 4 no. Mountain Art fire Systemer is prostled as eventually a second of the sec	33 no Sycamores, 2 no. Lime, 2 no. Cosh apple, 2 no. White learns, 1 island from, 1 Silver Birch, 1 Alber, 1 Bira, and 1 Mayle.  Clandow Road (point K-0) has a potential and a silver and 1 Mayle.  Wilderling of the citation potential and a silver and the process of the stretch.  Wilderling of the citation carriagnessy and realizaction of road space will require carribonols.  This option will require less earthworks than Options 1.3, 1.6, 1.9, 1.12, 8, 1.15 due to the length of road widering involved.  Therefore, this option has some advantagendron and land geology perspective when compared to othe Options.  This option will cross the Glasheen Blove on Clashduk Edute. This option has some advantages from sale resources perspective.
Environment	Soils and Geology  Bank  Water Resources  Rank  Landscape and visual  Rank  Noise, vibration and air quality	The extent of Topher Boad from point His Jihas a grass margin with 7 no. Lime, 1 Silver Bild and Chemical top located by removed to facilitate indensity and containing countries of the cleare in the containing of the cleare in the facilitate the widering of this stretch.  Widening of the existing carriagously and related to the clear extended to the clear extended to the containing of the existing carriagously and related to the containing of the existing carriagously and related to the containing of the existing carriagously and related to the containing of the existing carriagously and related to the containing of the existing carriagously and related to the containing of the containin	The section of this route that next through the household of this section of this route that next through the household section of this route that next through the household section of the section	Along Topice Road distring from policy (there has low bedge area) with 5g-partners, Dardolinic, Coe  Victo, Coepting Marchan, Mallaced and William Element and Sent Sent Sent Sent Sent Sent Sent Sent	Mayie.  Mayie May	Clarkdur (Mass digionis Cl.) Bias a potential 25 increasem them that may most be the clared for facilitate the water of the clared from the clared for the clared. The rection of this nature of the clared for the clar	buttering. Milkweed and Weltler. There are also 10 trees prevent along this detect that many weed to be closed 3 no.  2 no. Shee filter 3 no. Sparence, 2 no. Newton and 1 filed legals, but could replie wheth of they she filter than may be address. There is a gas margin with 4 no. Mountain Ash and 6 no. Sysamore to prossibly be removed may be address. There is a gas margin with 4 no. Mountain Ash and 6 no. Sysamore to prossibly be removed.  Widening of the oriding cantageway and reallocation of read space will require earthworks.  This option will require more earthworks than Options 1.1.1.2.1.4.1.5.1.7.4.1.10.1.11.1.13.8.1.14 due to the Languer of read widening include.  Therefore, this option has some advantage-from a soils and geology perspective when compared to other Options.  This option will cross the Clasheen River on Sanfield Ricad and the Douglas Sheer on Togher Ricad. This option has some advantage-from a soils and geology perspective when compared to other Options.  This option will cross the Clasheen River on Sanfield Ricad and the Douglas Sheer on Togher Ricad. This option has some disadvantages from a suster resource perspective.  This option model energy are in close proximity to areas of high bandwage value in the City Development Plan. This option has some significant advantages compared to when options from a landwage and rived perspective.  This option model energy and programate base. Prevan Ricad Plaudad Finad. Togher Ricad. Spor Hill and Sanfield bandwer residential designs are enroller receptors. As a result this option considered to have more disclassingly.	33 no Sycamores, 2 no. Lime, 2 no. Cuba apple, 2 no. White learns, 1 startform, 1 Silver librah, 1 Albert, 1 Birradian Librah, 2 no. Librah, 2
Environment	Solts and Geology  Rank  Water Resources  Rank  Landscape and visual  Rank	The excitor of Topher Boad from point His J Thus a grain margin with 7 no. Lime, 1 Silver Billich and 1 Ostendard to potentially be removed to facilitate underring Clashdus Road (point ) in Calculate the widering of this stretch.  In Boad the Section of the Sec	The section of this route that next through the horizontage of this section.  The section of this route that next through the horizont peaked along disapplement Drive (point 1 to Mg, another peaked the posterior of the section of 1 Maintain Ash and 1 Ash to be cleared on the sey that the should peaked the performance of 1 Maintain Ash and 1 Ash to be cleared on the sey that the should peaked the peaked the peaked of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Ash to be cleared on the section of 1 Maintain Ash and 1 Maintain	Along Topice Road distring from policy (there has low bedge area) with 5g-partners, Dardolinic, Coe  Victo, Coepting Marchan, Mallaced and William Element and Sent Sent Sent Sent Sent Sent Sent Sent	Mayie.  Mayie May	Clarkdur (Mass digionis Cl.) Bias a potential 25 increasem them that may most be the clared for facilitate the water of the clared from the clared for the clared. The rection of this nature of the clared for the clar	buttering. Milkweed and Weltler. There are also 10 trees prevent along this detect that many weed to be closed 3 no.  2 no. Shee filter 3 no. Sparence, 2 no. Newton and 1 filed legals, but could replie wheth of they she filter than may be address. There is a gas margin with 4 no. Mountain Ash and 6 no. Sysamore to prossibly be removed may be address. There is a gas margin with 4 no. Mountain Ash and 6 no. Sysamore to prossibly be removed.  Widening of the oriding cantageway and reallocation of read space will require earthworks.  This option will require more earthworks than Options 1.1.1.2.1.4.1.5.1.7.4.1.10.1.11.1.13.8.1.14 due to the Languer of read widening include.  Therefore, this option has some advantage-from a soils and geology perspective when compared to other Options.  This option will cross the Clasheen River on Sanfield Ricad and the Douglas Sheer on Togher Ricad. This option has some advantage-from a soils and geology perspective when compared to other Options.  This option will cross the Clasheen River on Sanfield Ricad and the Douglas Sheer on Togher Ricad. This option has some disadvantages from a suster resource perspective.  This option model energy are in close proximity to areas of high bandwage value in the City Development Plan. This option has some significant advantages compared to when options from a landwage and rived perspective.  This option model energy and programate base. Prevan Ricad Plaudad Finad. Togher Ricad. Spor Hill and Sanfield bandwer residential designs are enroller receptors. As a result this option considered to have more disclassingly.	13 no Sycamores, 2 no. Lime, 2 no. Curb apple 2 no. White leastman 1 Headmonn, 1 Silver Birch, 1 Albert, 1 Birc and Mayle.  Clashduv Road (point K-0) has a potential 35 Horizosam level but may need to be cleared to facilitate the wild-energy of the Stretch.  Wildering of the existing carriagnessy and readlocation of road space will require earthworks.  This option will require less carthworks than Options 13, 14, 19, 13, 28, 115 due to the length of road widering involved.  Therefore, this option has some advantagestions a will said geology perspective when compared to other Options.  This option will cross the Glasheen River on Clashdur Estate. This option has some advantages from water resources perspectibe.  This option will cross the Glasheen River on Clashdur Estate. This option has some advantages from water resources perspectibe.  This noute passes done to St Finbarro Cerectory which is designated as an area of high bandcage value in the City Development Plan. This option has some some disadvantages from a landscape and visual perspective.  This option involves routing along finale lesset. Peace Road, Cornolly Rest, Vann Road, Clandarde Road. Glasheen Road were existential development earther receptors. As a visual perspective consideration involves routing along finale lesset. Peace Road, Cornolly Rest, Vann Road, Clandarde Road.  This option involves routing along finale lesset. Peace Road, Cornolly Rest, Vann Road, Clandarde Road.
