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The Fingal Coastal Way

Feasibility Study Options Assessment Report

Fingal County Council

November 2022

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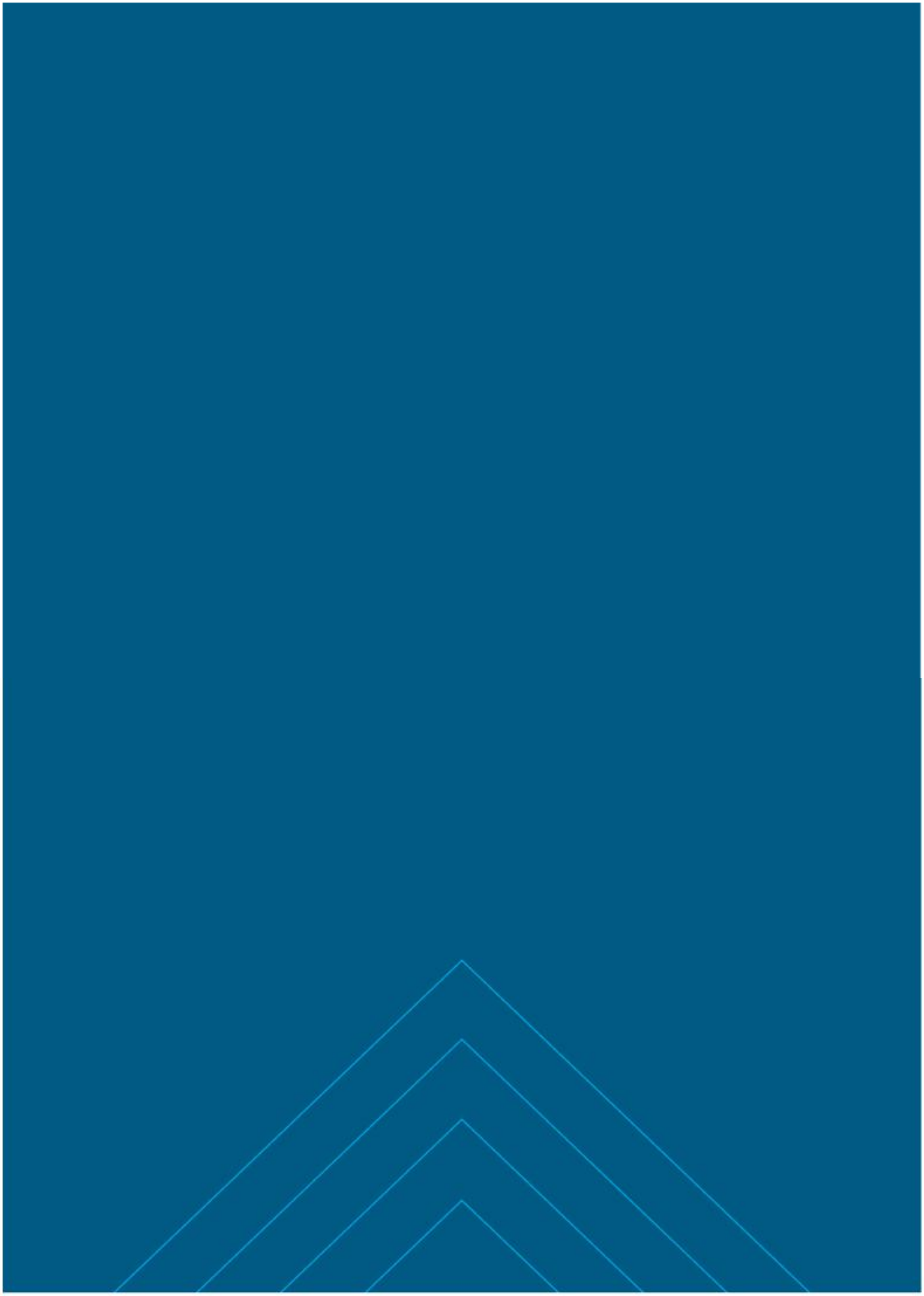


1. Introduction

1.1. Scheme Context

The Fingal Coastal Way (the Project) is a proposed coastal greenway extending approximately 32km along the Fingal Coast from Newbridge Demesne to the Fingal/Meath Border. The scheme is being developed in conjunction with Transport Infrastructure Ireland (TII) and forms part of TII's proposed National Cycle Network (NCN) which was subject to a public consultation from the 4th of May to the 7th of June 2022. Information on the NCN is available at https://ncn.consultation.ai.

The scheme is a long-standing objective of Fingal County Council and this is further reflected in the current 2017-2023 Fingal Development Plan (FDP). The Development Plan outlines numerous policies and objectives to plan and develop a route that integrates a coastal pedestrian and cycle route with sensitive natural and built heritage sites whilst achieving a balance between conservation of such sites and public uses such as leisure, recreation and tourism. Further details on the relevant FDP are available in Section 3.1.4.1of this report.

The scheme is also identified within the Greater Dublin Area Cycle Network Plan where it will form part of the overall route FG1/N5. Route FG1/N5 is set out indicatively in the plan and the emerging preferred route of the Fingal Coastal Way scheme is not restricted to this outlined indicative route. The scheme also aligns with the objectives of the "Strategy for the Future Development of National and Regional Greenways" published by the Department of Transport, Tourism and Sport in July 2018.

In September 2021, the Department of Transport appointed TII as the Approving Authority for national greenway projects. As such, Fingal County Council is the Sponsoring Agency for this project whilst TII is the Approving Authority.

This report outlines the study undertaken to determine the route feasibility and option assessment process.

1.2. Project Scope

The scope of the project is to deliver a safe, attractive, first-class coastal pedestrian and cycle route between Newbridge Demesne in Donabate and the County Boundary North of Balbriggan. The Fingal Coastal Way is envisaged to be a flagship amenity for local users, both in terms of leisure and sustainable transport. It also has the potential to significantly to promote and enhance the local tourist economy and tourism across Fingal.

The scheme would improve connectivity between the urban centres along the route and a number of schools, residential areas, village centres and other amenities and tourist attractions in the area, thereby providing an attractive option for cyclists that will help promote modal shift and sustainable travel choices. The route is envisaged to be predominantly a leisure and tourist amenity but will also serve as a local commuter route.

Further detail on the project vision and objectives is provided in Section 1.7 of this report.

1.3. Project Benefits

The project meets all of the criteria highlighted in the Strategy for National and Regional Greenways. It is regarded as strategic in nature in that it will link to other nationally important cycle routes, ultimately connecting the eastern counties of Louth, Meath, and Dublin with the well-developed greenway network in Northern Ireland. The Greenway will run along the Fingal coastline which boasts breath-taking scenic views of the Irish Sea. It will pass by a number of coastal towns and villages and numerous historical landmarks. The route will be designed to be segregated as far as possible and will be enjoyed by a range of different users.

1.3.1. Strategic

The East Coast Trail (Arklow – Drogheda) is proposed within the National Transport Authority's Greater Dublin Area Cycle Network Plan. It is also proposed as part of TII's National Cycle Network to run from Rosslare to Northern Ireland. The Fingal Coastal Way goes a long way to delivering these objectives.

The proposed scheme will also tie into the Sutton to Sandycove cycle scheme via the approved Broadmeadow Way scheme and the Sutton-Malahide pedestrian and cycle route (at pre-planning stage), providing a high quality, continuous link to Dublin City to the south. There is unrivalled connectivity for the overall East Coast Trail route as it passes close to Dublin Airport, Dublin City including Dublin Port, the major national road network and directly adjacent to the main Dublin-Belfast rail line.

1.3.2. Scenic

The route will pass along a number of areas of picturesque scenery with views of the sea from Rogerstown Estuary, Howth Head, Ireland's Eye and Lambay Island. A number of quaint seaside towns which boast harbours and marinas are also directly on the route including Balbriggan, Skerries, Loughshinny and Rush.

1.3.3. See & Do

The multitude of activities along the route will cater for all tastes and ages, from medieval castles, prehistoric tombs, water sports, adventure sports, walking trails and cultural centres. Highlights include Newbridge House and Farm, Drumanagh Fort, Ardgillan Castle, and Skerries Mills.

1.3.4. Sustainable

Passing through one of the youngest, fastest growing and most densely populated areas of the state, the route will be well used all year round by residents and visitors alike. Furthermore, the accessibility of the route is second to none being positioned closest to Dublin Airport and numerous stations along the Dublin-Belfast railway line. It is also positioned to service a number of fast-growing towns in Fingal including Swords, Malahide, Rush, Lusk, Skerries and Balbriggan as well as providing an onward connection northward to Drogheda and Dundalk.

The provision of a greenway linking these towns has considerable potential to encourage and facilitate a shift to more sustainable transport modes for trips between these towns and also within these towns, reducing carbon emissions and pollution in the area.

1.3.5. Segregated

The route will be developed as a primarily segregated off-road facility that will be attractive for all levels of cycling and walking enthusiasts and from all ages.

1.4. Project Stages

The project, comprises of the following stages as set out by TII's Project Management Guidelines (PMG), 2020:

- **Phase 0**: Scope and Pre-Appraisal
- **Phase 1**: Concept and Feasibility
- **Phase 2**: Options Selection
- **Phase 3**: Design and Environmental Evaluation
- **Phase 4**: Statutory Process

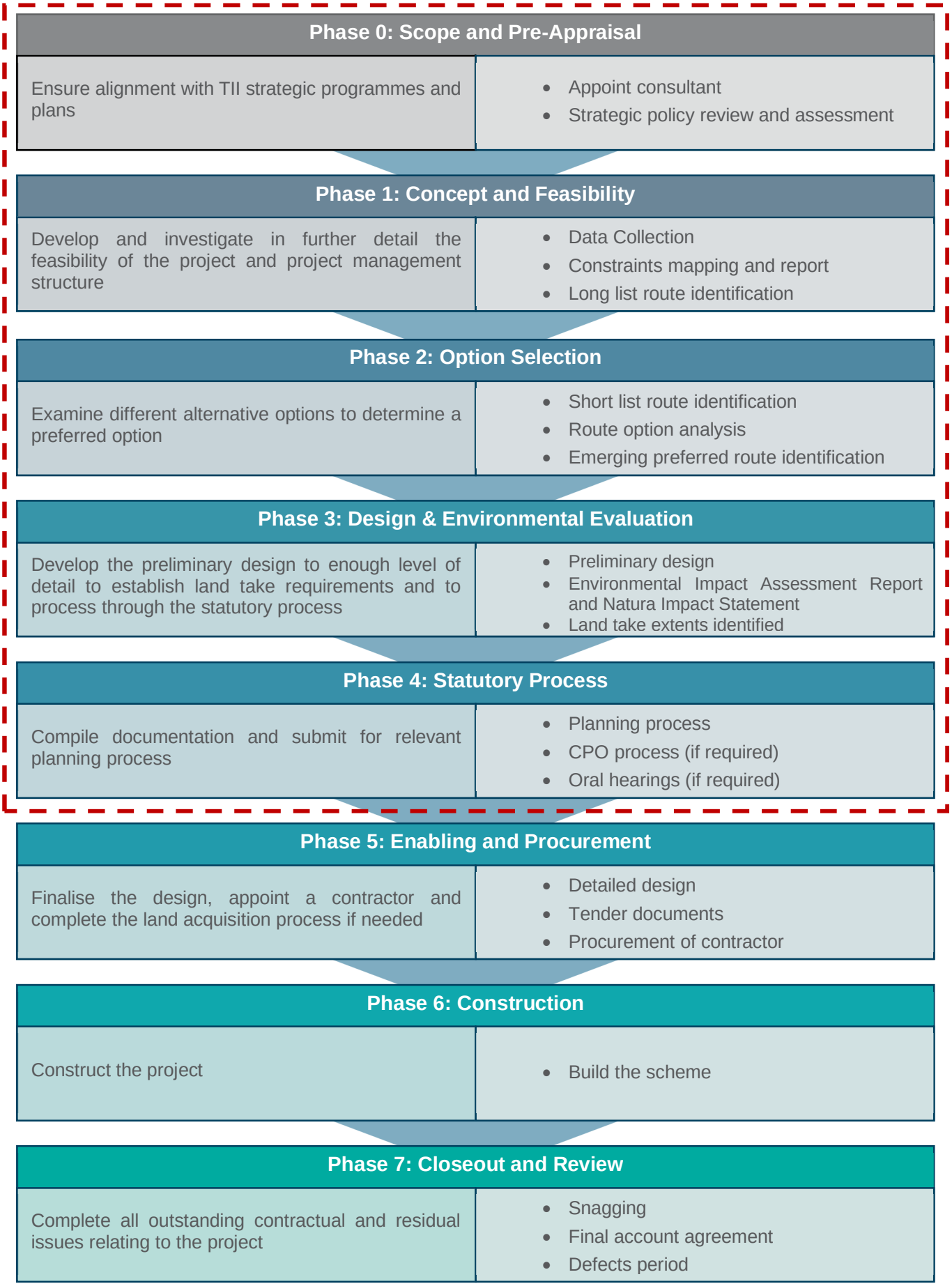
Additional phases of the project will be commissioned by Fingal County Council in order to bring the project to completion as outlined below:

- **Phase 5:** Enabling and Procurement
- **Phase 6:** Construction and Implementation
- **Phase 7:** Close Out and Review

This report sits within Phase 2 of the project and outlines the route feasibility and assessment process. The following graphic illustrates the process and details the key tasks associated with each stage.

The project will also follow TII's Project Manager's Manual for Greenway Projects (PE-PMG-02047) published in July 2022.

Figure 1-1 - Project Stages



1.5. Scheme Extents and Study Area

The Fingal Coastal Way is proposed to commence at Newbridge Demesne and will tie-into the proposed Broadmeadow Way greenway at this location (which is being undertaken as a separate project).

The scheme will then terminate at or near to the boundary with County Meath, at or adjacent to the R124 Road just south of the Delvin River.

The study area will include the key towns of Donabate, Rush, Skerries and Balbriggan and also incorporate important areas such Newbridge Demesne, Rogerstown, Drumanagh, Loughshinny, Ardgillan and Bremore.

As shown in Figure 1-2 below, the project will be in the order of 32km long depending on the final route selected.

Figure 1-2 - Scheme Extents and Study Area

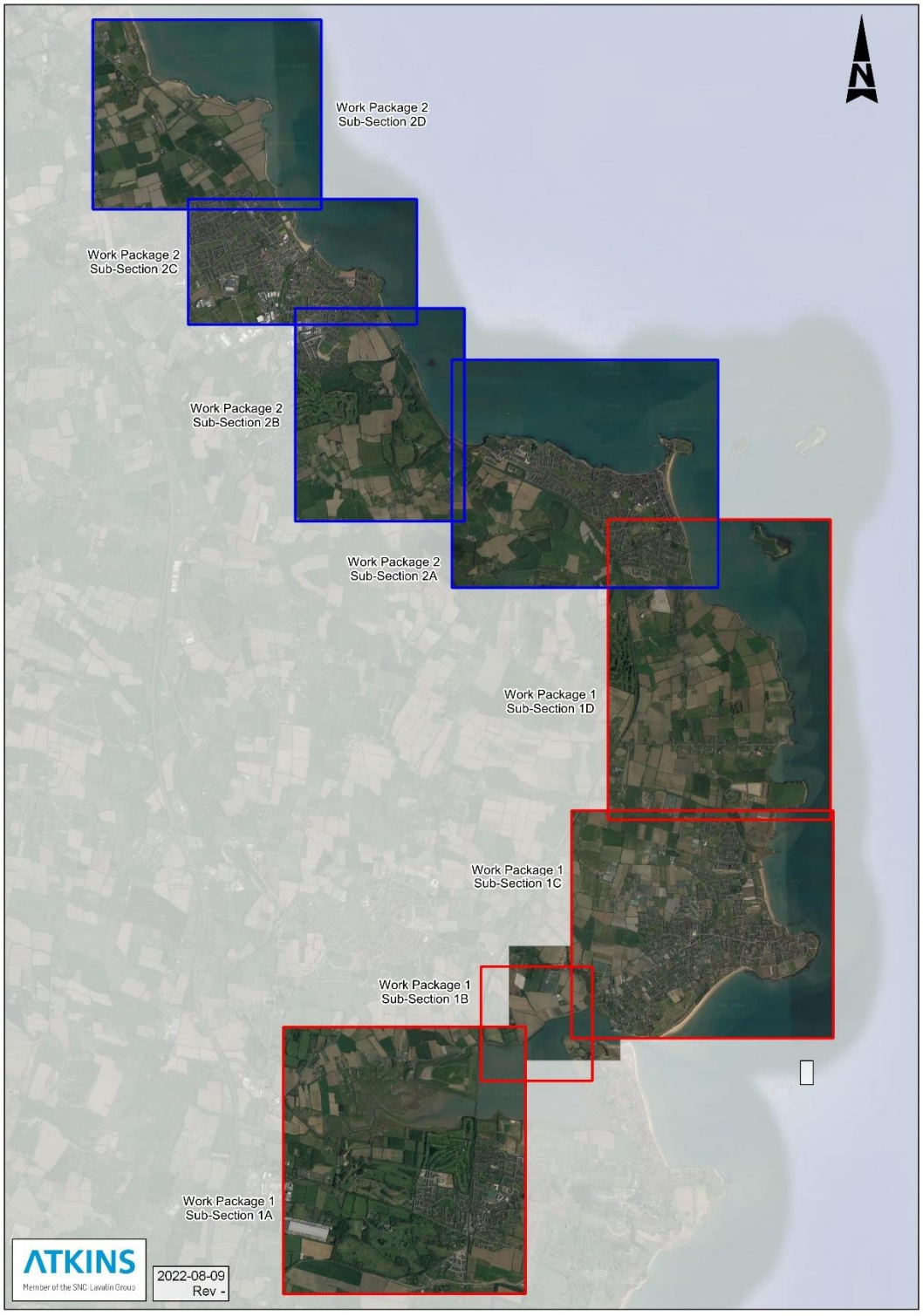
1.6. Work Packages

For the purposes of the assessment of the various routes within the study area, the scheme was analysed in two separate Work Packages with each Work Package containing a number of Sub-Sections as follows:

- Work Package 1 (WP1): Donabate (Newbridge Demesne) to Skerries (North Beach). Within WP1 there are 3 Sub-Sections.
- Work Package 2 (WP2): Skerries (North Beach) to the County Boundary with Meath (South of the Delvin River at/near the R132 road). Within WP2 there are 4 Sub-Sections.