Environment	Soils and Geology  Rank  Water Resources  Rank  Landscape and visual  Rank  Noise, vibration and air quality  Rank	The extinct of Topher Boad from point His Jihas a grass margin with 7 no. Lime, 15 New Birth and 10 Should be pointed by Defenting New Forestone to be facilitated by the state of the stat	The section of this route that runs through the horizing of this section.  The section of this route that runs through the horizing seales along Singrifymout Drive (point 16 to M <sub>2</sub> ) and fragine the potential removal of 16 Mountain Ash and 1 Am to be cleared on the way test the sourcing sealest extend the section of 16 Mountain Ash and 1 Am to be cleared on the way test the sourcing sealest extended in the sealest of 16 Mountain Ash and 1 Am to be cleared on the sealest sealest the sealest sealest the sealest sea	Along Topical Road distring from point (there has low hedge and with Sygnamore, Danddoine, Coe  Vector, Congreging Manage, Allaward and Residence (Text on State 1) and the State (Text on Sta	Magic.  Magic May	Clarkdus (Mass Egionic Cl.) Bias a potential IS interheam teen that may meed to be cleared to facilitate the form of the content of the conte	buttering. Milkweed and Welthe. There are also 10 times prevent along this drink that may weed to be closed 3 no.  2.00 Size Billing 7.00 Size plants to Size Size Plants and 1 fixed lights, though only the size of the size	13 no Sycamores, 2 no. Lime, 2 no. Carba galez, 2 no. White leatmen, 1 Headmon, 1 Silver Birch, 1 Alber, 1 Birc. Clashdow Road (point K6) has a potential of all Magle.  13 no Sycamores, 2 no. Lime, 2 no. Lim
Environment	Soils and Geology  Bank  Water Resources  Rank  Landscape and visual  Rank  Noise, vibration and air quality	The exciton of Topher Boad from point His Jihas a grass margin with 7 no. Lime, 15 live Bitch and 10 should be promised in Schild seldering Global villade (point) in Schild the Wederland (Schild Schild Sch	The section of this route that next through the horizontage of this section.  The section of this route that next through the horizont peaker along disagripmout Drine (point it is Mit, and it shall be disagripmout Drine (point it is Mit, and it shall be declared on the say follow the peaker in the peaker of the say following sealer like (point in the peaker in the	Along Topics Road distring from policy (Bere ha low hedge and with Symmers, Danddon, Coe  Victa, Coepting Manya, Millamed and William Elem are ability Bergmand along the school  Millame State of the State  Magin. Along stong the sheeth of Spor Hill Road, that may be wildrend, three is a gram margin with from  Mountain Ash and it no. Symmers to providely the removed.  Wildraming of the existing carriagnessy and reallocation of road space will require earthworks.  This applies will require more earthworks than Options 11, 12, 14, 15, 17, 18, 110, 111, 112, 6, 1  18 due to the length of road wildraming involved.  Therefore, this option has some advantaged from a waller recourse properties when compared to other Options.  This option will cross the Clashwen River at Samfold Road and the Douglas River on Trayber Road. The option has some disadurating from a walter recourse properties.  This option has some disadurating from a water recourse properties.  This option has some disadurating from a water recourse properties.  This option involves roading along from a long from a finite floor of the Clay Development River. This option has some advantages from a benducing and visual properties.  This option involves roading along finite Road. Please Road. The option has come advantages from a shed cape and visual properties when some advantages from a road or year of the option is considered to his exement of understaigh from a road, what size and an agually prospective than other options.	Mayie.  Mayie May	Clarkdus (Mass Egionic Cl.) Bias a potential IS interheam teen that may meed to be cleared to facilitate the form of the content of the conte	buttering. Milkweed and Weltte. There are also 10 trees prevent along this detect that many weed to be closed 3 not and 2 not 5 seek prevent on 5 per seek p	13 no Sycamores, 2 no. Lime, 2 no. Out-pipe 2 no. White leaves, 1 Headron, 1 Silver Birch, 1 Alder, 1 Bird. Clandow Road (point K. 5) has a potential 25 Hernhoum there in may need to be cleared to facilitate the understay of the beautiful point of the clear of the facilitate of the understay of the beautiful point of the clear of the facilitate of the understay of the beautiful point of the clear of the facilitate of the understay of the beautiful points and readers and require earthworks.  This option will require less earthworks than Options 1.3, 1.6, 1.9, 1.12.8, 1.15 due to the length of road understay of the clear of
Environment	Soils and Geology  Rank  Water Resources  Rank  Landscape and visual  Rank  Noise, vibration and air quality  Rank	The extent of Topher Boad from prior His J This a grass margin with 7 no. Lime, 1 Shew Bild and Cheant to potentially be removed in Scalatine sidenting. Clarkdon Road Sports J This Sports of the Cheant Sports of the Che	The section of this route that runs through the horizontal petited along Singhipmout Drine (point it is M), sould regard the popular through the posterior of the runs of 14 Mountain Ah and 14 Ah to be disorded on the sey tool the booking sealer the potential removal of 14 Mountain Ah and 14 Ah to be disorded on the sey tool the booking sealer than the control of the sealer of 14 Mountain Ah and 14 Ah to be disorded on the sealer of the sealer of 14 Mountain Ah and 14 Ah to be disorded on the sealer of the sealer of 14 Mountain Ah and 14 Ah to be disorded on the sealer of 14 Mountain Ah and 14 Ah to be disorded on the sealer of 14 Ah to be disorded on 14 Ah to be disorded on the sealer of 14 Ah to be disorded on the sealer of 14 Ah to be disorded on 14 Ah	Along Topice Road distring from policy (filter in a low hedge area with Figuriner). Devolution, Cose Vickó. Orgeting button, Malamed and Witten. There are also to Responsed along the school school. Along the control of the school of the sch	Mayie.  Mayie.  Mayie May	Clarkdus (Mass digionis Cl.) Bias a potential 25 introheam times that may most be the desired for facilitate for the ment of the clark of the clark of the ment of the ment of the clark of the ment of the clark of the ment of	buttering. Milkweed and Welthe. There are also 10 times prevent along this drink that may weed to be closed 3 no.  2.00 Size Billing 7.00 Size plants to Size Size Plants and 1 fixed lights, though only the size of the size	13 no Sycamions, 2 no. Line; 2 no. Cata days age; 2 no. White learn 13 Hearthon; 13 liver Black; 1 May. 1 Liver 1 Liver 1 May. 1 Liver 1 Liver 1 May. 1 Liver 1 Liver 1 Liver 1 May. 1 Liver