The identified Work Packages and Sub-Sections are illustrated below.

Figure 1-3 - Work Packages and Sub-Sections



1.7. Scheme Vision and Objectives

The Scheme Vision and Objectives have been determined through consultation with the Fingal County Council Project Steering Group and are set as follows.

1.7.1. Vision Statement

The following statement encapsulates the ultimate vision of the completed scheme:

The vision for the Fingal Coastal Way is to create a safe, attractive and environmentally sympathetic coastal walking and cycling route between Newbridge Demesne in Donabate and the County Boundary to the North of Balbriggan.

The completed scheme will provide the highest feasible level of service for both pedestrians and cyclists and will improve connectivity between the major towns on the North County Dublin coastline.

The Fingal Coastal Way will be a flagship tourism scheme for the county and will serve both destination and local leisure trips along with commuter trips between towns.

1.7.2. Scheme Objectives

The Scheme Objectives focus on the key criteria indicated within the "Common Appraisal Framework for Transport Projects and Programmes", March 2016 (updated October 2021) guidelines and it is envisaged that this will ensure that an all-encompassing and broad range of objectives are identified which can then correlate naturally back into the option assessment process through a relevant and definable range of measurable evaluation criteria.

The Scheme Objectives are as follows:

Table 1-1 - Project Objectives

CAF Criteria	Specific Objectives
Economy	• To facilitate the promotion and branding of Fingal County as a great place to visit and do business. • To maximise viable long-term economic benefits that are evenly distributed among existing businesses and attractions and to facilitate the potential for future green start-ups. • To minimise economic impact to landowners through a partnership approach during both the scheme developmental and operational stages. • To deliver a project which is cost effective through its whole life cycle.
Environment	• To optimise and manage connectivity to natural and artificial tourism attractions in a manner that is controlled and sympathetic to ecological habitats and heritage sites. • To deliver a project of exemplar sustainability in relation to material choice, material sourcing and construction practices. • To ensure that the end product has taken due consideration of both climate and coastal change. • To encourage change to sustainable transport modes with associated improvements in air and noise pollution along with reduced carbon emissions
Safety	• To ensure that the scheme aligns with the hierarchy of users wherein the needs of pedestrians are considered first, followed by the cyclist. • To maximise user safety by providing a traffic free route that is segregated from vehicles wherever practicable. • To consider users perception of safety and implement measures that enhance the sense of safety along the route. • To ensure that due consideration is given to the variable coastal, rural and urban route contexts and that relevant measures are reasonably implemented to protect the safety of users. • To ensure that the scheme design takes into account full consideration of safety towards both residents and landowners.

CAF Criteria	Specific Objectives
Accessibility and Social Inclusion	• To ensure that universal access is a core consideration in the design of the scheme. • To embrace public input during the development and operational stages so as to enhance community ownership of the scheme. • To consider appropriate locations along the scheme where the place function of the route can be enhanced.
Integration	• To ensure that the scheme aligns with key national, regional and local policy. • To facilitate wayfinding for the scheme to local train stations and amenity centres. • To consider multi-modal transport support at key origins and destinations. • To take advantage of smart technology where practicable.
Physical Activity	• To improve the health and general wellbeing of users. • To promote active lifestyles through facilitating connectivity to local recreational activity centres. • To support other health initiatives in Fingal.

1.8. Purpose of the Feasibility Study and Options Assessment Report

The purpose behind this Feasibility Study and Options Assessment report is to outline the process involved in selecting the preferred route option. As part of identifying the preferred route, the following steps were undertaken:

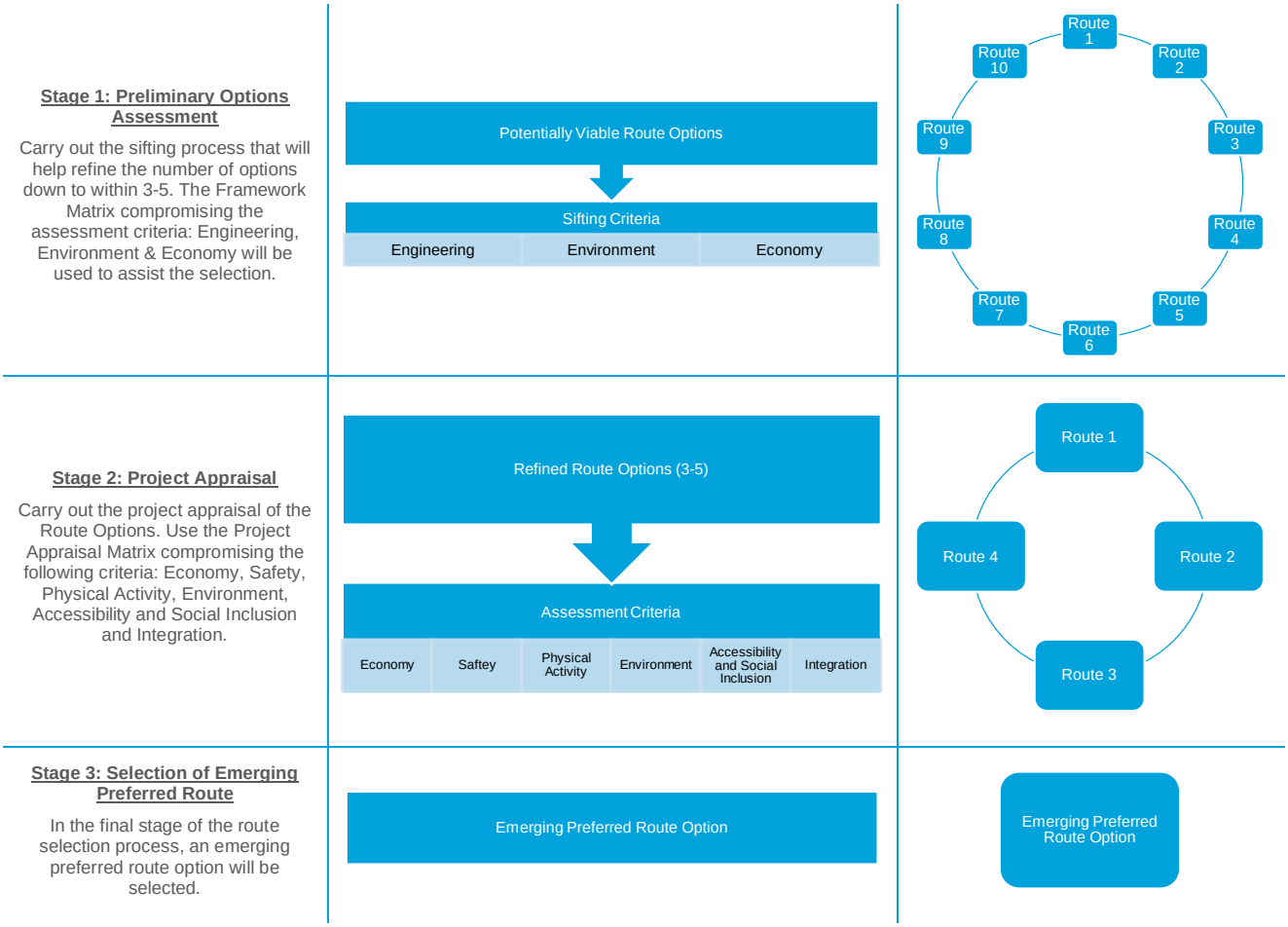
- Confirm study area extents;
- Identify key constraints within the study area (desktop study, site inspections, mapping of identified constraints, utility information, traffic surveys, review of flood maps);
- Develop a long list of potentially viable route options;.
- Undertake a high-level sifting process to identify a short list of feasible options that can potentially deliver the project objectives;
- Carry out a detailed systematic assessment of the short-listed options;
- Arrange public consultations at the relevant stages;
- Stakeholder engagement; and,
- Further evaluate options following public consultations, taking feedback from the consultation process into account to determine an emerging preferred route corridor.

1.9. Route Selection Methodology

The general requirements which inform the preparation of a Feasibility Study Options Assessment Report are outlined in the TII's 2019 Project Management Guidelines and the current Project Appraisal Guidelines, particularly Unit 13 – Appraisal of Active Modes published in December 2021.

The general process and methodology utilised are as illustrated below.

Figure 1-4 - 3 Stages of the Route Selection Process



2. Stakeholder Consultation

2.1. Opportunities and Constraints Public Engagement 2019

The Opportunities and Constraints Public Engagement exercise was held via three media as follows:

- An Online Survey Questionnaire (including Registration Form);
- Public Submissions (via website, email, post, etc.); and,
- Public Engagement Events.

The Online Survey Questionnaire was live for a 4-week period from the November 19th, 2019 through to December 19th, 2019 and was hosted on the Fingal Consult website.

Public Submissions could also be made through the Fingal Consult website over the same 4-week period, with the last date for submissions being December 19th, 2019.

The Opportunities and Constraints Public Engagement Events were held over three consecutive evenings as follows:

- Rush Library on Tuesday November 26th, 2019, between 5.00pm-8.00pm;
- Bracken Court Hotel Balbriggan on Wednesday November 27th, 2019 between 5.00pm-8.00pm; and,
- Skerries Sailing Club on Thursday November 28th, 2019 between 5.00pm-8.00pm.

All three Public Engagement Events were advertised through a local newspaper, the Fingal Consult website, social media posts, the Public Participation Network (PPN), newsletters, a Fingal County Council Press Release, the 'Our Balbriggan' website and through emails sent to Councillors, residents, cycle advocacy groups and other project stakeholders identified at this stage.

Event material including a brochure, local area maps and overview maps were made available over the duration of the consultation period through download from the Fingal Consult website and were also available to view in hard copy on each of the event evenings.

A hard copy of the same Survey Questionnaire placed online, was also made available for completion on the evening by all attendees of the Public Engagement Events, if preferred over the online version.

Figure 2-1 - Public Engagement Event

The key findings of the Opportunities and Constraint Public Engagement exercise indicate that there is overwhelming positive support for the Fingal Coastal Way. There were concerns expressed with regards to existing safety for pedestrians and cyclists and the need to provide best practice facilities. Concerns were also raised and acknowledged in terms of local impacts on residents and landholdings.

The concerns raised were thoroughly reviewed with reference to their alignment with local and national policy and the scheme project objectives and this has formed a core consideration in the progression of the Option Development and Assessment process leading to the identification of the Emerging Preferred Route.

2.2. Stage 1 Route Options Assessment Public Consultation 2021

Another round of public consultation was undertaken to inform the public of the progress made on identifying the long list of options and the assessment process to identify the short-list of options to be assessed in further detail. This consultation was open for a six-week period from Thursday, 15th April 2021 to Thursday, 27th May 2021 with submissions from the public permitted over the same period. Due to Covid-19 restrictions, no in-person consultation was conducted.

The public consultation was advertised through a local newspaper (Fingal Independent), the Fingal Consult website, social media posts, the Public Participation Network (PPN), newsletters, a Fingal County Council Press Release, the 'Our Balbriggan' website and through emails sent to Councillors, residents, cycle advocacy groups and other project stakeholders identified at this stage.

An information leaflet was developed which gave a high-level outline of the project and the details of the public consultation asking people to engage with the process. This was distributed to all properties within the study area in advance of the start of the public consultation period and amounted to 20,550 leaflets delivered by mail.

Some 1,455 individual letters were also sent to landowners with property in the vicinity of a route option. These letters were sent to landowners identified via the Property Registration Authority Ireland (PRAI). In some cases, particularly with older land registrations, no details of the property owners were available, resulting in some landowners being unable to receive letters. The PRAI is the only way to obtain the publicly available details of landowners. Further consultation will be held on an ongoing process throughout the options assessment which will help to further identify possibly affected landowners.

Consultation material including Concept Sketches, maps and reports were made available over the duration of the six-week period, through download from the Final County Council website. The full Stage 1 Feasibility Options Assessment Report was also included in the consultation material and made available to the public.

The above material was all included on a dedicated webpage for the Fingal Coastal Way including information on the background of the project, summaries of the route development and assessment process and a Frequently Asked Questions section.

Two webinars were conducted on the 29th of April and 4th May which were open for the public to attend with the first webinar pertaining to The Skerries and Balbriggan areas and the second dealing with Donabate, Rush and Loughshinny. 274 people registered to attend the webinars. These webinars included presentations on the overall scheme as well as the Stage 1 routes and assessment process specifically. Following these presentations, a Q&A session was held with questions from the public directly answered by the project team. Recordings of the webinars were uploaded to Fingal County Council's YouTube channel and embedded on the dedicated Fingal Coastal Way webpage.

2.3. Key Stakeholder Consultation

As part of the consultation associated with this stage of the scheme, various consultation meetings and workshops have been undertaken to discuss strategic and specific elements of the route options with key stakeholder groups as listed below:

- Fingal County Council
  - Planning & Strategic Infrastructure Department,
  - Architects Department,
  - Environment Department,
  - Operations Department
  - Economic Enterprise, Tourism and Cultural Development Department
- Irish Rail
- National Parks and Wildlife Service.

This consultation has assisted in guiding particular technical and strategic elements of the scheme. The consultation undertaken to date will continue over the duration of the project with further parties being contacted in due course.

In addition to the public consultation process described above, standalone meetings were held with various landowners within the study area as well as residents' groups in several key, specific locations. A few modifications to proposed routes as well as new routes have been included in the Stage 2, detailed assessment.

2.4. Code of Best Practice for National and Regional Greenways (2021)

The Code of Best Practice for National and Regional Greenways was published in December 2021 and sets out the proposed process for the development of greenways of this scale in a collaborative way, taking into account the views of landowners, local communities, other stakeholders and the needs of those who will use them. The Code of Practice sets out a number of public consultations to be undertaken at various stages of the project development along with recommendations for liaising directly with landowners.

Although the public consultations and associated work carried out to date for the Fingal Coastal Way predate the publishing of the Code of Practice, they have broadly taken place at the corresponding stages and in line with the recommended process as outlined in the figure below. Further consultations and liaison with landowners will be carried out in alignment with this Code of Practice.

Figure 2-2 - Code of Best Practice for Greenways Process

3. Identification of Need

3.1. Strategic Fit and Priority

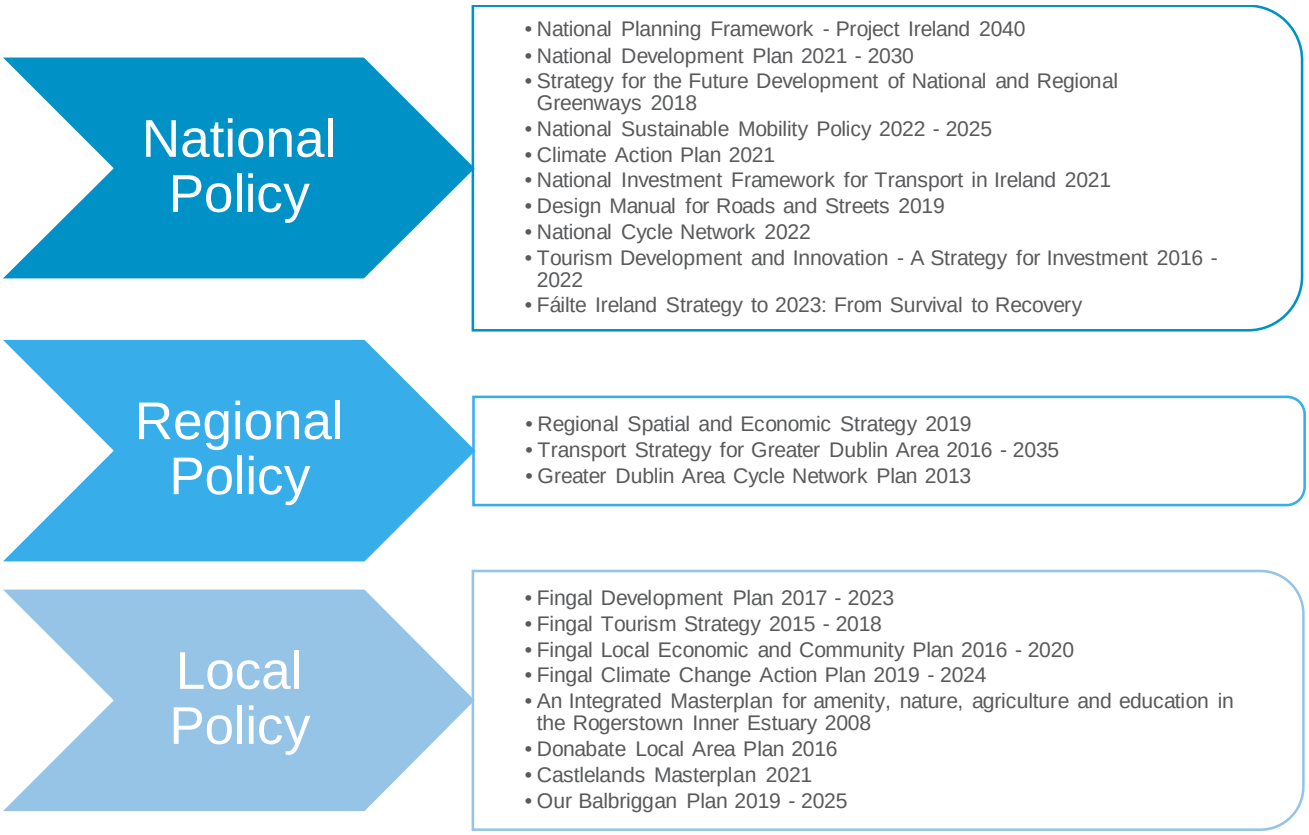
3.1.1. Policy Overview

The Fingal Coastal Way is anticipated to deliver transport infrastructure which supports active lifestyles and provides a sustainable and cleaner alternative to the car, alleviating congestion and supporting sustainable growth.

The development of the Fingal Coastal Way is anticipated to meet a variety of national, regional and local policies through cycle infrastructure which has the potential to deliver significant economic, health, social and environmental benefits.

The policy review provides a summary of the key policy documents and specific policies which will be supported by the Fingal Coastal Way. Figure 3-1 presents the key national, regional and local policy aligned to the Greenway scheme.

Figure 3-1 - Key Policy Documents



3.1.2. National Policy

3.1.2.1. National Planning Framework (Project Ireland 2040)

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland to 2040.

With full achievement of the targets included in the NPF, approximately 1.1 million additional people could be living in Ireland compared to 2021, it is imperative that the NPF is able to manage such growth to ensure that the population increase enhances the entire country. The NPF has been developed to guide public and private investment, to create and promote opportunities for people across the country, and to protect and enhance the environment - from villages to cities.

It is important that communities are designed to encourage active travel which supports improved public health creating a variety of economic and social benefits, as the NPF states:

"Communities that are designed in a way that supports physical activity, e.g., generously sized footpaths, safe cycle lanes, safe attractive stairways and accessible recreation areas, all encourage residents to make healthy choices and live healthier lives. Countries with extensive cycle infrastructure report higher levels of cycling and lower rates of obesity. Healthy places in turn create economic value by appealing to a skilled workforce and attracting innovative companies"

The NPF has a variety of national objectives with those aligned to the Fingal Coastal Way presented below:

- National Policy Objective 4 - Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- National Policy Objective 6 - Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, which can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area;
- National Policy Objective 22 - Facilitate tourism development and in particular a National Greenways, Blueways and Peatways Strategy, which prioritises projects on the basis of achieving maximum impact and connectivity at national and regional level; and,
- National Policy Objective 27 - Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

The Fingal Coastal Way will ensure that Fingal is a more attractive and prosperous place to live and visit, creating an integrated community through increased options for travelling on foot or by bike.

Improving connectivity through cycle infrastructure supports the aspiration for a higher quality of life and wellbeing by rejuvenating local communities. The Fingal Coastal Way will create employment opportunities as well as linking employment sites to local residential zones, thus supporting accessibility.

3.1.2.2. National Development Plan (2021 – 2030)

The National Development Plan (NDP) sets out the investment priorities that will underpin the successful implementation of the NPF. The NDP will steer planning policy as well as guide investment decisions at a national, regional and local level.

As suggested in the NDP, the performance of the Irish economy and the Government's ability to realise its full growth potential in a sustainable way are all inextricably linked and critically dependent on the quality of spatial planning.

A key aspect of spatial planning is providing transport options to support sustainable mobility and to enable growth by facilitating the increasing demand on the transport network, thus, allowing for further development.

Active travel also contributes to the governments low-carbon economy aspirations. The NDP states the importance of cycle and walking infrastructure and the opportunity to align with public transport:

"provision of safe alternative active travel options such as segregated cycling and walking facilities can also help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity with existing public transport infrastructure".

The NDP states that several sustainable transport projects (including cycle infrastructure) will be delivered across the five cities of Dublin, Cork, Limerick, Galway and Waterford to provide additional sustainable travel options for users. Cycle infrastructure will be complimented by traffic management, bus priority and improved public transport provision.

The NDP and the NPF outline the importance of compact growth, where more compact urban and rural settlements are supported by jobs, houses and local services.

Compact settlements will increase the amount of short distance journeys and travelling by active modes is the most convenient form of travel if the provision is suitable.

The Fingal Coastal Way can support more compact development by linking existing and proposed developments and by encouraging active travel journeys.

The scheme will offer an opportunity to provide additional transport options for commuters and visitors to the area. It will also provide exciting opportunities for businesses, the local community and tourists, providing a real benefit to the local economy.

3.1.2.3. Strategy for the Future Development of National and Regional Greenways (2018)

The Department of Transport, Tourism and Sport recognises the benefits that can arise from the further development of Greenways in Ireland, as a tourism product with significant potential to attract overseas visitors, for local communities in terms of economic benefits, and for all users as an amenity for physical activity and a contributor to health and wellbeing. This strategy aligns with recent Government strategies and policy documents, including the National Planning Framework which supports the role of Greenways as part of Ireland's tourism product and its contribution to rural development.

The objective of this Strategy is to assist in the strategic development of nationally and regionally significant Greenways in appropriate locations constructed to an appropriate standard to deliver a quality experience for all Greenways users. It also aims to increase the number and geographical spread of Greenways of scale and quality around the country over the next 10 years with a consequent significant increase in the number of people using Greenways as a visitor experience and as a recreational amenity. It sets out guidance to project promoters on matters including strategic nature, length, design standards, accommodation works and early consultation with communities and landowners along proposed routes.

3.1.2.4. National Sustainable Mobility Policy (2022)

The National Sustainable Mobility Policy was published by the Department of Transport in 2022 and aims to deliver at least 500,000 additional active travel and public transport journeys by 2030. The vision of the policy is *"To connect people and places with sustainable mobility that is safe, green, accessible and efficient".*

The policy is guided by three key principles which are underpinned by 10 high level goals as shown in the extract below.

Figure 3-2 - Sustainable Mobility Policy Principles and Goals

PRINCIPLES	GOALS
Safe and Green Mobility	1. Improve mobility safety. 2. Decarbonise public transport. 3. Expand availability of sustainable mobility in metropolitan areas. 4. Expand availability of sustainable mobility in regional and rural areas. 5. Encourage people to choose sustainable mobility over the private car.
People Focused Mobility	6. Take a whole of journey approach to mobility, promoting inclusive access for all. 7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model. 8. Promote sustainable mobility through research and citizen engagement.
Better Integrated Mobility	9. Better integrate land use and transport planning at all levels. 10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

The proposed Fingal Coastal Way is well aligned with these goals and principles as it will provide a safe, sustainable route for both leisure and commuting trips which is accessible to all.

3.1.2.5. Climate Action Plan, 2021

The Climate Action Plan published in 2021 sets out the means and requirements for Ireland to halve its carbon emissions by 2030. These objectives are legally binding and include clear targets and commitments which must be delivered to ensure that climate disruption is kept to a minimum.

The transport section of the Climate Action Plan contains several action points relating to the increase in sustainable and active transport modes which are to be implemented through the National Sustainable Mobility Policy as outlined above. These measures help to implement Sustainable Development Goal (SDG) 11 as agreed

by the United Nations in 2015, i.e. making cities and communities more sustainable including targets such as ensuring inclusive and sustainable urbanisation and reducing the environmental impact of cities.

3.1.2.6. National Investment Framework for Transport in Ireland (2021)

The National Investment Framework for Transport in Ireland (NIFTI) sets out the Department of Transport's framework for prioritising future investment in the transport network for Ireland. NIFTI sets out to prioritise sustainable mobility measures while decarbonising transport in Ireland and includes four investment priorities as identified below:

- Mobility of people and goods in urban areas;
- Protection and renewal;
- Enhanced regional and rural connectivity; and,
- Decarbonisation.

The priorities are underpinned by modal and intervention hierarchies which determine how investment will be undertaken. These hierarchies are shown in the extracts below:

Figure 3-3 - NIFTI Modal Hierarchy

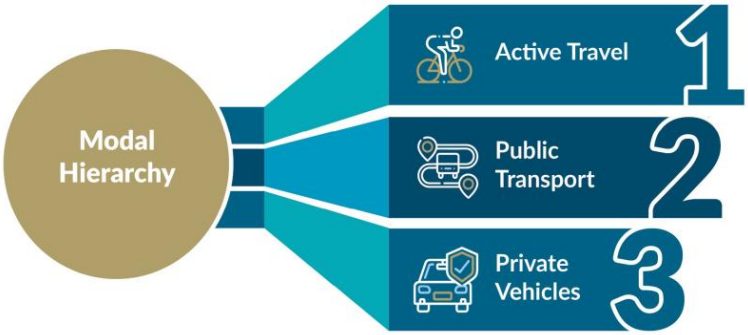


Figure 3-4 - NIFTI Intervention Hierarchy

In practice, the above suggests that active travel projects should be prioritised for investment while maintaining or optimising existing network assets would be preferred when compared to new construction or major interventions.

3.1.2.7. Design Manual for Roads and Streets (2019)

The Design Manual for Roads and Streets (DMURS) sets out the requirements for design in urban areas to be used in Ireland. DMURS seeks to put well-designed streets at the heart of sustainable communities by providing:

- Highly connected streets which allow people to walk and cycle to key destinations in a direct and easy to find manner;

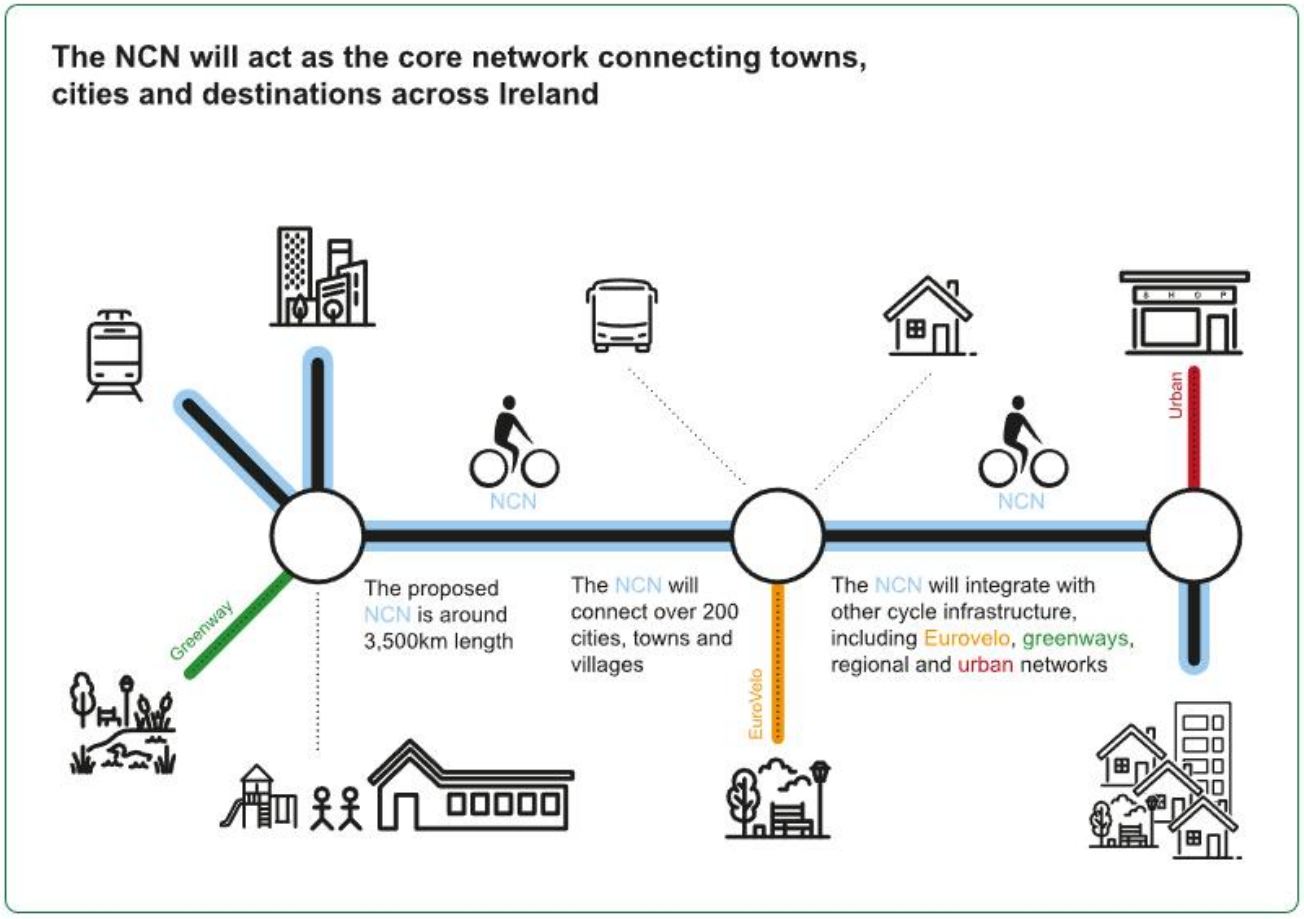
- A safe and comfortable street environment for pedestrians and cyclists of all ages;
- Streets that contribute to the creation of attractive and lively communities; and,
- Streets that calm traffic via a range of design measures that make drivers aware of their environment.

DMURS includes a hierarchy of road users which prioritises pedestrian movements as most important, followed by cyclists and with private cars at the bottom of the hierarchy. It includes detailed requirements and recommendations for streets to ensure they fulfil both their place and movement functions. For urban areas such as in Skerries, the prioritisation of pedestrians and cyclists is paramount and can be facilitated through reducing traffic speeds and volumes, introducing improved pedestrian and cyclist facilities or through the use of shared spaces where all road users share the carriageway space.