South		

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 - £2.4.4M Cost per KM - £5.6M	Total - €35.9M Cost per KM - €6.5M	Total - £18.9M Cost per KM - £6.4M	Total - £21.9M Cost per KM - £5.6M	Total - €32.6M Cost per KM - €6.5M	Total - £23 1M Cost per KM - £7.0M	Total - (26.1M Cost per KM - (6.2M	Total - (26.8M Cost per KM - 66.9M	Total - 620.7M Cost per KM - 63.1M
Indicative Scheme Infrastructure Works Cost - €18.4M Private Land Costs - €6.0M	Indicative Scheme Infrastructure Works Cost - €26.5M Private Land Costs - €9.3M	Indicative Scheme Infrastructure Works Cost - €14.7M Private Land Costs - €4.2M	Indicative Scheme Infrastructure Works Cost - £16.6M Private Land Costs - £5.4M	Indicative Scheme Infrastructure Works Cost - £23.9M Private Land Costs - £8.7M	Indicative Scheme Infrastructure Works Cost - €16.2M Private Land Costs - 66.9M	Indicative Scheme Infrastructure Works Cost - €18.1M Private Land Costs - €8.0M	Indicative Scheme Infrastructure Works Cost - £25.5M Private Land Costs - £11.3M	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 3 mirs.	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.	of 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 2 mins.	44 This scheme has a total length of 4.2 km and from initial journey time calculations, would take an average of 2 mins.	7 This scheme has a total length of 5.3 km and from initial journey time calculations, would take an average of 3 mins.	This scheme has a total length of 3.9 km and from initial journey time calculations, would take an average of 20 mins.
		Confined and the constraint of the control of the c						Dedicated bus lanes would be provided for 91% length of this route. Bus priority is
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 tanes 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.	6 Dedicated bus lanes would be provided for 83% length of this route. Bus priority is achieved for a further 8% of t route through traffic management in the form of queue relocation.	his 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.	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 Currath Road /Kinsale Road junction. Light	This option integrates with Neighbourhood and Local Centre zonings at Curragh Road /Kinsale Road Junction, Lig	ht This option integrates with Light Industry and Related Uses and Educational zoning	This option integrates with Light Industry and Related Uses and Educational zoning located off Trampre	This option integrates with Light Industry and Related Uses and Educational zoning located off	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road as	This option integrates with Light Industry and Related Uses and Educational zoning located off Tramore Road a	d
Industry and Related Uses and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.	Industry and Related Uses and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route. This option integrates with District Center zoning on Sarsfield Road.	located off Tramore Road and Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.	Road and Cornolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.	Tramore Road and Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route. This option integrates with District Centre zoning on Sarsfield Road.		Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route.	Connolly Road and Educational zoning located off Connolly Road. This route integrates with Sustainable Residential Neighbourhood zoning elswhere along the route. This option integrates with District Centre zoning Sarsfield Road.	This option integrates with Light Industry and Related Uses zoning located off Kinsal Road. This option integrates with District Centre zoning on Sarsfield Road.
	3							
5731	7434	4081	4579	4285	3967	4466	4172	1463
15427 28063	15407 25514	13347 25457	13276 25566	10167 17108	13625 25827	13554 25936	10444 17477	4570 11527
477	1346	352 5323	368	1199	539	555 5014	1386	990
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 relatined. This route is identified as being serviced by a	The option provides for integration with existing bus routes connecting to Biologistown. Dough-loving Frankfield	The option provides for integration with existing bus routes connecting to	The action provides for integration with existing bus routes connecting to Bishopostown. Doughdowne.	The option provides for integration with existing bus routes connecting to Bishopstown,	The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne,	The option provides for integration with existing has courtes connecting to Risbonstown Doughologue Frankfire	id The option provides for integration with existing bus routes connecting to Bishopstown, Doughcloyne, Frankfield	The option provides for integration with existing bus routes connecting to
The option provides for integration with existing bus routes connecting to Bishopstown, Doughtloyne, Frankfield and the City Centre. Provision for integration with vehicular traffic restained. This route is identified as being serviced by a radial bus route and therefore has some disadvantages from a transport integration persective.	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.		Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perspective.	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.	Frankfield and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantages from a transport integration perpective.	and the City Centre. Provision for integration with vehicular traffic is retained. This route has some advantage from a transport integration perpective.	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.	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
		3						persective.
This route serves part of the Kinsale Road, Pearse Road, Clashaduv Road, Summerstown Road and Glasheen Road which	This route serves part of the Kinsale Road, Pearse Road, Pouladuff Road, Togher Road and Sarsfield Road which a	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	This route serves part of the Kinsale Road, Tramore Road, Connolly Road, Summerstown Road and Glashee Droad. Tramore Droad is not identified the a partia create in the Carly Matropolities from Tramored Strategy.	This route serves part of the Kinsale Road, Tramore Road, Connolly Road, Poulsduff Road and Surfield Doad. Tramore Doad is not identified by a partie meth in the Code Matropolities Area.	This route serves part of the Kinsale Road, Tramore Road, Connolly Road, and Glasheen Road. Tramore Road	is This route serves part of the Klinsale Road, Tramore Road, Connoilly Road, Summerstown Road and Glasheen Ro	ad. This route serves part of the Klinsale Road, Tramore Road, Connolly Road, Togher Road and Sarsfield Road.	This route serves part of the Kinsale Road, N40 and Sarsfield Road. Although the N- itself is not identified as a cycle route in the Cork Metropolitan Area Transport Strate
are identified as cycle routes in the Cork Metropolitan Area Transport Strategy. Summerstown Road is not identified as a cycle route in the Cork Metropolitian Cycle Network. This option is considered to have swan disalavantages compared to other options for this criterion.	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.	Metropolitan Area Transport Strategy.  This option is considered to have some disadvantages compared to other options for	Road. Tramore Road is not identified as a cycle route in the Cork Metropolitan Area Tramport Strategy.  Summerstown Road is not identified as a cycle route in the Cork Metropolitian Cycle Network.  This option is considered to have some disadvantages compared to other options for this criterion.	Sarsfield Road. Tramore Road is not identified as a cycle noute in the Cork Metropolitan Area Transport Strategy.	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.	Tramore Road is not identified as a cycle route in the Cork Metropolitan Area Transport Strategy. Summerstoom Road is not identified as a cycle route in the Cork Metropolitian Cycle Network. This cyclion is considered to have some disadvantages compared to other options for this criterion.	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.	a route travels parrallel.  This option is considered to have some disadvantages compared to other options f
, and to date operation and the Bull.	, and a second of the second o	this opinions considered to have some disadrantages compared to office opinions to this criterion.		This option is considered to have some disadvantages compared to other options for this criterion	And all of the state of the sta	, and to creat apparatus as the CHOTOLE.	, and the state of	this criterion.
General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	es General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities at junctions.	ies General pedestrian improvements to pedestrian facilities along the scheme including enhanced crossing facilities	This route serves part of the Kinsale Road, N40 and Sarsfield Road.
Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for this	•	his Similar pedestrian improvements for all options, therefore this option is neutral	Similar pedestrian improvements for all options, therefore this option is neutral compared to other option	s Similar pedestrian improvements for all options, therefore this option is neutral compared to oth	similar pedestrian improvements for all options, therefore this option is neutral compared to other options for	Similar pedestrian improvements for all options, therefore this option is neutral compared to other options for t	at junctions.  This option is considered to have significant advantages over other options for this criterion.	Due to the strategic function of the N40 to accommodate vehicular traffic this option considered to have some disadvantages compared to other options for this criterior
стиеноп.	ствения.	compared to other options for this criterion.	for this criterion.	options for this criterion.	this criterion.	criterion.		
Key Trip attractors along this route include: Leisure - Musqrave Park, Clashduv Park, Ballypheane GAA Club;	Key Trip attractors along this route include:	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park, Balllypheane GAA Club;	Key Trip attractors along this route include:	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashduv Park, Ballypheane GAA Club;	Key Trip attractors along this route include:	Key Trip attractors along this route include: Leisure - Musgrave Park, Clashdur Park, Ballypheane GAA Club;	Key Trip attractors along this route include:	
Education - Gaelscoil an Teaghlaigh Naofa, Morning Star National School; Health - CUH, Abbeyville Veterinary Hospital;	Leisure - Musgrave Park, Cladvduv Park, Ballypheane GAA Club: Education - Gaelscoil an Teaghlaigh Naofa, Morning Star National School; Health - CUH, Abbeyville Veterinary Hospital:	Education - Gaelscoil an Teaghlaigh Naofa, Morning Star National School; Health - CUH, Abbeyville Veterinary Hospital;	Leisure - Musgrave Pork, Clashdus Park, Ballypheane GAA Club; Education - Gaelscoil an Teaghlaigh Naofa, Morning Star National School; Health - CUH, Abbeyville Veterinary Hospital;	Education - Gaelscoil an Teaghlaigh Nacids, Morning Star National School; Health - CUH, Abbeyville Veterinary Hospital; Commercial/Retail - South Cork Industrial Estate, Tramore Industrial Estate, Wilton Shopping	Leisure - Musgrave Park, Clashduv Park, Ballypheane GAA Club; Education - Gaelsooil an Teaghlaigh Naofa, Morning Star National School; Health's CUH, Abberyille Veterinary Hospital;	Education - Gaelscoil an Teaghlaigh Naofa, Moming Star National School; Health - CUH, Abbeyville Veterinary Hospital;	Leisure - Murgarave Park, Clashdur Park, Ballypheame GAA Club: Education - Gaelsozili an Teaghtaigh Naofa, Morning Star National School; Health - CUH, Abbopyille Veterinary Hospital;	Key Trip attractors along this route include: Commercial/Retail - Kinsale Road Industrial Estate, Wilton Shopping Centre;
Commercial/Retail - South Cork Industrial Estate	Commercial/Retail - South Cork Industrial Estate, Wilton Shopping Centre	Commercial/Retail - South Cork Industrial Estate, Tramore Industrial Estate,	Commercial/Retail - South Cork Industrial Estate, Tramore Industrial Estate,	Centre	Commercial/Retail - South Cork Industrial Estate, Tramore Industrial Estate;	Commercial/Retaill - South Cork Industrial Estate, Tramore Industrial Estate;	Commercial/Retail - South Cork Industrial Estate, Tramore Industrial Estate, Wilton Shopping Centre;	
All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designated area	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designate	ad All option travels through a RAPID (Revitalising Areas through Planning, Investment	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development)	All option travels through a RAPID (Revitalising Areas through Planning, Investment and	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development)	All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designat	led All option travels through a RAPID (Revitalising Areas through Planning, Investment and Development) designat	d All option travels through a RAPID (Revitalising Areas through Planning, Investment a
Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprives geographic areas.	d and Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.	area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprive geographic areas.	d area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprive geographic areas.	Development) designated area Togher and Ballyphehane. As a result all options are considered neutral with respect to servicing deprived geographic areas.
The option has 39 junctions/side roads off the mainline. This option has some safety disadvantages compared to other			The option has 34 junctions/side roads off the mainline. This option has some safety disadvantages	The option has 40 junctions/side roads off the mainline. This option has some safety disadvantage			to The option has 38 junctions/side roads off the mainline. This option has some safety disadvantages compared	
opuors.	other options.	disadvantages compared to other options.	compared to other options.	compared to other options.	to other options.	other options.	other options.	advantages compared to other options.
Following review of potential archaelogical, architectural and cululral heritage issues in this area all options are	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options are	Following review of potential archaelogical, architectural and culutral heritage issues	Following review of potential archaelogical, architectural and culutral heritage issues in this area all option	Following review of potential archaelogical, architectural and cululral heritage issues in this area	Following review of potential archaelogical, architectural and culutral heritage issues in this area all options		re Following review of potential archaelogical, architectural and culutral heritage issues in this area all options as	Following review of potential archaelogical, architectural and culutral heritage issues
considered to be neutral with respect to this criterion.	considered to be neutral with respect to this criterion.	in this area all options are considered to be neutral with respect to this criterion.	are considered to be neutral with respect to this criterion.	all options are considered to be neutral with respect to this criterion.	are considered to be neutral with respect to this criterion.	considered to be neutral with respect to this criterion.	considered to be neutral with respect to this criterion.	this area all options are considered to be neutral with respect to this criterion.
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,	The Mick Barry Road (point A 8) could require the clearing of a thick scrubland area with mature trees (approx length 230 m) containing: Barmbles, Garse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoll, Sycamor Hogweed, Clematis visibles (invasive species), Buddled (invasive species) and Wilner Heliotinge (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpark. It also	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,	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, Creeging	The Mick Barry Road (point A-8) could require the clearing of a thick scrubland area with mature trees (approx. length 230 m) containing Brambles, Gorse, Cow Vetch, Grass, Willow, Bloodwort,	The Mick Barry Road (point A-8) could require the clearing of a thick scrubland area with mature trees (appro- length 200 m) containing Brambles Gorse, Cow Vetch, Grass, Willow, Bloodwort, Creeping Cinquefoil.	The Mick Barry Road (point A-B) could require the dearing of a thick scrubland area with mature trees (approximately 20 m) containing Barmables, Gorse, Cow Vecth, Grass, Williow, Biocodowort, Creeping Cinquefiel), Spars, Hogueed, Clematis vitablas (invasive species), Buddiela (invasive species) and Winter Heilotrope (invasive species).	The Mick Barry Road (point A 8) could require the clearing of a thick scrubland area with mature trees (approx limit (print) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	5.
Clematic vitalba (invasive species), Buddleia (invasive species) and Whiter 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 8 (approx. length 35m) contains:	The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpank. It has few individual sections of grassland space and treelines. The grassland space located by point B (approx. length	Arss, Willow, Bloodwort, Creeping Cinquefoll, Sycamore, Hogweed, Clematis vitaliba Ginvasive species), Buddlela (invasive species) and Winter Heliotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the	Cinquefoil, Sycamore, Hoganeed, Clematis vitaliba (invasive species), Buddleia (invasive species) and Winter Hillotrope (invasive species). The opposite side of the Mick Barry road follows along the outskirts of the Citads he had been found to the common of the Mick Barry road follows along the outskirts of the	Creeping Cinquefoli, Sycamore, Hogweed, Clematis vitaliba (invarive species), Buddiela (invarive species) and Winter Heilotrope (invarive species). The opposite side of the Mick Barry road follow along the outskirts of the Black Ash Park and Ride carpark. It has a few individual sections of	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	The opposite side of the Mick Barry road follows along the outskirts of the Black Ash Park and Ride carpant. It hat few individual sections of grassland space and treelines. The grassland space located by point B (approx. length of 35m) contains; Standellon, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddle at the property of the		3
Dandellon, Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddlela (invasive species). Following on from this there is a low hedgerow Vestilnes (approx. total length 190h) containing. Pine, Holy, Honeyaudde, Ash, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Launel, Cottonsater, Laurestine, Japanese	Jorni contains: Luniceioni, aramicie, rioniewece, L'asis, Intisse, winter restorrepe (intrasive species) Following on from this there is a low hedgerout freelines (approx. total length 190m) containing Pine, Holy, Honeyackle, Ash, Hauthorn, Sow Thistle, Harsweed, Wintercreper, Laurel, Cotonesatie, Laurestine, Japaneze Barberry, Clematis vitalba (invasive species), Buddeia (invasive species), Winter Heliotrop (invasive species) and Khoddeindon (Listed as part of Third Schedule invasive species in fedand).	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; Dandeling Reamble - Royaward Grass. Thistle: Winter Helintone (invavirue spacies)	conjunctor, sydemice, regiment, verialisms willands (inhabited specific), advantage imprassive specificis) and in Heliototipe (imprassive species). The opposite side of the Mick Barry road follows along the outlets for the Black Ash Park and Bilde carpank. It has a few individual sections of grassland space and treelines. The grassland space located by point 8 (approx. length 35m) contains: Dandellon, Bramble, Horseweed, Grass, Thistile, Williet Heliototipe (invasive species) and Buddless (invasive species). Following on from this there is	grassland space and treelines. The grassland space located by point 8 (approx. length 35m) to contains: Bundelino, Bramble, Horsexeed, Grass, Thistle, Wither Heliotrope (invasive species) Buddleis (invasive species). Following on from this there is a low hedgerow/ treelines (approx.	and Ride carpark. It has a few individual sections of gravished space and freelines. The gravaland space local by point B (approx. length 35m) contains; Dandelion, Bramble, Horseweed, Crass, Thistle, Winter Heilotrope (Invasive species) and Buddelea (Invasive species). Following on from this there is a low hedgerow/ treelines		John Contains: Lutinosium, eramien, Horseweed, Lerais, Initiale, Whiter Heilorope, (imrasive species) and success (finalise species). Following on from this there is a low hedgerow! treelines (apport cold length 19/0m) containing. Pine, Holy, Honeysuckle, Adh, Hawthorn, Sow Thistle, Horseweed, Wintercreeper, Laurel, Cotoneast Laurestine, Japanese Barberry, Clematis visibate (imvasive species), Buddiela (invasive species), Winter Heliotrog (imvasive species) and Mondoednorfon (lated as part of Third Schodale invasive species) in Ireland).	The Mick Barry Road (point A-8) could require the clearing of a thick scrubland are with mature trees (approx. length 230 m) containing. Brambles, Gorse, Cow Vetch (Srass, William Rondwart Creening Climatics) Systems (Permits vital)