3.1.2.8. National Cycle Network (2022)

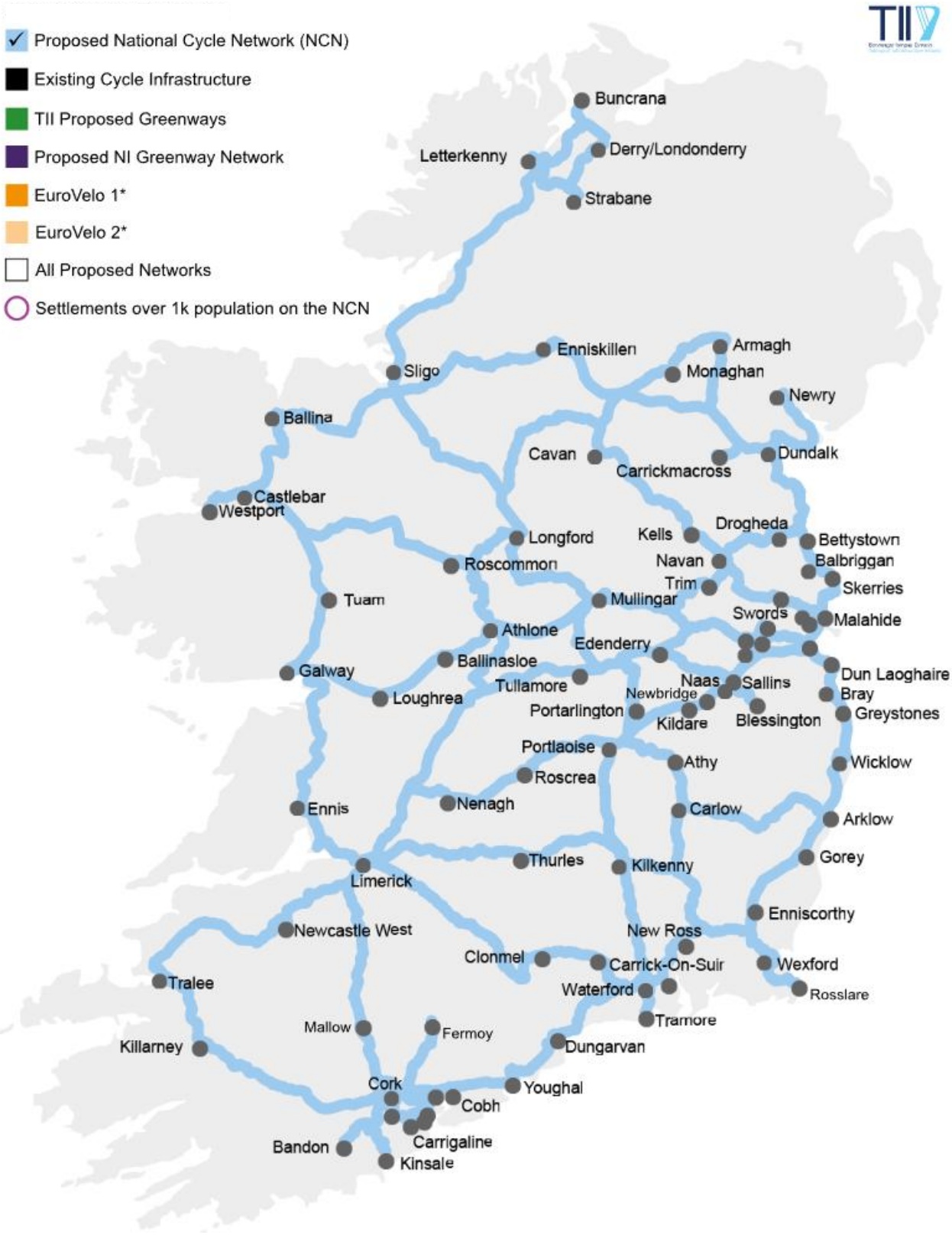
The National Cycle Network (NCN) aims to link towns, cities and destinations across Ireland with a safe, connected and inviting cycle network, encouraging more people away from their cars and onto their cycles. A draft of the network was developed by TII and a public consultation has been undertaken with detailed plans for the roll out of the NCN to follow. The NCN will act integrate and complement other cycle infrastructure and networks, both existing and planned to provide a comprehensive series of networks across Ireland. The aims of the NCN are summarised in the figure below.

Figure 3-5 - National Cycle Network Summary



The draft proposed NCN is shown in the figure below with the Fingal Coastal Way clearly identified as part of a longer route that runs all the way along the east coast.

Figure 3-6 - Draft Cycle Network Plan



3.1.2.9. Tourism Development and Innovation – A Strategy for Investment 2016-2022

This Strategy published by the Department of Rural and Community Development, sets out the framework and mechanisms for delivery of investment to cities, towns, villages, communities and businesses across the country. This strategy has been formulated in the context of the Government's policy framework and longer-term

objectives for the tourism sector. It identifies priorities to support innovation in the sector to retain and grow our competitiveness in the marketplace. Its ultimate aim is to strengthen the appeal of Ireland for international visitors.

The Strategy outlines the following Strategic Objectives:

- To successfully and consistently deliver a world class visitor experience
- To support a tourism sector that is profitable and achieves sustainable levels of growth and delivers jobs;
- To facilitate communities to play an enhanced role in developing tourism in their locality, thereby strengthening and enriching local communities; and
- To recognise, value and enhance Ireland's natural environment as the cornerstone of Irish tourism.

The Strategy outlines a number of Brand propositions, the most relevant to the Fingal Coastal Way is the Ireland's Ancient East initiative which focuses on the wealth of cultural and heritage attractions in the area.

The key strategic objectives of the Ireland's Ancient East initiative are:

- To drive growth in international visitor numbers, tourism revenue and associated tourism employment in the regions which currently underperform in these areas.
- To move Ireland's east and south from a transit and day tripping zone to a destination which attracts international overnight visitors.
- To develop a world class visitor experience, which delivers fully on the brand promise.
- To differentiate the Ireland's East and South destination, within the international tourism marketplace, on the basis of the quality of its heritage experiences and a clear and memorable narrative, which links all experiences within it.
- To disperse visitor traffic by encouraging the exploration of both the well-known attractions (in some cases congested) and lesser known sites and experiences (hidden gems).
- To ensure Ireland's Ancient East is delivered in accordance with the principles of sustainable tourism, ensuring that economic, social and environmental benefits are delivered in a balanced way.

3.1.2.10. Fáilte Ireland Strategy to 2023: From Survival to Recovery

Fáilte Ireland published their plan for recovery of the tourism sector following the impact of Covid-19 to 2023 and beyond. It contains a number of key objectives and actions which are directly related to the Fingal Coastal Way including:

- "A tourism policy framework which promotes an environmentally, socially and economically sustainable tourism sector."
- "Investment in tourism product development including outdoor activities, which enhances Ireland's international reputation of being a green, clean and sustainable destination, while also appealing to the domestic market."

It also contains a number of strategic pillars which are directly facilitated by the Fingal Coastal Way, namely:

- Pillar 4: Opening the outdoors
- Pillar 6: Destination development & distribution
- Pillar 7: Driving climate action

The provision of a greenway along the North County Dublin coastline is directly aligned with all of the above strategic pillars and will help to drive and improve tourism in the area.

3.1.3. Regional Policy

3.1.3.1. Regional Spatial and Economic Strategy (RSES) & Metropolitan Area Strategic Plan (MASP) (2019)

The RSES sets out a long-term planning and investment strategy for the Dublin area and surrounding counties and Midlands area to 2031.

Chapter 6 'Economy and Employment' and specifically sub-section 'Natural and Cultural Tourism Assets' recognises the Region's varied and rich tourism offering from its cultural assets of the capital city to the natural landscapes and amenities along the east coast. Fáilte Ireland has identified that landscape and heritage are the

key drivers for the promotion of Ireland's tourism. In this regard, the regional strategy seeks to increase access to the countryside and coastal areas in collaboration with relevant stakeholders whilst having regard to the environmental sensitivities of the surrounding area.

Chapter 7 'Environment & Climate' promotes the development of a network of strategic greenways as a unique alternative for tourists and visitors to access and enjoy the natural and built heritage assets of the Region whilst having regard to the environmental sensitivities of the area. The strategy promotes a number of flagship greenways in the Region including, the East Coast Trail and Ireland's Ancient East.

- RPO7.23 seeks to: "*Promote the development of a sustainable Strategic Greenway Network of national and regional routes, with a number of high-capacity flagship routes that can be extended and/or linked with local Greenways and other cycling and walking infrastructure, notwithstanding that capacity of a greenway is limited to what is ecologically sustainable."*
- RPO 7.24 seeks to: *"Support Local Authorities and state agencies in the delivery of sustainable strategic greenways, blueways and peatway projects in the Region under the Strategy for the Future Development of National and Regional Greenways."*

Chapter 8 'Connectivity' promotes the importance of the integration of land use and transport which prioritises the development of lands which are, or will be, most accessible by walking, cycling and public transport, including infill and brownfield sites. Furthermore, the RSES promotes a shift to more efficient modes, i.e. active travel modes and public transport, including walking and cycling to reduce car dependency. In this regard, the following cycling and walking objectives are promoted:

- Delivery of the cycle network set out in the Greater Dublin Area Cycle Network Plan inclusive of key commuter routes and urban greenways on the canal, river and coastal corridors.
- Delivery of the National Cycle Plan within the Region inclusive of the Greenway and Blueway Projects.
- Provide safe cycling routes in towns and villages across the Region.
- Enhance pedestrian facilities in all urban areas in the Region.

Section 5.6 of the MASP identifies cycling and walking as a key element in promoting and creating healthier places, mitigating climate change and facilitating tourism and metropolitan scaled amenities such as strategic cycling networks having regard to the NTA Greater Dublin Area Cycle Network Plan. Specifically, the MASP promotes the development of a Metropolitan Greenway Network, a strategic network of connected greenways for cycling and walking to enable access to key environmental assets within the Metropolitan area, including coastal areas, while having regard to the environmental sensitivities of the area. Specifically, the strategy promotes several greenways of strategic value that will form part of a connected Strategic Metropolitan Greenway Network and including the East Coast Route from Sutton to Sandymount linking to the Fingal Coastal Way with potential to create a wider East Coast Trail from Rosslare to Northern Ireland.

- RPO 5.3 seeks *"Future development in the Dublin Metropolitan area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe and attractive street environment for pedestrians and cyclists."*
- RPO 5.8 seeks to *"Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan."*

3.1.3.2. Greater Dublin Area Transport Strategy (2016 - 2035)

The Transport Strategy for the Greater Dublin Area (TSGDA) provides a framework for the development and delivery of transport infrastructure and services in the GDA over the next two decades. The purpose of this strategy is to:

"Contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods"

Through the development of the transport strategy, several shortcomings were identified which must be addressed over the coming years to ensure that Dublin is seen as a vibrant economic, social and cultural city. Shortcomings identified included:

- Congestion on the strategic road network;
- Severe local congestion in certain locations;
- Substandard – and in places dangerous – cycling environment; and
- Substandard provision for pedestrians, particularly in central areas.

Such shortcomings demonstrate the need for a new transport system that caters for the private car but has an increasing emphasis on more sustainable modes of travel.

It is imperative that the TSGDA provides users with improved public transport and active travel provision, addressing congestion concerns on the local network but also ensuring that people live in vibrant and active communities.

The GDA transport strategy acknowledges the need for change and identifies the following considerations:

- The zoning and development of land needs to be carried out in a manner which promotes walking, cycling and public transport for all trips and reduces the need for commuting by private car;
- Cyclists must be provided with a safe and convenient metropolitan cycle network; and
- The collapse in the use of sustainable modes for school travel is a critical cross-sectoral concern, which can only be partially addressed by transport.

Whilst the strategy acknowledges the current inadequate provision for cycling and the importance of providing an improved cycle network, there has been a significant increase and appetite for cycling in Dublin in recent years.

A combination of factors, including the Bike to Work Tax Saver Scheme, enhanced network provision for cyclists, and the implementation of bike rental schemes have led to a dramatic, sustained increase in the numbers of people cycling.

The GDA Transport Strategy identifies that Greenways will play a key component of the Cycle Network Plan (further detail found within 3.3) The strategy identifies that Greenways will perform a vital commuter function and will effectively form a significant part of the primary network. Due to the location of the Fingal Coastal Way, it is anticipated that the scheme will cater for a variety of journey purposes and will be a key route within the local network.

3.1.3.3. Greater Dublin Area Cycle Network Plan (2013)

The GDA Cycle Network Plan is the cycle infrastructure delivery component of the National Cycle Policy Framework (NCPF) and the TSGDA.

The NCPF has set out a range of objectives with those most relative to the Fingal Coastal Way outlined below:

- Support the planning, development and design of towns and cities in a cycling and pedestrian friendly way;
- Provide designated rural cycle networks especially for visitors and recreational cycling;
- Provide cycling-friendly routes to all schools, adequate cycling parking facilities within schools, and cycling training to all school pupils;
- Ensure that all cycling networks - both urban and rural - are signposted to an agreed standard.

The NCPF requires that cycle-friendly planning principles be incorporated in all key planning documents from national to local level.

To ensure that investments within the GDA are focused in an efficient manner and help to achieve significant modal shift, the NTA and GDA local authorities need to know existing levels of cycle provision and, the interventions required to make cycling a more attractive and convenient option.

The Cycle Network Plan has been developed to identify and determine in a consistent, clear and logical manner the following cycle networks within the GDA:

- The Urban Cycle Network at the Primary, Secondary and Feeder level;
- The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and ports; and

- The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes.

The strategic significance of Greenways has been identified within the Cycle Network Plan and are anticipated to play a key role within the Green Route Network (GRN) The network plan identifies the GRN as "cycle routes developed predominately for tourist, recreational and leisure purposes but may also carry elements of the utility cycle route network."

The Fingal Coastal Way has an opportunity to play a key part of the Green Route Network as well as the overall GDA cycle network.

At a local level, the project will support the local transport network by providing an alternative to the car, alleviating congestion issues.

At a GDA level, the Fingal Coastal Way provides an ideal opportunity to promote Fingal as a tourism hotspot, with the greenway as the most convenient and attractive form of travel.

3.1.4. Local Policy

3.1.4.1. Fingal Development Plan (2017 – 2023)

The Fingal Development Plan 2017-2023 sets out Fingal County Council's proposed policies and objectives for the development of the County up to 2023.

The Development Plan seeks to develop and improve, in a sustainable manner, the social, economic, environmental and cultural assets of the County.

The county of Fingal covers over 450 square kilometres and includes 88km of scenic coastline which the Fingal Coastal Way seeks to utilise. Fingal has the youngest population in the State (total population, 296,214 in 2016 Census), which is a key characteristic of the County as it accommodates an expanding Dublin population.

The young population of the county is a principal factor in the propensity for cycling within Fingal. The County has a diverse character including both urban and rural areas, the coast, river valleys and upland areas.

The Fingal Development Plan sets out to promote and facilitate movement within and to the County through the integration of land use with a sustainable transport system. Priority is given to public transport, walking and cycling. There is a dedicated section in Chapter 7 of the Development Plan that deals with Cycling and Walking. The emphasis in the Development Plan is on the promotion and facilitation of sustainable forms of transport, of which cycling is a key component.

The Strategic Vision specifically includes for the promotion of walking and cycling in the following statement:

"Promote active and healthy lifestyles through increased opportunities for walking, cycling and active sport and recreation".

Cycling and walking are promoted in the Fingal Development Plan as a significant form of leisure and are noted as a key attractor for tourism in the area. Chapter 5 - Rural Fingal, includes the following relevant objectives:

- Objective RF113 - Promote informal recreation, particularly walking, through the development and expansion of a network of safe walking trails within towns and villages and their environs. Such routes can link with existing way marked trails, Slí na Sláinte walks and of the Green Infrastructure Network and other local resources, such as existing or new rights of way.
- Objective RF114 - Support the provision of proposed long-distance walking trails that provide access to scenic uplands, riverine and coastal features, subject to Screening for Appropriate Assessment

Chapter 7 deals with Transportation and sets out a policy of:

"Promote and facilitate movement, to, from and within the County of Fingal, by integrating land use with a high quality, sustainable transport system that prioritises walking, cycling and public transport".

The following objectives set out Fingal County Council's commitment to promoting sustainable walking and cycling modes.

- Objective MT13 – Promote walking and cycling as efficient, healthy and environmentally-friendly modes of transport by securing the development of a network of direct comfortable, convenient and safe cycle routes and footpaths, particularly in urban areas.
- Objective MT14 – The Council will work in cooperation with the NTA and adjoining Local Authorities to implement the Greater Dublin Area Cycle Network Plan subject to detailed engineering design and mitigation measures presented in the SEA and Natura Impact Statement accompanying the NTA plan.

Green Infrastructure is detailed in Chapter 8 of the Development Plan and incorporates the objectives to provide safe, attractive and sustainable routes linking key parks and open spaces and other foci such as cultural sites and heritage assets as an integral part of new green infrastructure provision while ensuring the environment is protected.

A number of relevant green infrastructure objectives are listed below:

- Objective GI07 – Ensure green infrastructure protection and provision promotes pedestrian access, cycling and public transport in preference to the car, as appropriate.
- Objective GI08 – Integrate the provision of green infrastructure with infrastructure provision and replacement, including walking and cycling routes, as appropriate, while protecting biodiversity and other landscape resources.
- Objective GI28 – Provide attractive and safe routes linking key green space sites, parks and open spaces and other foci such as cultural sites and heritage assets as an integral part of new green infrastructure provision, where appropriate and feasible.
- Objective GI30 – Develop a Cycle/Pedestrian Network Strategy for Fingal that encompasses the Fingal Way and other proposed routes which will be screened for Appropriate Assessment and Strategic Environmental Assessment.

To achieve objectives based around active travel, Fingal County Council aims to:

"Promote and facilitate movement to, from, and within the County of Fingal, by integrating land use with a high quality, sustainable transport system that prioritises walking, cycling and public transport."

The Development Plan identifies the Fingal Coastal Way as a key cycle route to be developed within the county:

"A long-standing objective of the Fingal Development Plan is the development of the 'Fingal Coastal Way' a strategic greenway for pedestrians and cyclists along the coastal corridor from Howth to Balbriggan."

The Fingal Coastal Way will provide the local community and visitors to Fingal with a high-quality cycling and walking route, providing a more active and healthier alternative to the car.

The Coastal Way will provide a significant opportunity for local businesses and provide a boost to the local economy (as demonstrated across Ireland) through increased tourism.

Greenway routes are a perfect example of catering for the local community and visitors, providing high quality active travel provision to increase physical activity and improve health and wellbeing.

3.1.4.2. Fingal Tourism Strategy (2015 – 2018)

The Fingal Tourism Strategy 2015 – 2018 was developed to provide the "definitive pathway to tourism development in Fingal". The objective moving forward for tourism in Fingal was to develop a comprehensive strategy for the development of tourism with support and buy-in of relevant public, private and community tourism stakeholders. A work programme has been developed up to 2022 to ensure that the overall aim of the tourism strategy is delivered. The vision for Fingal tourism is:

"An attractive, vibrant and sustainable tourism destination delivering a distinctive experience for local residents, domestic and international visitors."

As outlined within the county tourism strategy, tourism is returning to strong growth and continues to play a hugely influential role in Fingal's economic success. Appropriately one of the three core objectives of the Fingal County

Council Corporate Plan 2015-2019 are to strengthen the proposition and marketing of tourism in Fingal through its tourism plan and ensure regular engagement with key stakeholders

The core objectives of the Fingal Tourism Strategy are:

- Optimise and expand existing visitor experience – The primary appeals and motivations to visit the County are embedded in its built heritage, its coastline, and its urban/rural balance of living culture and festival experiences.
- Adopt a new place marketing strategy aligned with, and leveraging, the Grow Dublin Tourism Alliance.
- Develop new ways of working in partnership with stakeholders.

The Fingal Coastal Way is a showcase example of promoting and utilising the natural environment to deliver high quality sustainable tourism. The Greenway will provide Fingal with a new tourism offering allowing visitors to experience the unique coastal characteristics of the area. It will be imperative that the scheme is developed in partnership with local stakeholder, providing opportunities for closer working relationships moving forward.

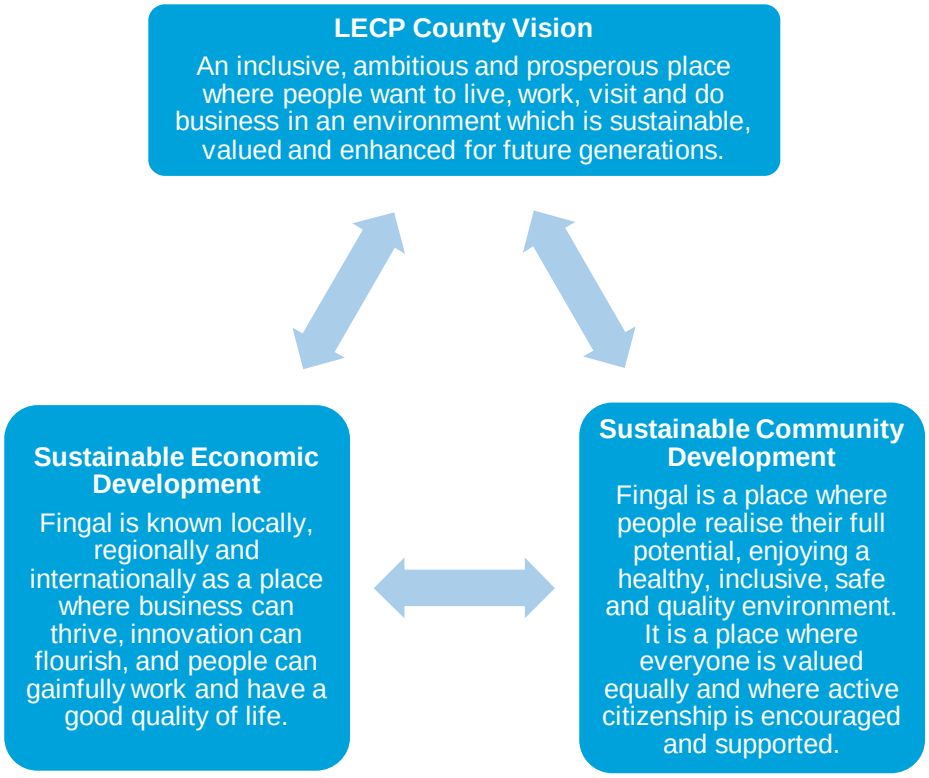
3.1.4.3. Fingal Local Economic and Community Plan (2016 – 2020)

The Fingal Local Economic and Community Plan (LECP) is the first policy document to integrate economic and community development within the county. Sustainable development is at the heart of the first LECP

"The plan is built upon the understanding that economic, local and community development are mutually supportive in building sustainable communities with strong local economies. The plan promotes a collaborative leadership approach across a broad range of publicly funded agencies and civil society stakeholders to achieve improved outcomes and impacts for citizens, businesses and communities."

The Fingal LECP is based on a county vision as well as sustainable economic and community development statements as presented below.

Figure 3-7 - Fingal LECP Vision Statements



The LCEP acknowledges the role of transport (particularly sustainable transport) in delivering the overall county vision and supporting economic and community development. A range of key strategic goals have been identified with those aligned to cycling (and the Fingal Coastal Way) presented below:

- Maximise job creation opportunities by activating the potential within local communities. This will provide for an enhanced equality of access to job opportunities for hard-to-reach communities;
- Increase participation in social cultural and economic activities to improve, well-being and quality of life. Increased community participation levels in health, social, cultural and economic activities will act as a vehicle for improving the quality of life for all;
- More coherent services that connect people and places, more active and empowered communities of place and interest;
- Protect and enhance the environment and heritage of Fingal. This goal recognises that the effective sustainable management of the environment and heritage will be enhanced by increased community awareness;
- Create distinct visitor attractions by sensitively optimising the natural assets of the county, and building an enterprise and community infrastructure to drive and expand the visitor potential;
- Re-generate towns and villages, and increase the resilience of the local economy; and
- Support the sustainability of rural communities through the development of a resilient economy

A key objective relating to *'Increase participation in social cultural and economic activities to improve, well-being and quality of life'* is to provide facilities and support services that enable a healthier lifestyle. An action to improve facilities to enable such health styles is the creation of cycling and walking trails within the county

"Develop linked walking and cycling trails, marked by clear directional signage and branding; investigate the potential for natural, cultural and historical information signs, community participation and employment and enterprise opportunities such as low-level guiding"

The Fingal Coastal Way has the potential to be a best practice example of how to create distinct visitor attractions by maximising the local environment through sustainable growth, creating job opportunities, connecting people and places and developing more active and empowered communities

3.1.4.4. Fingal Climate Change Action Plan (2019 – 2024)

Fingal County Council's Climate Change Action Plan sets out how the Council will improve energy efficiency and reduce greenhouse gas (GHG) emissions in its own buildings and operations, while making Fingal a more climate resilient region, with engaged and informed citizens. This will be achieved by a range of ongoing and planned actions in five key areas (Energy & Building, Transport, Flood Resilience, Nature-Based Solutions and Resource Management) which will be continuously monitored, evaluated and updated to 2030 and beyond.

This plan concentrates on the two approaches required to tackle climate change. The first, mitigation, consists of actions that will reduce current and future GHG emissions. The second approach, adaptation, consists of actions that will reduce the impacts that are already happening now from our changing climate and those that are projected to happen in the future. Examples of mitigation measures include reductions in energy use, switching to renewable energy sources and enhancement of carbon sinks. Part of this measures implies active travel such as walking and cycling.

Transport contributes to a significant amount of GHG emissions within the Fingal area. Walking, cycling and public transport currently accounts for just 38.6% of all journeys, and the target is to increase this figure to 50%. Therefore, through its own development plan strategy and policies, FCC promotes the integration of land use and transportation, and works with a range of stakeholders to improve transportation in Fingal and encourage modal shift away from private cars to more sustainable alternatives, in order to achieve this target.
Encouraging people to walk or cycle will help FCC to respond to climate change. Moreover, promotion of active travel will improve the health of citizens. Of the transportation modes that FCC can influence and shape, cycling has been the predominant focus.

To encourage the uptake of cycling and walking, the Council is actively advancing a number of specific cycle facilities across the county including the Fingal Coastal Way, the Broadmeadow Way, the Harry Reynolds Road Cycle Route and the Royal Canal Urban Greenway.

3.1.4.5. An Integrated Masterplan for amenity, nature, agriculture and education in the Rogerstown Inner Estuary (2008)

In 2001 the Parks Department of Fingal County Council prepared the Rogerstown Estuary Study which was adopted by Fingal County Council on the 13th of September 2001. This study identified a number of management objectives relating to the protection and enhancement of the unique flora, fauna and habitats of the Rogerstown Estuary and the improvement of the accessibility to the high amenity lands. In this regard, the study committed the Parks Department to prepare a detailed masterplan to devise a coherent strategy to manage the rehabilitation of the landfill and estuary, provide for the recreation of the future residents of the area and achieve the management objectives of the Rogerstown Estuary Study.

The landscape surrounding Rogerstown Estuary provides an attractive rural setting for amenity use. The study noted the possibility to develop the recreation and education potential of the lands of the inner estuary without negatively impacting on the ecologically sensitive areas. Key elements included:

- Increased access to the high amenity lands;
- Creating a buffer zone between the ecologically sensitive areas and the recreational elements;
- Pedestrian links to Lusk, Donabate, Newbridge and the Fingal Coastal Way, relocate and upgrade the allotments; and,
- Provide interpretative materials.

Some of the key elements of the masterplan's visions are to improve accessibility to and within Turvey, maintain and improve views on the estuary, provide recreational facilities for public and provide pedestrian link between inner Estuary and surrounding areas.

The study suggested that a looped path system surfaced to provide access for wheelchairs and children's buggies could form the main circulation route. A secondary system of mown grassed paths will provide seasonal access to other areas.

Figure 13 of the masterplan outlines the potential paths through the estuary including the pedestrian links to Lusk, Rush, Donabate, Newbridge and Fingal Coastal Way.

3.1.4.6. Donabate Local Area Plan (LAP) (2016)

The vision of the LAP is to *'provide for the structured development of the identified new residential areas of Donabate such that they integrate into the established village and support the continued growth of a vibrant and attractive town for existing and future residents.*'

In support of this vision for the area, the LAP is underpinned by a series of strategic aims which support the sustainable principles. The relevant sustainable principle of relevance to the development of the Fingal Coastal Way is as follows:

- Protect and enhance the existing natural amenities of Donabate and improve access to established local amenity areas through the creation of a network of designated green routes.

The key objectives outlined within the Donabate LAP that relate to the Fingal Coastal Way are outlined below:

- OBJECTIVE 4.1 Support the completion of pedestrian / cycle routes (greenways) at Turvey / Newbridge Loop, Rahillion / St Ita's Loop and the Fingal Coastal Way in tandem with the phased delivery of development of LAP lands.
- OBJECTIVE 4.3 Develop a suitable link from the proposed Broadmeadow Way through the LAP lands at Corballis and linking through to Donabate Village.
- OBJECTIVE 4.4 Promote and develop a combined greenway for walking and cycling along the Peninsula coastline and complete an inter-connected network of looped green paths (walking and cycling) through the LAP lands at Rahillion, Corballis and Turvey, as well as Donabate Village, existing and proposed residential areas, schools, Turvey Nature Reserve & Allotments, Newbridge Demesne, Estuaries and the beaches. The walkways shall be designed and sited to reflect and integrate with their setting subject to Appropriate Assessment and detailed design assessment.
- OBJECTIVE 4.5 Provide, as part of the Fingal Coastal Way, an agreed and appropriately designed combined pedestrian and cycle route, with linkages to the proposed GDA Cycle Network, minimizing access points and signage to avoid disturbance to ecologically sensitive locations and ensuring the integrity of the protected habitats and species within Rogerstown and Malahide Estuaries and the ecological buffer zones within the plan lands.
- OBJECTIVE 4.10 Provide an integrated network of open spaces, pocket parks and pedestrian / cycle routes through the implementation of the Open Space Strategy outlined in the LAP.

- OBJECTIVE 4.14 Undertake an early assessment (beginning in 2016), including appropriate assessment, of the walking and cycling routes proposed near Rogerstown and Malahide Estuaries, including the crossing points of the estuaries, to establish viable routes and design options.
- OBJECTIVE 6.9 Facilitate the development of appropriate new recreation, leisure, tourism and service facilities and ensure access for all groups of the community.
- OBJECTIVE 6.10 Promote and facilitate the development of the Fingal Coastal Way as a local and tourist amenity, promoting the archaeological and cultural heritage of the area and associated events in appropriate locations, subject to screening for Appropriate Assessment.

The LAP also restates elements of both the Fingal Tourism Strategy and the Fingal Local Economic Plan. In this regard it is noted:

- The Fingal Coastal Way is envisaged as a greenway, carrying day trippers / tourists along the Fingal coastal corridor in an eco-friendly way, offering an opportunity to showcase the beauty and heritage of the area whilst providing important economic-related development and employment.
- The Fingal Coastal Way will provide many opportunities for the development of the tourism product in the County and within each of the coastal compartments that it traverses:
- It is envisaged that, with the development, sustainable management and promotion of a Fingal Coastal Way the environmental and economic benefit to Fingal would be very significant and would generate significant economic activity and create employment through festivals and cultural events.

3.1.4.7. Castlelands Masterplan (2021)

The Vision for the Castlelands Masterplan is to *'promote the development of a distinctive quality new residential quarter within Balbriggan, through the development of a sustainable residential community comprising a choice of high quality new homes with a mix of dwelling types, size and tenure; appropriate local, community, recreational and educational facilities for both existing and future residents; the integration of existing and new open space areas and recreational amenities, all within an identifiable and accessible environment which promotes sustainable development based around strong public transport and walking and cycling links.'*

The Masterplan seeks to provide an integrated network of continuous and safe pedestrian and cyclist links through the lands that will connect with external infrastructure. This includes the provision of a separate footbridge for pedestrians and cyclists that will directly link the green infrastructure spine with the Fingal Coastal Way along the Skerries Road (R127), as required by Local Objective L02 in the Development Plan.

Regarding cycling the NTA GDA Cycle Network Plan includes the implementation of secondary and feeder routes to the Balbriggan cycle network. The development of the proposed Fingal Coastal Way as provided for in the Fingal Development Plan along the Skerries Road (R127) will provide a pedestrian and walking facility connecting the Masterplan lands to the Town Centre, Train Station and Skerries. Provision is made for connection with this greenway through the R127/Link Road Traffic Signals Junction which will facilitate safe access to this proposed off-road cycle route

3.1.4.8. Our Balbriggan Plan (2019 – 2024)

Balbriggan has witnessed rapid expansion of new housing areas and a retail centre outside the traditional town core during the 2000s. It is now the youngest and one of the most ethnically diverse towns in Ireland (Census, 2016). Amenities have not kept pace with population growth, the local economy and main street have struggled, perception of place is poor, and previous plans have failed to be implemented.