Barberry (Cematis vitable (invasive species), Buddleis (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species in feeland).  Along the section of the Kinsel Board from point R to C. the reground of a third mature pederarea/freeline on the left	Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the	e Control (approx. total rought 17011) containing. 1 mc, 1019, 1101-13000c, 701,	vitalha (invasive species). Ruddleia (invasive species). Winter Heliotoppe (invasive species) and		(approx total length 190m) containing Pine, Holy, Heneysuckle, Ash, Hawthorn, Sow Thistle, Herseweed, Wintercreeper, Laurel, Cotonesster, Laurestine, Japanese Barberry, Clematis vitalba (invasive species), Buddleis (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third).	Along the section of the kinsale koad from point B to C, the removal of a thick mature nedgerow/treeline on the	Along the section of the Kinsale Road from point B to C, the removal of a thick mature hedgerow/treeline on the	The opposite side of the Mick Barry road follows along the outskirts of the Black As
hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambles, Firethorn, Willow, Wild Cherry, Privet and Clematis vitalina (invasive species). The right band side of this stretch of road could require the clearing of a low.	cricity, intering definition trained (interior species). The right hand size of this sector of four court equilient	Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third	Rhododendron (Listed as part of Third Schedule invasive species in Ireland).  Along the section of the Kinsale Road from point 8 to C, the removal of a thick mature hedgerow/treeline o the left hand side could be required. Containing: Hawthorn, Cypress, Girstelinis, Brambles, Freihorn,	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 8 to C, the removal of a thick mature	Schedule invasive species in Ireland).  Along the section of the Kinsale Road from point 8 to C, the removal of a thick mature hedgerow/treeline on the left hand side could be required. Containing Handhorn, Oppress, Grisclinia, Brambles, Firefhorn, Willow,	left hand side could be required. Containing: Hawthorn, Oypress, Griselinia, Brambles, Firethorn, Williow, 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 by with 7 no. mature Silver Birch trees. Also a thick scrubband strip	tert hand side could be required. Containing: Hawthorn, Cypress, Griselinia, Brambies, Firethorn, Willow, Wilc Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of road could require the	Bramble, Horseweed, Grass, Thistle, Winter Heliotrope (invasive species) and Buddle
hedgerow of Barberry and hy with 7 no. mature Silver Birch trees. Also a thick scrubland strip of Brambles, by Hawthorn Willow, Cow Vetch, Alder, Buddiela (invasive species), Winter Heliotrope (invasive species) and Clematis vitabla (invasive species).	Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species).	Along the section of the Kinsale Road from point B to C, the removal of a thick mature	Willow, Wild Cherry, Privet and Clematis vitalba (invasive species). The right hand side of this stretch of roa could require the clearing of a low hedgerow of Barberry and key with 7 no. mature Silver Birch trees. Also	di Griselinia, Brambles, Firethorn, Willow, Wild Cherry, Privet and Clematis vitalba (invasive species) 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 Barberr	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	Brambles, Ny, Hawthorn, Willow, Cow Vetch, Alder, Buddlela (invasive species), Winter Heliotrope (invasive species).  The Tramore road from point C to E may require iclearing of a Christian bedgerow of length 100m located outsit	Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species). Winter Heliotrope (invasive species).  do.	(invasive species). Following on from this there is a low hedgerow/ treelines (apprototal length 190m) containing: Pine, Holy, Honeysuckle, Ash, Hawthorn, Sow Thistil Horseweed, Wintercreeper, Laurel, Cotoneaster, Laurestine, Japanese Barberry,
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. Time trees. The second part of this route section is located along Peaser cond where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry trees, 7 no.	On section C to D, the first part is along the McDonalch carpair of the Kinsale Road where some clearing could be required of newly planted Jaune buthes and 11 no. Lime trees. The second part of this road section is along Pearse road where grass margins are at either side of the road containing a total of 18 trees: 9 no. Cherry the containing the second part of the containing the second part of this part of the second part	Cypress, Griselinia, Brambles, Firethorn, Willow, Will of herry, 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.	thick scrubland strip of Brambles, by Hawthorn, Willow, Cow Vetch, Alder, Buddlela (Invasive species). Winter Heiolorgo (Invasive species) and Clematis visitals (Invasive species). The Tramore road from point C to 6 may require clearing of a Griselinia hedgerow of length 100m located outside of the Mungrave retail park.	and by with 7 no. mature Silver Birch trees. Also a thick scrubland strip of Brambles, by, Hawthon Willow, Cow Vetch, Alder, Buddlied, (invasive species), Winter Heilotrope (invasive species) and Clematis viallable (invasive species).	scrubland strip of Brambles, Iny, Handhorn, Willow, Cow Vetch, Alder, Buddiela (Imasive species), Winter Heliotrope (Imasive species) and Clemativ statbas (Imasive species). The Tramore road from point C to E may require clearing of a Criscilinia hedgerow of length 100m located cardid-of the Mourance retail lank	of the Musgrave retail park.  The Tramore Road from point E to I contains a treeline of 3 no. Silver Birch, 2 no. Mountain Ash, 1 Lime and a sm patch of Evergreen Spindle to potentially be cleared. Also a stretch of Griselinia (length 30m) and a stretch of		Clematis vitalba (invasive species), Buddleta (invasive species), Winter Heliotrope (invasive species) and Rhododendron (Listed as part of Third Schedule invasive species) in Iroland).
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 Rsh, 1 Cherry and 1 Alder.	Along the stretch of Connolly Road from D to F, there could be possible clearing of a mature treeline both sides the road containing: 8 no. Lime, 4 no. Sycamores, 5 no. Birch, 1 Ash, 1 Cherry and 1 Alder.	of Also a thick scrubland strip of Brambles, Ivy, Hawthorn, Willow, Cow Vetch, Alder, Buddleia (invasive species), Winter Heliotrope (invasive species) and Clematis vitalba	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	The Tramore road from point C to E may require clearing of a Griselinia hedgerow of length 100m located outside of the Mangave retail park.  On the stretch of Connolly's head from points I to G there could be a possible need to clear 24 no	The Tramore Road from point E to I contains a treeline of 3 no. Silver Birch, 2 no. Mountain Ash, 1 Lime and a small patch of Evergreen Spingle to potentially be cleared. Also a stretch of Griselinia (length 30m) and a	Bindweed, Brambles, hy, Griselinia, Clematis vitalba (invasive species) and Buddleia (invasive species) to be trimmed back (length 20m).  Along the Lower Pouladuff Road (point I-G), there is a small derose hedge of Brambles, by and Elm also with a gr	Bindweed, Brambles, Ivy, Griselinia, Clematis vitalba (invasive species) and Buddleia (invasive species) to be trimmed back (length 20m).	Along the section of the Kinsale Road from point P to B, in order to widen the road, if will possibly require the removal of a mature hedgerow/treeline of length 130m on to left-hand side and a marginal thick scrubland strip of length 80m on the other side of the strip of the strip of the strip of the strip of the strip o
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	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. Fle Maples, 2 no. Sycamores, 3 no. Lime, 2 no. Birch, 2 no. Mountain Ash, 2 no. Palm, 2 no. Ash, 1 Hazel, 1 Whitebear 1 Alder and 1 Silver Birch.	The Tramore road from point C to E may require clearing of a Griselinia hedgerow of length 100m located outside of the Musgrave retail park.	Hazel, 1 Whitebeam, 1 Alder and 1 Silver Birch.  Vicars Road (point G to.) 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	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.	species) to be trimmed back (length 20m).  Along the Lower Pouladuff Road (point I-G), there is a small dense hedge of Brambles, by and Elm also with a	area of Milkflower, Cotoneaster and a mature treeline of 3 no. Whitebeam, 2 no. Hazel, 2 no. Mountain Ash and Cherry.  When Dead familia C to 1 non-invariable part bits religion of 45 terms 23 no. Field Marsh 3	green area of Milkflower, Cotoneaster and a mature treeline of 3 no. Whitebeam, 2 no. Hazel, 2 no. Mountain A and 1 Cherry.	h the road. The hedgerow/treeline contains: Griselinia, Milkflower Contoneaster, Sycamore, Chestnut, Hazel, Oak, Ash, Laurel, Willow, Firethorn. Cypress and Winte
Alder and 1 Sliver 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 Sliver Birch, 1 Alder, 1 Birch and 1 Maple.			Alder, 1 Birch and 1 Maple.  Clashduv Road (point K-I) has a potential 35 Hombeam trees that may need to be cleared to facilitate the widening of this stretch.	Vicars Road (point G to I) 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.	green area of Milikliower, Cotoneaster and a mature trecline of 3 no. Whitebeam, 2 no. Hazel, 2 no. Mountai Ash and 1 Cherry.  Vicars Road (point G to J) requires widening so this could result in the clearing of 45 trees: 21 no. Field Maple	no. Sycamores, 2 no. Lime, 2 no. Crab apple, 2 no. White Beam, 1 Hawthorn, 1 Silver Birch, 1 Alder, 1 Birch and Maple.		Heliotrope (Invasive Sepcies). The opposite side of the road where the scrubland is located contains: Thistles, Buddleia, Brambles, Horseweed, Grass, Alder and Willow