The 'Our Balbriggan Plan' seeks to address these issues and the *'need for a sustained focus on rejuvenating the original town centre and main street and how they relate to the expanded town, with a view to creating a more attractive, connected place that people want to live and spend time in for work, shopping or recreational purposes.*'

The plan outlines an objective to develop a Castle (Bremore) to Castle (Ardgillan) Coastal Cycle Way incorporating pedestrian facilities and upgrades to connecting residential areas, expanding northwards to Gormanstown and south to Skerries.

3.2. Receiving Environment

Most of the study area consists of Rural, Open Space and High Amenity objectives, with High Amenity zones generally located along the coastline. The areas around the towns are generally zoned as Residential or Town Centres. In addition, almost the entire study area is designated as being Highly Sensitive Landscape. The following sections provide a brief description of some of the key areas within or adjacent to the study area extents.

3.2.1. Newbridge Demesne

The starting point of the proposed route is Newbridge Demesne located to the immediate west of Donabate, a small coastal town located between the two major estuaries of Malahide to the south and Rogerstown to the north. Newbridge Demesne is a walled demesne consisting of Newbridge House, a Georgian Mansion, and Newbridge Farm, an 18th century working farm and is an important amenity for north County Dublin.

3.2.2. Donabate

Donabate has a population of approximately 7,500 inhabitants and is served by several schools and amenity facilities as well as its own train station. The key regional road through Donabate is the R126.

3.2.3. Rogerstown Park (Balleally Park)

Further north the route continues towards Rush passing by Rogerstown Park. Rogerstown Park represents a newly opened park on the site of the former Balleally Landfill. This area also includes Rogerstown Estuary which is a Special Area of Conservation (SAC) and Special Protection Area (SPA).

3.2.4. Rush

Rush is a small seaside town with a population of approximately 10,000 inhabitants and has its own harbour. It lies to the east of Lusk and south of Skerries and is served by several schools and amenity facilities. Rush and Lusk train station is located some 3km west of Rush town centre. The key regional road through Rush is the R128.

3.2.5. Drumanagh

Drumanagh is a headland just south of Loughshinny which features an early 19th-century Martello tower and a large Iron Age promontory fort.

3.2.6. Loughshinny

Loughshinny is a small seaside village with its own harbour between Rush and Skerries with a population of approximately 700 inhabitants.

3.2.7. Skerries

Skerries is a coastal town which historically was an active fishing port. Skerries has a population of approximately 10,000 inhabitants and is served by a number of schools and amenity facilities as well as its own train station and harbour.

The key regional roads through Skerries are the R127 and R128. There are two Martello towers in Skerries, at Red Island and Shenick Island which are part of a chain of towers constructed in the early 19th Century

3.2.8. Ardgillan Demesne

Further north between Skerries and Balbriggan is Ardgillan Demesne. The Demesne consists of 200 acres of rolling open grassland, mixed woodland and gardens, overlooking the Irish Sea with views of the Mourne Mountains to the north and Lambay Island to the south-east.

3.2.9. Balbriggan

The biggest town in the study area is Balbriggan with population of approximately 21,700 inhabitants and is served by several schools and amenity facilities as well as its own train station and harbour. The key regional roads through Balbriggan are the R122, R128 and R132.

3.2.10. Meath Border

The completion of the route is planned to be at or near to the boundary with County Meath, at or adjacent to the R124 Road South of the Delvin River.

3.3. Need for the Scheme

3.3.1. Economy

Walking and cycling have many benefits for the economy, many of which stem from the switch from fossil-fuel powered trips to sustainable ones. Increased physical activity is linked with reduced absenteeism and general better overall health which improves the general economy significantly. Sustainable transport modes also reduce the impacts of climate change and the costs associated with limiting carbon emissions. In general, walking and cycling have a significant positive impact on the economy through their health benefits.

In general, walking and cycling have a significant positive impact on the economy through their health benefits. The provision of any infrastructure that can encourage physical activity and improve the general health of the population, in terms of both physical and mental well-being and thereby reduce the pressure on the healthcare service resulting in an economical benefit to the region and state.

There is also immense potential for the proposed Fingal coastal way to promote Fingal as a Tourism destination for national and international visitors.

This potential is further enhanced due to Fingal's rich historical significance which is represented by many built heritage, archaeology and architectural sites, most notably at Drumanagh but also at Newbridge Demesne, Ardgillan, Skerries Mills and a number of Martello Towers.

The proposed Coastal Way project also has the potential to have a significant and positive impact on tourism and general economic activity in County Fingal.

The topic of the economic benefits of greenways in Ireland has been explored in several reports. Below is a series of examples:

- The Department of Transport Tourism and Sport's 'Strategy for the Future Development of Greenways' paper, greenways can act as significant economic drivers in the areas that they serve by attracting cycling visitors to the area. In 2010, 168,000 overseas tourists engaged in cycling while staying in Ireland spending approximately €180 million; this increased further to 175,000 in 2011 and an estimated €200 million spend. Notably, these increases occurred at a time when overall visitor numbers were declining. In 2015, Fáilte Ireland estimated that this had increased to 355,000 representing 7% of the overall overseas market.
- The "Great Western Greenway - Economic Impact Case Study (2011)" commissioned by Fáilte Ireland on the economic impact of the Mayo Greenway notes: "Estimates derived from the study suggest that all direct expenditure associated with the Greenway would contribute to a projected €7.2 million in spend in the local economy over a full year in 2011".
- Waterford City & County Council procured the undertaking of an intercept study of users of the Waterford Greenway. The "Waterford Greenway Intercept Study (2017)" determined the following: "A majority of visitors from outside Waterford (80%) paid for accommodation while in Waterford and almost one in five visitors stayed four night or more".

With reference to the findings above from similar Irish greenways, the Fingal Coastal Way is well equipped to reap the rewards of tourism and provide stimulus into the local economy of the adjoining towns and businesses.

It is anticipated that the cost of the completed project will fall into the €20 - €100m band as defined by TII in their Project Appraisal Guidelines. A more detailed cost estimate and appraisal including demand forecasting and Cost Benefit Analysis will be carried out once a preferred route has been agreed. Further details on this process are included in Section 10 of this report.

3.3.2. Environment

An absence of traffic free active travel routes within the study area results in most recreational and leisure-based cycling trips being undertaken on the regional and local road network.

This contributes to an impact on human beings in the form of harmful noise and emission pollutants, such as nitrogen dioxide, being breathed in by active travel patrons wishing to improve their physical wellbeing. Such pollutants are a contributing factor to health issues such as asthma, emphysema and other respiratory issues.

Whilst the Fingal Coastal Way will strongly facilitate leisure and recreational trip purposes, it is also intended that it will serve a dual function as a commuter route. As such it is considered that there is potential for a modal shift in key commuter trips between the adjoining towns of the proposed greenway. The greenway would encourage walking and cycling to schools and train stations with opportunities for additional linkages in the future.

With reference to TII's Project Appraisal Guidelines it is possible that in reducing trips by motorised modes, particularly reducing private car travel, there will be an improvement in air quality, noise reduction and overall positive impacts on climate change.

3.3.3. Safety

In general, throughout the rural sections of the study area facilities for pedestrians, cyclists and other vulnerable road users are poor.

Moderate to high traffic volumes and inappropriate vehicle speeds dominate the regional roads creating an unpleasant environment for active transport users.

Facilities within the urban towns and villages improve for pedestrians, however there is a lack of cycling facilities available.

Traffic volumes, speeds and the prevalence of other competing needs with the urban centres such as parking, loading, access and egress all contribute to unsafe conditions for active and vulnerable transport users.

The Fingal Coastal Way will improve this significantly for leisure, recreational and commuter users by providing a safe and comfortable route that achieves the highest feasible level of service.

Throughout the process of developing and assessing the proposed routes, the safety of residents and landowners along the route has been considered.

3.3.4. Accessibility and Social Inclusion

Within the study area there is a lack of accessible routes that link to key services and amenities that could be considered appropriate to encourage active travel for people with impairments and disabilities.

With 13% of the population of Fingal aged 60 or over and 11% of the population considered to have a disability, with those figures likely to rise, it is strategically important to ensure that our built environments are accessible and inclusive to a full range of people, including cyclists.

Whilst there are many walking routes, and sports clubs and societies of different codes located throughout the study area, it is noted that there is a lack of dedicated high quality recreational and leisure walking and cycling routes that facilitate users of all abilities which would encourage physical activity that could provide social benefits, such as increased social interaction that helps to build community networks, reduce isolation and exclusion and build social cohesion.

The Fingal Coastal Way will improve this significantly for leisure, recreational and commuter users by providing a safe and comfortable route linking key services, facilities, amenities and attractions as the route progresses through each town as much as possible without losing the vital proximity to the coast and its associated scenery and views.

There are several areas within the study area where flooding issues are currently experienced. These have been considered throughout the development and assessment process with the risk of flooding forming part of the detailed multi-criteria analysis.

3.3.5. Integration

The Fingal Coastal Way will form part of a national greenway route along the east coast of Ireland spanning from Dundalk to Wexford which will connect with a strategic national greenway network.

To the north, the Fingal Coastal Way commences on the grounds of Newbridge Demesne and terminates at the Meath border. Meath County Council will have the opportunity to work in conjunction with Fingal County Council and Louth County Council in relation to joint proposals to develop a cycle route between Newgrange and Newbridge House. Meath County Council already has progressed with the part of this scheme between Drogheda and Mornington which is in feasibility phase. On a national level this will form wider cycle network connections onto Dundalk and Northern Ireland and to the west to Navan and Trim and in turn connecting onto the Dublin to Galway Greenway.

To the south, the Broadmeadow Greenway, a 6km greenway joining Malahide Demesne and Newbridge Demesne, which received approval from An Bord Pleanála in May 2020, connects the Fingal Coastal Way to the proposed Sutton to Malahide Pedestrian and Cycle Scheme (The section from Baldoyle to Portmarnock, approximately 1.8 km long, has been completed and was opened in June 2020.) This then will connect with the Sutton to Sandycove scheme. Ultimately, the route along the east coast will extend south as far as Wexford where it will connect with a western route towards the Waterford Greenway.

In terms of a local integration perspective, the scheme will serve the towns of Donabate, Rush, Skerries and Balbriggan directly. The route will encompass large population catchment areas, including urban areas which are

less well off than others and rural areas which are currently more isolated, and in doing so, local schools, playing fields and other amenities will become more accessible. All the urban centres have noteworthy populations with numerous services and amenities such as schools, shopping areas, community centres, parks, tourism attractions, playing pitches and train stations.

There is a significant lack of connectivity and integration between these services and amenities for active transport users at present. The possibility of connection of these amenities to nearby train stations and bus facilities is a significant benefit that the Fingal Coastal Way could bring to the local area.

Care has been taken during the Multi-Criteria Analysis stage to determine social inclusion offered by the greenway and efforts have been implemented to promote connectivity to economically disadvantaged, rural and isolated housing.

The project will also integrate with a number of local pedestrian and cyclist schemes currently under development including the Cliff Walk and Portrane Road cycle route in Portrane and the Harry Reynolds Road in Balbriggan.

3.3.6. Physical Activity

According to The National Physical Activity Plan 2016 many Irish people are not meeting the levels of physical activity recommended in the National Guidelines. On an international level, the European Charter on Counteracting Obesity includes the “promotion of cycling and walking by better design and transport policies”, thereby improving public health and reducing the associated costs.

Research indicates that the percentage of people who are highly active in Ireland (2013 data) is just 31.3%.

In relation to children, research undertaken as part of the Plan indicates that:

- Only 19% of primary and 12% of post-primary school children met the physical activity recommendations and these proportions have not improved since 2004
- Girls were less likely than boys to meet the physical activity recommendations
- The likelihood of meeting the physical activity recommendations decreased with increasing age
- One in four children was unfit, overweight or obese and had elevated blood pressure

Physical inactivity or sedentary behaviour is one of the leading risk factors for poor health and is now identified by the World Health Organization (WHO) as the fourth leading risk factor for global mortality.

With reference to TII's Project Appraisal Guidelines: for cyclists, an average increase in physical activity of 41.8 minutes per workday should equate to a risk of all-cause mortality of 0.79 times the normal figure (CAF 2016).

For new pedestrians, the risk of all-cause mortality should be 0.89 times the normal figure (so a smaller benefit than for cycling). This should correspond to physical activity levels of 38 minutes walking per weekday.

An increase in physical activity has been shown to have a beneficial effect on work absenteeism; this is an additional benefit to employers on top of the aforementioned health benefits. This reduction in short-term sick leave increases productivity in the economy.

3.3.7. Overall Need for the Scheme

The proposed study area is one of immense scenic beauty and amenity value rich with heritage and archaeological attractions.

There is enormous potential to deliver a scenic coastal greenway, designed to high quality user safety and comfort standards, which can deliver a tourism product with significant potential to attract overseas visitors.

This would benefit the economy of the adjacent local communities, contribute significantly to health and wellbeing of all users as an amenity for physical activity.

Additionally, the Fingal Coastal Way will also serve as an alternative travel option for commuters and other local users with connections to train stations, schools, sports clubs etc. This will encourage more sustainable trips to be made within the area, increasing footfall within local towns and improving the overall health and wellbeing of the population.

4. Constraints

4.1. Constraints Study

Ideally, the proposed scheme would be located as close to the coast as possible, albeit set back to lessen the impact due to coastal erosion, in order to meet the scheme objectives in terms of scenery, sustainability and offering lots to see and do. However, there is potential for alternative options such as along adjacent field boundaries or adjacent to the exiting road network and combinations of the above.

However, there are several potential constraints and opportunities that have a considerable influence on the final routing of the proposed scheme. These have been identified through the completion of a Constraints Study.

The Constraints Study, (document reference: 5188509DG0006) was carried out incorporating guidance set out in Transport Infrastructure Irelands (TII) Project Management Guidelines, (2019). The purpose of the study was to document and map the nature and extent of known constraints within the defined Study Area for the scheme so that as much information as possible was available to inform the subsequent feasible option identification and selection process. The constraints are divided into three principal categories, namely:

- Natural Constraints which include naturally occurring landscapes and features, including underground features. The key items identified under this heading include:
    - Ecology
    - Soils and Geology
    - Hydrology and Hydrogeology
    - Flooding
- Artificial Constraints which include features forming part of the built environment including underground features such as disused landfills etc. The key items identified under this heading include:
    - Engineering and Infrastructure
    - Archaeology, Architectural and Cultural Heritage
    - Agricultural assets
    - Planning applications, Local Area Plans, Masterplans etc.
    - Built environment including utilities, sports clubs, schools etc.
- External Parameters which include design standards, policy, procedural, financial and legal issues. The key items identified under this heading include:
    - Funding and Scope
    - Construction Phasing
    - Procedural and Legal Requirements including national and local policy
    - Technical Standards

The full details of all identified constraints are included in the Constraints Study including all physical constraints mapped and identified on Drawing Nos. 5185509/ZZ/HTR/GIS/000 – 0068 as included in Appendix A of that document.

In addition to the above, high quality aerial mapping and associated topographical information was collected for the entire study area. This allowed for a digital terrain model to be developed with imaging overlaid, allowing for calculation of gradients and identification of locations where structures etc. may be required.

5. Do Nothing and Do Minimum Alternatives

This chapter of the Feasibility Study Options Assessment Report assesses the feasibility of the 'Do-Nothing' and 'Do-Minimum' alternatives.

5.1. Do Minimum Consideration

With reference to TII PAG Unit 4.0 Consideration of Alternatives and Options, it is necessary to consider a Do Minimum Option to provide a baseline for establishing the economic, integration, safety, environmental and accessibility impacts of all options.

The Do Minimum is essentially maintaining the existing infrastructure and constructing any projects that are committed.

If there are no committed projects, then Do Minimum is essentially Do Nothing.

5.2. Fingal Coastal Way Do Nothing Scenario

The 'do nothing' scenario for the Fingal Coastal Way is that pedestrians and cyclists will continue to walk and cycle country roads and high volume, high speed regional roads with limited or in most cases no facilities, resulting in an environment that is not safe, not comfortable and not attractive. The latent commuter and recreational user demand will continue to be supressed by the existing poor walking and cycling environment within the study area.

In the context of human health, the benefits of walking and cycling are well documented and include improved cardiovascular fitness, chronic disease prevention, improved mental health wellbeing, strengthened immune system and a reduced risk of cancer, obesity and coronary heart disease. These benefits to Fingal County and its people will not be realised in the 'do nothing' scenario.