Clashduv Road (point K-I) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the widening of this stretch.  The vertice of this route that ours through the bouring action Societies upon the price (route that ours through the bouring action state along Societies and the state of	Along Togher Road starting from point J there is a low hedge area with Sycamore, Dandelion, Cow Vetch, Creepi buttercup, Milkweed and Nettles. There are also 10 trees present along this stretch that may need to be cleared		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 housin	Along Togher Road starting from point I there is a low hedge area with Sycamore, Dandellon, Cox Vetch, Creeping buttercup, Milkweed and Nettles. There are also 10 trees present along this strets that may need to be cleared. 3 no. Elm., 2 no. Silver Birch, 2 no. Sycamore, 2 no. Hawthorn and 1	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.	The section of this route that runs through the housing estate along Sandymount Drive (point K to M), would	Along Togher Road starting from point J there is a low hedge area with Sycamore, Dandelion, Cow Vetch, Creep buttercup, Milkweed and Nettles. There are also 10 trees present along this stretch that may need to be cleared to the company of the c	9 3
Section of the state of the	no. Elm, 2 no. Silver Birch, 2 no. Sycamore, 2 no. Hawthom and 1 Field Maple. Also along the stretch of Spur Hil Road, that may be wildened, there is a grass margin with 9 no. Mountain Ash and 8 no. Sycamore to possibly be removed.	Clashduv Road (point K-I) has a potential 35 Hombeam trees that may need to be cleared to facilitate the widening of this stretch.	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.	fi 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. Syzamore to possibly be removed.	Clashduv Road (point K-I) has a potential 35 Hornbeam trees that may need to be cleared to facilitate the widening of this stretch.	require the potential removal of 1 Mountain Ash and 1 Ash to be cleared on the way into the housing estate for 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.		
Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.	Wildening of the existing carriageway and reallocation of road space will require earthworks.	Widening of the existing carriageway and reallocation of road space will require earthworks.
widening or the easting carriageway and resolucation or rosa 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.	widening or ince easing carriageway and realistaction or road space will require earnworks.  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.		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.	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.		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	winderling for the existing carriageway and realiscation or trade space win 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 length of trade windering involved.	e This option will require less earthworks than all other due to the length of road
involved.  Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Options.	length of road wildening involved.  Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Option	ss. Therefore, this option has some advantagesfrom a soils and geology perspective when	Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Options.	Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Options.	Therefore, this option has some advantages from a soils and geology perspective when compared to other Options.	involved.  Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Option	length of road widening involved.  ns. Therefore, this option has some advantagesfrom a soils and geology perspective when compared to other Option	widening involved .  s. Therefore, this option has some advantages from a soils and geology perspective who
		compared to other Options.						compared to other Options.
								This option will cross the Douglas River on KinsaleRoad and N40 and the Glasheen Ri
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 h some disadvantages from a water resource perspective.	as 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.	r 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.	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 h some disadvantages from a water resource perspective.	This option will cross the Douglas River on KinsaleRoad and N40 and the Glasheen Riv on Sarsfield Road. This option has some disadvantages from a water resource perspective
This route passes close to St Finbarrs Cemetery which is designated as an area of high landscape value in the City	This route dose not pass in close proximity to areas of high landscape value in the City Development Plan. This	This route passes close to St Finbarrs Cemetery which is designated as an area of high	This route passes close to St Finbarrs Cometery which is designated as an area of high landscape value in th	This route does not pass in close proximity to areas of high landscape value in the City	This route passes close to St Finibarrs Cemetery which is designated as an area of high landscape value in the	This route passes close to St Finbarrs Cemetery which is designated as an area of high landscape value in the Cr	This route does not pass in close proximity to areas of high landscape value in the City Development Plan. Th	This route does not pass in close proximity to areas of high landscape value in the C
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.	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 Cometery 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.	Development Plan. This option has some significant advantages compared to other options from 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 Ci Development Plan. This option has some some disadvantages from a landscape and visual perspective.	ty This route does 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.	Development Plan. This option has some significant advantages compared to othe options from a landscape and visual perspective.
This option involves routing along Kinsale Road, Pearse Road, Connolly Road, Vicars Road, Clashduv Road and	This option involves routing along Kinsale Road, Pearse Road, Connolly Road, Vicars Road, Togher ROad, Spur H	This option involves routing along Kinsale Road, Tramore Road, Connolly Road, Vicars Road, Clashadov Road, and Glasheen Road where residential dwellings are sensitive	This option involves routing along Kinsale Road, Tramore Road, Connolly Road, Vicars Road, Clashaduv Road, and Summerstown Road where residential dwellings are sensitive receptors. As a result this option i	This option involves routing along Kinsale Road, Tramore Road, Connolly Road, Vicars Road, is Togher Road, Spur Hill and Sansfield Road where residential dwellings are sensitive receptors. As	This option involves routing along Kinsale Road, Tramore Road, Lower Pouladuff Road, Vicars Road, Clashdus	v This option involves routing along Kinsale Road, Tramore Road, Lower Pouladuff Road, Vicars Road, Clashduv Ro	and, This option involves routing along Kinsale Road, Tramore Road, Lower Pouladuff Road, Vicars Road, Togher Roa	
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.	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.	receptors. As a result this option is considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	considered to have some disadvantages from a noise, vibration and air quality perspective than other options.	result this option is considered to have some disadvantages from a noise, vibration and air qualit perspective than other options.		and Summerstown Road where residential dwellings are sensitive receptors. As a result this option is consider to have some disadvantages from a noise, vibration and air quality perspective than other options.	ed 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	to have some advantages from a noise, vibration and air quality perspective than off options.
This option involves routing along an existing road corridor. Approx 120 car parking spaces are lost. This option is considered to have some disadvantases from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 187 car parking spaces are lost. This option considered to have some disadvantages from a land use and built environment perspective over the other	spaces are lost. This option is considered to have some disadvantages from a land use	option is considered to have some disadvantages from a land use and built environment perspective over	This option involves routing along an existing road corridor. Approx 129 car parking spaces are lor This option is considered to have some disadvantages from a land use and built environment	This option involves routing along an existing road corridor. Approx 3 car parking spaces are lost. This option considered to have some disadvantages from a land use and built environment perspective over the other	This option involves routing along an existing road corridor. Approx 3 car parking spaces are lost. This option involves routing along an existing road corridor. Approx 3 car parking spaces are lost. This option is corridored to have some disadvantases from a land use and built environment perspective over the other options.	This option involves routing along an existing road corridor. Approx 122 car parking spaces are lost. This option considered to have some disadvantages from a land use and built environment perspective over the other	spaces are lost. This option is considered to have some disadvantages from a land u
CALLEGE OF THE CHARGE STATE CHARGES FROM A LANGUAGE AND DUTTE ENVIRONMENT DESPECTIVE OVER the other options.	options.	and built environment perspective over the other options.	the other options.	perspective over the other options.	options.	ил наче эмпе извигальницаеся from a rand use and burit environment perspective over the other option	options.	and built environment perspective over the other options.
		v -						

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
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Distribut		F Required Associatio	n / Company I	Name	
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#### 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:

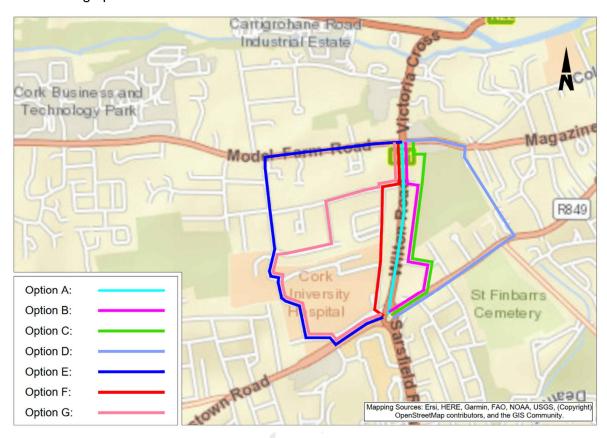


Figure 4.1 Option Identification

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:**

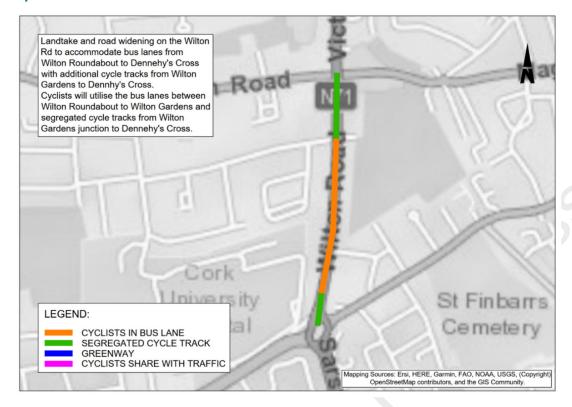


Figure 4.2 Option A

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:**

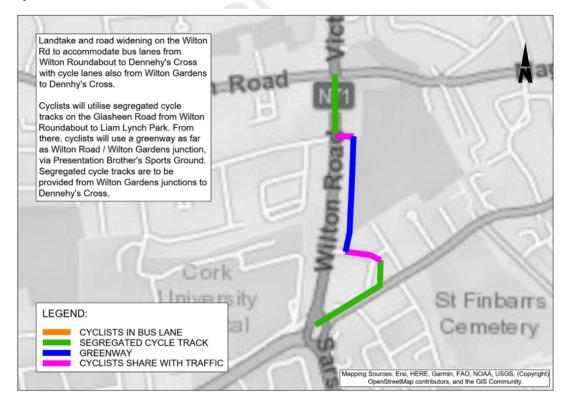


Figure 4.3 Route Option B

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:**

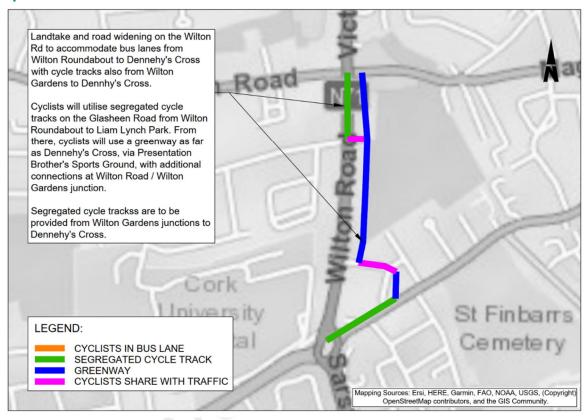


Figure 4.4 Option C

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:**

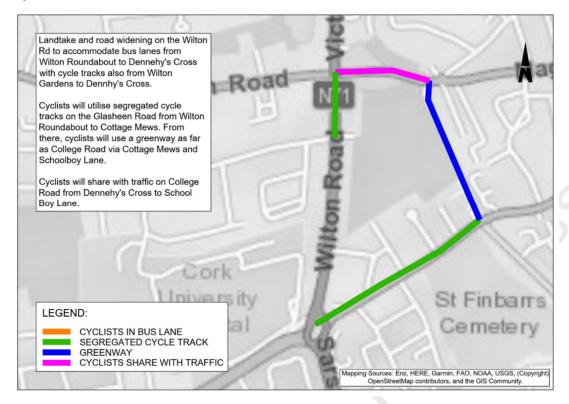


Figure 4.5 Option D

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:**

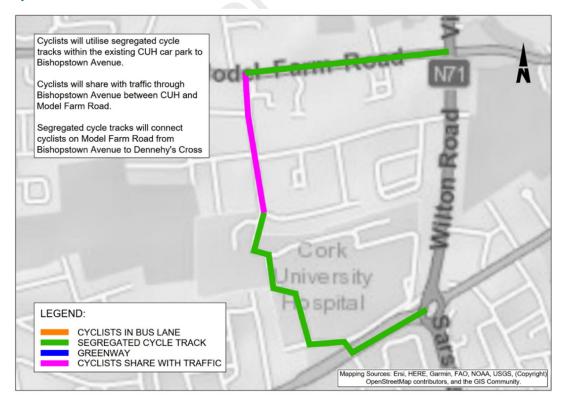


Figure 4.6 Option E

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:**

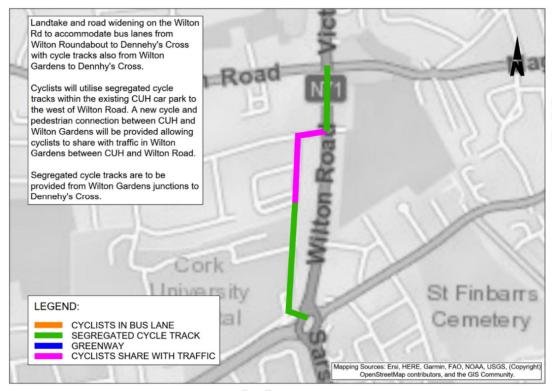


Figure 4.7 Option F

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:**

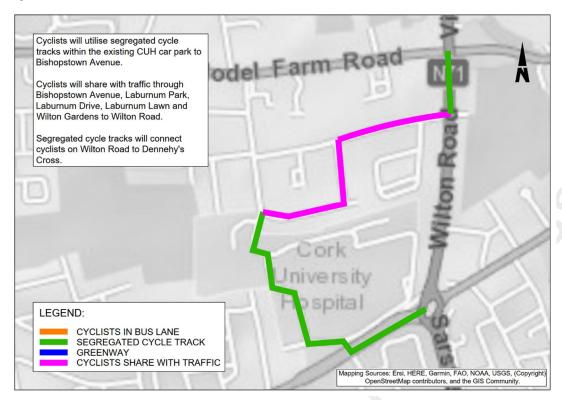


Figure 4.8 Option G

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	Key Trip Attractors				
Inclusion	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

Colour

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 accommodate 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

Description

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	Key Trip Attractors							
Social Inclusion	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	nber of Adjacent Cyclists						
	Number of Conflicts							
	Journey Time							

#### 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		Route Options							
Criteria	Sub-Criteria	A	В	С	D	E	F	G	
Economy	Capital Cost  Rank	As this option was the proposed infrastructure for the for sustainable infrastructure for the for sustainable additional cost associated to the option.	As this option requires the purchase of land to facilitate the construction of an office governey scale from Lian Cardines Auricia from Lian Cardines Auricia to potion has some disadvantages over other options.	This option requires the purchase of land to facilitate the construction of an offline goinney route from Line Lynch Park to Shorsely's Cross Jacobies. This option has significant a potion included the substitution of a purage to a demostic dwelling located in close promisity to the Presentation Boother's Sports Ground.	As this option uses the existing off road cycle route along school keys law with the project and has some advantages over other options.	This option uses the proposed cycle state to be provided by the Ballincollig so Cant Ciry Stantagic Cycle Conden: saith this sepace of this option. This spittin this sepace 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 segraphic dysle track as well as the purchase of a domestic property within William Cardents to facilitate the connection between CUH and William Cardiers this option has significant disadvantages over other options.	As this option uses existing shared street, Bishopstown Avanue, Labornum Bark, Labornum Brie, Labornum Brie, Labornum Bries, Labornum Bries, Labornum Bries, Labornum Bries, Carlotte Street, Labornum Bries, Labor	
		All and an exercise and all all and a	All and an area and all all and a large at the large at t		All regions on annual desired challenger				
	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 Glasheen Read 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								
Integration	Public Transport Integration	As this option would use proposed bus laines along the Wilton Road, there would be the potential for cylistis using the bus laines 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.	
	Rallik.								
	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 disadventage 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		INCOME AND AREA.						
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 tysch to CUH which jins 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 jins accessibility benefits.	This option has some disadvantages as it is considered to deliner higher levels of acossibility to CUH than other options. It includes a filtered permeability proposal from Liam typch to CUH which jhas acossibility banefits.	This option has some disadvantages as it is considered to deliver fewer 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 has a cossibility bonefits.	This option has some disadvantages a it is considered to deliver lower levels of accessibility to CUH than other options.	