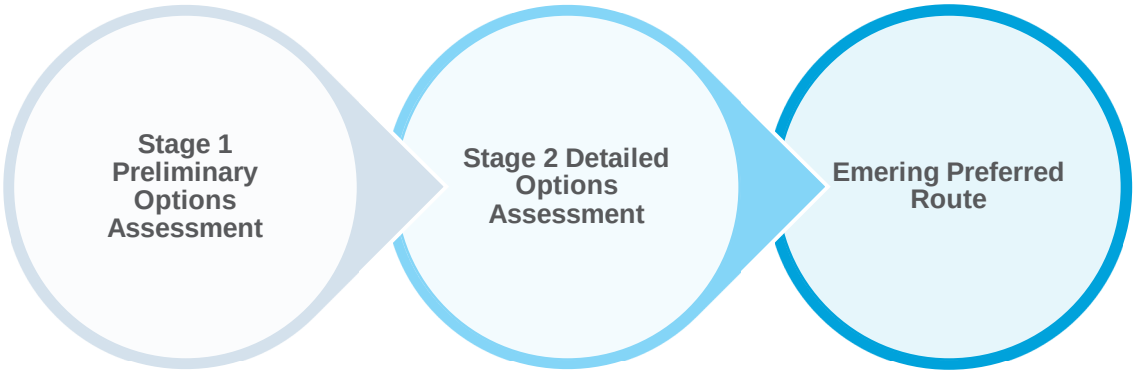
If the proposed greenway is not constructed, the additional economic benefit which could be derived from the project will not be realised. This benefit can be estimated in basic terms by reference to the Department of Public Expenditure and Reforms 'Public Capital Programme 2016 to 2021: Labour Intensity of Public Investment' report which estimates that approximately 12 construction jobs will be created for every €1 million of capital investment and that the tourism sector supports 29 jobs for every €1 million of capital investment.

In the 'do nothing' scenario, the long-standing objectives of the Fingal Development Plan to deliver the Fingal Coastal Way will not be realised.

Based on the reasons outline above, the 'do nothing' scenario will essentially result in a lost opportunity.

6. Options Assessment Process

In order to adequately assess the many possible options for the route of the proposed greenway, a two-stage assessment process was undertaken. The assessment process is summarised below.



- Develop long list of all potentiall feasible options
- Carry out high level sifting multi-criteria analysis
- Identify short list of options to progress to Stage 2 assessment
- Publish results of assessment and hold public consultation

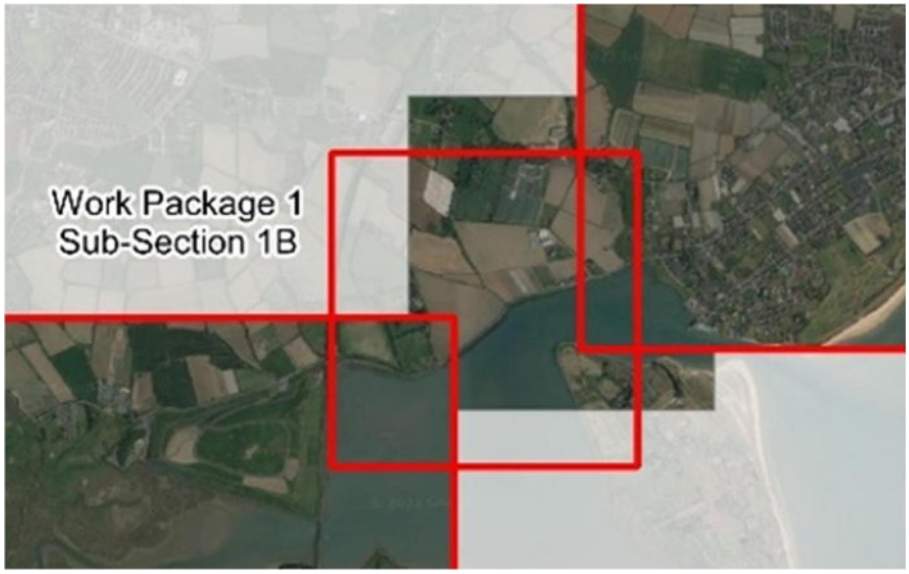
- Modify and add routes to short list based on public consultation
- Carry out detailed multi-criteria analysis
- Identify Emerging Preferred Route in each area

- Compile all Emerging Preferred Routes to form complete Emerging Preferred Route for entire project
- Publish Emerging Preferred Route and hold public consultation

6.1. Sub-Section 1B: Rogerstown Estuary

Sub-Section 1B constitutes the area along the northern side of Rogerstown Estuary between Rogerstown Park and Spout Road in Rush as shown in the figure below.

Figure 6-1 - Extent of Sub-Section 1B



This section did not initially form part of the proposed Fingal Coastal Way as it was intended to be delivered as a separate scheme by Fingal County Council which would provide access to Rogerstown Park and would form

part of a flood defence scheme in the area. It was intended that the Fingal Coastal Way would tie into either end of this separate scheme and as such it was excluded from the Stage 1 Route Assessment. However, following the public consultation and further stakeholder engagement it was decided that this Sub-Section should be developed as part of the Fingal Coastal Way.

The inclusion of this Sub-Section removes a number of risks to the project including:

- Ensures a continuous route along the entire length of the Fingal Coastal Way
- Removes planning risks and avoids any project splitting
- Removes need for the project to rely on other schemes to be delivered

7. Stage 1 Preliminary Options Assessment

7.1. Route Identification and Land Acquisition

In line with the TII Code of Best Practice for National and Regional Greenways, publicly owned land should be preferred for use in development of routes. As part of the constraints study, all identifiable publicly owned land was mapped and routes developed to take advantage of these as part of the Stage 1 Options Assessment. However, the majority of publicly owned land within the study area is located along existing roadways and while these are used where necessary, particularly within urban areas, in most locations they are not suitable for a greenway route and would require additional landtake to improve them.

Land acquisition will be required to deliver any potential route for the Fingal Coastal Way. It is intended that this will be done in accordance with the TII Code of Best Practice for National and Regional Greenways by liaising with affected landowners and acquiring land by agreement as far as possible. It is the intention of the project team to avoid Compulsory Purchase Orders which will only be used when no other alternative exists.

7.2. Stage 1 Preliminary Options Assessment Criteria

7.2.1. Development of Criteria

In order to identify a short list of options to be brought through to Stage 2 Detailed Options Assessment, a Stage 1 Preliminary Options Assessment was undertaken on the initial route options.

The main assessment criteria utilised for the Stage 1 Preliminary Options Assessment were Engineering, Environment and Economy as referenced in TII's Project Appraisal Guidelines Unit 7.0 Multi Criteria Analysis.

Sub criteria have been developed by Atkins with reference to PAG Unit 7.0 and with particular attention given to the scheme Vision Statement and Project Objectives, which have been identified through a collaborative workshop with key Local Authority Stakeholders, ensuring that the criteria can appropriately measure the achievement of these objectives by each identified route option.

It should be noted that sub criteria at this stage were developed to facilitate the efficient assessment of a large number of routes, against significant constraints and opportunities that could clearly influence the potential feasibility of a route option. Thus, the objective of the Stage 1 Preliminary Options Assessment was to reduce the number of feasible route options to a general minimum of three and a maximum of five which were then subjected to a more rigorous assessment at Stage 2.

All constraints have been avoided where possible and comments from external parties have been considered. All options have been developed in accordance with the relevant standards including Design Manual for Urban Roads and Streets (DMURS), the National Cycle Manual (NCM) and TII Rural Cycle Design (DN-GEO-03047) to provide the highest feasible level of service possible.

The following table outlines the main assessment criteria and associated sub criteria to be utilised during the Stage 1 – Preliminary Options Assessment process.

Table 7-1 - Stage 1 - Preliminary Options Assessment Criteria

Criteria	Sub Criteria	Considerations
Engineering	Usability	Gradients
		Flooding
		Safety - Real & Perceived
	User Experience	Connectivity – Heritage Sites, Amenities, Public Transport etc.
		Scenery - Landscape & Views
	Buildability	Ground Conditions
		Complex Structures
		Construction Access
		Traffic Management
		Interdependence on Adjacent Scheme(s)
Environment	Ecology and other Natural Factors	SACs, SPAs
		Vulnerable Rocks & Soils
		Vulnerable Aquifers & Wells
		Watercourses & Water Supplies
		Landscape & Views
Environment	Built Heritage and Archaeology	Recorded Monuments & Places
		Areas of Archaeological Potential
	Material Assets	Material Assets - Dwellings, Land Severance, Amenities, Utilities, Roads, Junctions, Railways etc.
Economy	Costs	Extensive Structures
		Protection of Investment
	Benefits	Impacts on Agricultural Operations
		Impacts on Businesses
		Propensity to Walk / Cycle - Population, Connectivity

7.2.2. Scoring Procedure

Each option is assessed relative to one another against the Stage 1 Preliminary Options Assessment Sub Criteria set out above using a three-point ranking scale.

Route options have been assessed in terms of having ‘some advantages over other options’, ‘comparable to other options’ or ‘some disadvantages over other options. The table below presents the colour coding utilised in the Stage 1 Preliminary Assessment process.

Table 7-2 - Scoring Scale

Colour Coding	Rank Description
	Some advantages over other options
	Comparable to all other options
	Some disadvantages over other options

7.3. Stage 1 Route Options

As noted in Section 1.6, the overall study area is split into two Work Packages, each consisting of a number of Sub-Sections. A general description of the Work Packages and Sub-Section contained therein as defined by this study along with the number of routes identified for Stage 1 Assessment is presented below. Maps illustrating the long list of route options are contained within Appendix A.

7.3.1. Work Package 1

7.3.1.1. Sub-Section 1A: Newbridge Demesne to Rogerstown

Sub-Section 1A generally covers the areas of Newbridge Demesne, Donabate and the western area of Rogerstown Estuary. There are 11 separate routes identified within this sub-section. Map S1-WP1-SS1A shows the location and indicative alignment of the proposed routes within Sub-Section 1A.

7.3.1.2. Sub-Section 1B: Rogerstown

Sub-Section 1B consists mainly of the northern shoreline to Rogerstown Estuary. This sub-section was not included in the Stage 1 Route Options assessment as it was intended to be delivered by others in tandem with a flood protection scheme.

7.3.1.3. Sub-Section 1C: Rush

Sub-Section 1C generally covers the area of Rush, extending from the eastern side of Rogerstown Estuary to the south of Drumanagh. There are 17 separate routes identified within this sub-section. Map S1-WP1-SS1C shows the location and indicative alignment of the proposed routes within Sub-Section 1C.

7.3.1.4. Sub-Section 1D: Rush to Skerries

Sub-Section 1D generally covers the area between Drumanagh and Skerries and includes Loughshinny. There are 12 separate routes identified within this sub-section. Map S1-WP1-SS1D shows the location and indicative alignment of the proposed routes within Sub-Section 1D.

7.3.2. Work Package 2

7.3.2.1. Sub-Section 2A: Skerries

Sub-Section 2A generally covers the area of Skerries commencing just north of Skerries Rugby Football Club and extending north to Barnageeragh. There are 12 separate routes identified within this sub-section. Map S1-WP2-SS2A shows the location and indicative alignment of the proposed routes within Sub-Section 2A.

7.3.2.2. Sub-Section 2B: Skerries to Balbriggan

Sub-Section 2B generally covers the area between the key towns of Skerries and Balbriggan and includes the grounds of Ardgillan Castle. There are 9 separate routes identified within this sub-section. Map S1-WP2-SS2B shows the location and indicative alignment of the proposed routes within Sub-Section 2B.

7.3.2.3. Sub-Section 2C: Balbriggan

Sub-Section 2C generally covers the area of Balbriggan commencing at Castlelands and extending to just north of Bremore Castle. There are 14 separate routes identified within this sub-section. Map S1-WP2-SS2C shows the location and indicative alignment of the proposed routes within Sub-Section 2C.

7.3.2.4. Sub-Section 2D: Balbriggan to Meath Border

Sub-Section 2D generally covers the area between Balbriggan and the Meath Border, terminating at the River Delvin. There are 12 separate routes running through this sub-section. Map S1-WP2-SS2D shows the location and indicative alignment of the proposed routes within Sub-Section 2D.

7.4. Stage 1 Preliminary Options Assessment

7.4.1. Work Package 1

7.4.1.1. Sub-Section 1A: Newbridge Demesne to Rogerstown

The sifting process for Sub-Section 1A identified 5 routes for progression to the Stage 2 Detailed Assessment. These are Routes SS.1A.2, 3, 4, 9 and 11. These routes are shown on the Map S1-WP1-SS1A.

For this section, the routes can be categorised into two distinct groups, i.e., ones which travel east out of Newbridge and ones which travel west.

For the group that travels east, Routes SS.1A.2, 3 and 4 have a number of benefits over the other alternatives. They provide good coastal views from the estuary side while also linking directly to Donabate town centre. This will ensure that the routes will be attractive to tourists and will benefit the local economy, while the directness of the routes will allow them to perform as commuter routes also. These routes avoid large amounts of Compulsory Purchase Orders (CPO) being necessary and also avoid pinch points within Donabate town itself. They are, therefore, the preferred routes to the east of Newbridge.

For the group of routes that travel west from Newbridge, Routes SS.1A.9 and 11 are the most advantageous. These routes would have the smallest impact on the pNHA/SPA/SAC area at Rogerstown Estuary while minimising the need for large areas of landtake. They also require less complicated construction methods and fewer structures, leading these to be the most beneficial routes in the western group.

Table 7-3 below outlines the assessment results.

Table 7-3 - Sub-Section 1A Preliminary Options Assessment

Criteria	Sub-Criteria	SS.1A.1	SS.1A.2	SS.1A.3	SS.1A.4	SS.1A.5	SS.1A.6	SS.1A.7	SS.1A.8	SS.1A.9	SS.1A.10	SS.1A.11	SS.1A.12
Engineering	Usability												
	User Experience												
	Buildability												
Environment	Ecology												
	Built Heritage												
	Material Assets												
Economy	Costs												
	Benefits												
Progress to Stage 2 (Yes / No)		N	Y	Y	Y	N	N	N	N	Y	N	Y	N

7.4.1.2. Sub-Section 1C: Rush

The sifting process for Sub-Section 1C has identified 5 routes for progression to the Stage 2 Detailed Assessment. These are Routes SS.1C.5, 7, 9, 11 and 14. These routes are shown on the Map S1-WP1-SS1C and can be found in Appendix A.

These routes all have benefits over others in the key areas of user experience and benefits as they all provide good scenic views in their northern section while also offering direct links into the town centre of Rush. As a result, they will offer an excellent tourism product and will help to improve the local economy in the area.

Additionally, all of these routes are off-road greenways to the north which improves usability and attractiveness of the route while minimising land take requirements and environmental impacts.

Table 7-4 below outlines the assessment results.

Table 7-4 - Sub-Section 1C Preliminary Options Assessment

Criteria	Sub-Criteria	SS.1C.1	SS.1C.2	SS.1C.3	SS.1C.4	SS.1C.5	SS.1C.6	SS.1C.7	SS.1C.8	SS.1C.9	SS.1C.10	SS.1C.11	SS.1C.12	SS.1C.13	SS.1C.14	SS.1C.15	SS.1C.16	SS.1C.17
Engineering	Usability																	
	User Experience																	
	Buildability																	
Environment	Ecology																	
	Built Heritage																	
	Material Assets																	
Economy	Costs																	
	Benefits																	
Progress to Stage 2 (Yes / No)		N	N	N	N	Y	N	Y	N	Y	N	Y	N	N	Y	N	N	N

7.4.1.3. Sub-Section 1D: Rush to Skerries

The sifting process for Sub-Section 1D has identified 3 routes for progression to the Stage 2 Detailed Assessment. These are Routes SS.1D.6, 7 and 8. These routes are shown on the Map S1-WP1-SS1D and can be found in Appendix A.

These routes generally provide good coastal views throughout the section, ensuring that they are attractive for tourism. They are all predominantly off-road in greenfield sites, limiting construction costs and facilitating a pleasant environment for users.

Each of these routes follows existing field boundaries, limiting the amount of CPO required and minimising the impacts to the environment and built heritage which makes these more beneficial than the routes that run directly along the coastline. This limits CPO requirements and as a result will have the least impact on agricultural assets and on the local and regional road network.

Table 7-5 below outlines the assessment results.