	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	
Safety	Rank Road User Safety	This option has significant disadvantages over other options as timelves cyticits sharing the bus line with busines and tasis. This increases the laxilitized of collisions between vehicles and cytists.	This option offers some advantages over other options as a partial off-road greenway route would provide high levels of sepangiation for cyclists than some other options.  Although this option shares with traffic brishly in Lian Lyoch Park, traffic restrictions are proposed to remove the through trafficot this road.	This option offers significant advantages over other options as a fully off road yels rout would provide higher towis of agregation for cyclists than some other options.  Although this option shares with traffic bristly in Liam Iynch Park, traffic restrictions are proposed to remove the through traffic of this road.	This option has significant disabantage over other options as it insched cytics training with ratific misched cytics training with ratific misched cytics to regional made with rotatively high ratific road with rotatively high ratific volumes.	This option has some disaburatages, over other options as it involved cyclists sharing with traffic on the Bikhopstown 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 optiest sharing with tartific on Bishopstown Autonou, Labrumm Park, Labrumum Drise, Labrumum Lawn and Wilton Gardains.	
	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		•						
	Rank	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	
	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	
Environment	Rank Biodiversity	This option has some advantages over other options as there will be little to no aditional 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 greenfised site with a small loss of trees and hedgirow.	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 aditional impact to the biodiversity of the area.	This option has some advantages ove other options as there will be little to no aditional impact to the biodiversit of the area.	
	Rank Architectural, Architectural and Cultural Heritage Rank	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 Outtural Heritage	All options are considered similar for Architectural, Architectural and Outtural 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 Horitage	
	Land Use Rank	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 to purchase of land and changing the land use from representational 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 thanging 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.	
	Number of Adjacent Cyclists	Cyclists are likely to cycle single file on the proposed bus lanes with single file cycling being designed for where soglegated 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.	
Quality of Service	Rank  Number of Conflicts  Rank	As this section is on-road passing though side-roads, junctions and driveways, there will be a significant runther of conflicts and as such this option offers a significant disadventage when comparied to other options.	This option has less number of conflicts than other options as it contains an off-coad generacy 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 greatly section of the schame. This option has significant advantages over other options.	As this section is a combination of on- road passing through side-roads, junctions and dineways and an off road geomany 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, dide-roads, junctions and drivways, 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 idda-roads, junctions and driveways, there will be a some conflicts and as such this option offers a some disadvantages when compared to other options.	As part of this section is on-road packing through side-roads, junction and direveues, there will be significant number of conflicts and a such this option offers a significant disadvantage when compared to othe options.	
	Journey Time	As this section provides a direct connection between Wilton Roundabout and Dennahy's Cross it has significant advantages over other options	As this section provides a direct connection batween Wilton Roundabout and Dennehy's Cross it has significant advantages over other options	As this section provides a direct connection between Willon 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.	

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