Table 7-5 - Sub-Section 1D Preliminary Options Assessment

Criteria	Sub-Criteria	SS.1D.1	SS.1D.2	SS.1D.3	SS.1D.4	SS.1D.5	SS.1D.6	SS.1D.7	SS.1D.8	SS.1D.9	SS.1D.10	SS.1D.11	SS.1D.12
Engineering	Usability												
	User Experience												
	Buildability												
Environment	Ecology												
	Built Heritage												
	Material Assets												
Economy	Costs												
	Benefits												
Progress to Stage 2 (Yes / No)		N	N	N	N	N	Y	Y	Y	N	N	N	N

7.4.2. Work Package 2

7.4.2.1. Sub-Section 2A: Skerries

The sifting process for Sub-Section 2A has identified 4 routes for progression to the Stage 2 Detailed Assessment. These are Routes SS.2A.2, 3, 4 and 6. These routes are shown on the Map S1-WP2-SS2A and can be found in Appendix A.

The main advantages that these options have over other options are their exposure to an excellent coastal experience and associated views, linkage to noteworthy heritage sites at Skerries head, accessibility to the town centre, and minimal impact on the natural and built environment. They also offer minimal impact on the operation of the town centre and the Architectural Conservation Area (ACA), minimal use of less attractive distributor and regional road network and overall provision of a good tourism product with an excellent ability to attract visitors and thus benefit the local and regional economy.

Table 7-6 below outlines the assessment results.

Table 7-6 - Sub-Section 2A Preliminary Options Assessment

Criteria	Sub-Criteria	SS.1D.1	SS.1D.2	SS.1D.3	SS.1D.4	SS.1D.5	SS.1D.6	SS.1D.7	SS.1D.8	SS.1D.9	SS.1D.10	SS.1D.11	SS.1D.12
Engineering	Usability												
	User Experience												
	Buildability												
Environment	Ecology												
	Built Heritage												
	Material Assets												

Criteria	Sub-Criteria	SS.1D.1	SS.1D.2	SS.1D.3	SS.1D.4	SS.1D.5	SS.1D.6	SS.1D.7	SS.1D.8	SS.1D.9	SS.1D.10	SS.1D.11	SS.1D.12
Economy	Costs												
	Benefits												
Progress to Stage 2 (Yes / No)		N	Y	Y	Y	N	Y	N	N	N	N	N	N

7.4.2.2. Sub-Section 2B: Skerries to Balbriggan

The sifting process for Sub-Section 2B has identified 3 routes for progression to the Stage 2 Detailed Assessment. These are Routes SS.2A1, 2, and 4. These routes are shown on the Map S1-WP2-SS2B and can be found in Appendix A.

The main advantages that these options have over other options are their exposure to an excellent coastal experience and associated views, their directness and attractiveness to support commuting between Balbriggan and Skerries and retention of indirect link to Ardgillan Castle grounds. They also offer minimal impact on the natural environment such as the woodlands associated with Ardgillan Castle grounds, and overall provision of a good tourism product with an excellent ability to attract visitors and thus benefit the local and regional economy.

Table 7-7 below outlines the assessment results.

Table 7-7 - Sub-Section 2B Preliminary Options Assessment

Criteria	Sub-Criteria	SS.2B.1	SS.2B.2	SS.2B.3	SS.2B.4	SS.2B.5	SS.2B.6	SS.2B.7	SS.2B.8	SS.2B.9
Engineering	Usability									
	User Experience									
	Buildability									
Environment	Ecology									
	Built Heritage									
	Material Assets									
Economy	Costs									
	Benefits									
Progress to Stage 2 (Yes / No)		Y	Y	N	Y	N	N	N	N	N

7.4.2.3. Sub-Section 2C: Balbriggan

The sifting process for Sub-Section 2C has identified 6 routes for progression to the Stage 2 Detailed Assessment. These are Routes SS.2C.2, 4, 5, 6, 7 and 13. These routes are shown on the Map S1-WP2-SS2C and can be found in Appendix A.

The main advantages that Routes SS.2C.2, 4, 5 and 6 have over other options are their exposure to an excellent coastal experience and associated views, linkage to noteworthy heritage sites such as the Martello Tower and Bremore Castle, accessibility to the town centre and Balbriggan Train Station and set back from extensive sea cliffs that are prone to coastal erosion. They also offer minimal impact on the operation of the town centre and

the ACA, minimal use of regional road network and overall provision of a good tourism product with an excellent ability to attract visitors and thus benefit the local and regional economy.

Route SS.2C.7 provides a more direct route along the regional road network and whilst not availing directly of the coastal experience and associated scenery and views as much as other options that have progressed to Stage 2 Detailed Assessment, it does facilitate good accessibility to key attractions and the town centre.

Route SS.2C.13 takes a more inland path than the other routes to progress to Stage 2, however its advantages include its accessibility to the town centre and train station, its buildability, minimal impact on the natural and built environment, linkage to Mill Pond Park and reasonable cost of delivery.

Table 7-8 below outlines the assessment results.

Table 7-8 - Sub-Section 2C Preliminary Options Assessment

Criteria	Sub-Criteria	SS.2C.1	SS.2C.2	SS.2C.3	SS.2C.4	SS.2C.5	SS.2C.6	SS.2C.7	SS.2C.8	SS.2C.9	SS.2C.10	SS.2C.11	SS.2C.12	SS.2C.13	SS.2C.14
Engineering	Usability														
	User Experience														
	Buildability														
Environment	Ecology														
	Built Heritage														
	Material Assets														
Economy	Costs														
	Benefits														
Progress to Stage 2 (Yes / No)		N	Y	N	Y	Y	Y	Y	N	N	N	N	N	Y	N

7.4.2.4. Sub-Section 2D: Balbriggan to Meath Border

The sifting process for Sub-Section 2D has identified 4 routes for progression to the Stage 2 Detailed Assessment. These are Routes SS.2D.3, 5, 6 and 8. These routes are shown on the Map S1-WP2-SS2D and can be found in Appendix A.

The main advantages that these options have over other options are their reduced impact on dune habitats and heritage sites, reduced impact on agricultural land in terms of operation and acquisition, and reduced impact on private dwellings and associated front gardens.

In terms of Route SS.2D.3, it has an added advantage of also providing exceptional coastal experience and associated views and thus offers an overall good tourism product with an excellent ability to attract visitors and thus benefit the local and regional economy. Routes SS.2D.5 and 6 also offer good coastal views and have the advantage in that they are direct and thus attractive to commuters, as is Route SS.2D.8.

Table 7-9 below outlines the assessment results.

Table 7-9 - Sub-Section 2D Preliminary Options Assessment

Criteria	Sub-Criteria	SS.2D.1	SS.2D.2	SS.2D.3	SS.2D.4	SS.2D.5	SS.2D.6	SS.2D.7	SS.2D.8	SS.2D.9	SS.2D.10	SS.2D.11	SS.2D.12
Engineering	Usability												
	User Experience												
	Buildability												
Environment	Ecology												
	Built Heritage												
	Material Assets												
Economy	Costs												
	Benefits												
Progress to Stage 2 (Yes / No)		N	N	Y	N	Y	Y	N	Y	N	N	N	N

7.5. Stage 1 Assessment Summary

Table 7-10 summaries the routes to be brought forward to the Stage 2 Detailed Assessment process.

Table 7-10 - Stage 1 Assessment Summary

Sub-Sections		Route	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
Sub-Sections	Work Package 1	1A	N	Y	Y	Y	N	N	N	N	Y	N	Y	N	N/A	N/A	N/A	N/A	N/A
		1B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		1C	N	N	N	N	Y	N	Y	N	Y	N	Y	N	N	Y	N	N	N
		1D	N	N	N	N	N	Y	Y	Y	N	N	N	N	N/A	N/A	N/A	N/A	N/A
	Work Package 2	2A	N	Y	Y	Y	N	Y	N	N	N	N	N	N	N/A	N/A	N/A	N/A	N/A
		2B	Y	Y	N	Y	N	N	N	N	N	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
		2C	N	Y	N	Y	Y	Y	Y	N	N	N	N	N	Y	N	N/A	N/A	N/A
		2D	N	N	Y	N	Y	Y	N	Y	N	N	N	N	N/A	N/A	N/A	N/A	N/A

In Summary:

- Five routes will progress within Sub-Section 1A, namely Routes SS.1A.2, 3, 4, 9 & 11
- Five routes will progress within Sub-Section 1C, namely Routes SS.1C.5, 7, 9, 11 and 14
- Three routes will progress within Sub-Section 1D, namely Routes SS.1D.6, 7 and 8
- Four routes will progress within Sub-Section 2A, namely Routes SS.2A.2, 3, 4 and 6
- Three routes will progress within Sub-Section 2B, namely Routes SS.2B.1, 2 and 4
- Six routes will progress within Sub-Section 2C, namely Routes SS.2C.2, 4, 5, 6, 7 and 13
- Four routes will progress within Sub-Section 2D, namely Routes SS.2D.3, 5, 6 and 8.

8. Stage 2 Detailed Assessment

8.1. Stage 2 Detailed Option Assessment Criteria

8.1.1. Development of Criteria

The route options which have progressed from Stage 1 to Stage 2 are all considered to be feasible options which minimise, as much as possible, impacts on constraints, present opportunities and broadly meet the requirements of the scheme Vision Statement and Project Objectives.

In order to identify the Emerging Preferred Route (EPR), a Stage 2 Detailed Options Assessment was undertaken on the short list of options brought forward from Stage 1 along with modified and additional routes arising from the public consultation process.

The main assessment criteria utilised for the Stage 2 Detailed Options Assessment are the six Common Appraisal Framework (CAF) criteria of Safety, Accessibility and Social Inclusion, Integration, Environment, Economy and lastly physical Activity, as referenced in TII's Project Appraisal Guidelines Unit 7.0 Multi Criteria Analysis.

Sub criteria and associated considerations have been developed by Atkins with reference to PAG Unit 7.0 and with particular attention given to the scheme Vision Statement and Project Objectives, ensuring that the criteria can appropriately measure the achievement of these objectives by each identified route option.

As such, the focus of the Stage 2 assessment process is to compare the short-listed Stage 2 routes against each other through a detailed and rigorous assessment process of wide-ranging criteria, sub criteria and associated considerations in order to identify the Emerging Preferred Route.

As opposed to the Stage 1 assessment process, which was undertaken on a high-level qualitative basis, the Stage 2 assessment process is undertaken on a detailed quantitative basis with supporting qualitative assessment where appropriate or necessary. As such where information from supporting documents and data such as the desktop study, the constraints study, the traffic surveys and the digital terrain model in combination with insights gained through meetings, workshops and public engagement events has been utilised to determine the quantitative and qualitative aspects of the considerations relating to the Sub-Criteria as identified in Table 7-1 below. In relation to the criteria and sub-criteria, the following should be noted.

- the criterion of Physical Activity is comparable across all Stage 2 Options and thus has been excluded from the Assessment Process.
- the utilities consideration within the Material Assets sub criteria of the overall Environmental criteria has been considered, however this has been determined to be comparable across all Stage 2 Options and thus has not been considered in any further detail.
- All assessments related to environmental sub-criteria have been undertaken by specialist inhouse consultants and subconsultants appointed by Atkins

The following table outlines the main assessment criteria, relevant sub-criteria and associated considerations to be utilised during the Stage 2– Detailed Route Option Assessment process.

Table 8-1 - Stage 2 – Detailed Route Option Assessment Criteria and Considerations

Criteria	Sub Criteria	Considerations
Safety	Road Safety	Interaction with traffic at junctions.
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops).
	Personal Safety	Passive surveillance – usership, overlooking.
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.
		Extent of maximum gradients.
		Potential for flooding
	Social Inclusion	Proximity and catchment to residential areas.
		Potential for route to connect to deprived geographical areas.
		Potential for route to facilitate community and recreational activity and participation.

Criteria	Sub Criteria	Considerations
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.
		Potential for route discontinuity in terms of link type.
	Directness	Excessive or unnecessary detours.
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.
		Local policy and objectives.
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites).
		Conservation Sites of National Importance (NHAs, Nature Reserves).
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands).
		Rare, Protected, Invasive Species.
	Soils and Geology	Bedrock and overburden. Alluvium Soils
		Karst features.
		Landside susceptibility.
		Contaminated lands.
		Ground Investigation.
		Geological Heritage Areas.
		Quarries.
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs).
		Groundwater Resources / Levels (Vulnerable Aquifers).
		Surface Water Quality and Flows.
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets.
	Material Assets	Utilities.
		Properties.
		Road network operation.
		Public transport and infrastructure impacted (rail, bus – existing and future).
	Agronomy	Land cover.
		Farm Types, Livestock and Operations.
		Agribusinesses.
	Noise, Vibration and Air Quality	Human health.
	Landscape and Visual	Landscape Character and Topography.
		Natural Features and Vegetation.
		Views and Obstructions.
	Population and Human Health	Land Use.
		Demographics and Local Population.
		Socio-economic Profile and Employment.
		Tourism, Amenities and Recreation.

Criteria	Sub Criteria	Considerations
Economy	Whole Life Costs (Elemental)	Land acquisition.
		Construction.
	Benefits	Tourism benefits.
	Attractiveness	Ability of route to facilitate place function enhancements.
		Scenery and views.
		Proximity to high traffic volumes and speeds.

8.1.2. Scoring Procedure

Route options were assessed against the above criteria in a performance matrix which describes how each route performs against the defined sub criteria in comparison with other routes.

Each route was comparatively ranked on a five-point colour coded scale as shown in the table below. The preferred route in each sub section was then determined based on which option is most advantageous compared to others which is reflected in the colour coding as generally having the highest number of green colours and the lowest number of orange colours.

Table 8-2 - Stage 2 – Detailed Assessment Scoring Scale

Colour Coding	Rank Description
	Significant advantages to other options
	Some advantages to other options
	Comparable to all other options
	Some disadvantages to other options
	Significant disadvantages to other options

8.2. Stage 2 Route Options

The overall study area has been split into two Work Packages, each consisting of a number of Sub-Sections.

A general description of the Work Packages and Sub-Sections contained therein as defined by this study along with the number of routes brought forward from Stage 1 to the Stage 2 Detailed Assessment is presented below. Maps illustrating the short list route options are contained within Appendix B.

The routes that have been brought through from Stage 1 to Stage 2 of the assessment process are all referred to with numbers relevant to particular Work Packages and Sub-Sections, an approach taken due to the sheer number of routes identified.

As the number of routes are significantly reduced within the Stage 2 process a simpler approach has been taken by referencing each route relevant to the Work Package and Sub-Section with a colour. This allows for an easy identifiable correspondence between the maps and this report.

To provide continuity between the Stage 1 routes and the Stage 2 routes tables showing the corresponding routes at Stage 1 and Stage 2 are included in the following descriptions of each sub-section.

8.2.1. Work Package 1

8.2.1.1. Sub-Section 1A: Newbridge Demesne to Rogerstown

Of the 11 routes from the Stage 1 Preliminary Assessment 5 have progressed to Stage 2 Detailed Assessment. However, SS.1A.3 has been modified to take a different route through Newbridge Demesne, and now travels through Turvey Green and into the existing green space at Beverton. These changes were made as a result of the public consultation and further stakeholder engagement and removes the need for the scheme to rely on infrastructure to be delivered by others. This gives more certainty for the proposed Fingal Coastal Way and removes several planning risks.

Map S2-WP1-SS1A shows the location and indicative alignment of the proposed Stage 2 routes within Sub-Section 1A and these can be found in Appendix B. The table below outlines the corresponding routes in the Stage 1 and Stage 2 assessments and identifies any new or modified routes for the Stage 2 assessment.

Table 8-3 - Sub-Section 1A Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.1A.2	**Red**	No change from Stage 1
SS.1A.3	**Green**	Modified to route northwards through Newbridge, Turvey Green and Beverton
SS.1A.4	**Blue**	No Change from Stage 1
SS.1A.9	**Yellow**	No Change from Stage 1
SS.1A.11	**Orange**	No Change from Stage 1

8.2.1.2. Sub-Section 1B: Rogerstown to Rush

Sub-Section 1B (SS1B) did not initially form part of the Fingal Coastal Way and was excluded from the Stage 1 Route Assessment. Following the public consultation and further stakeholder engagement, the entirety of this sub-section has now been included in the proposed scheme. This ensures a continuous route for the scheme without the need for other infrastructure, giving more certainty for planning.

These routes generally run alongside the northern edge of Rogerstown Estuary. 3 routes have been identified as part of the Stage 2 Detailed Assessment. All three routes will commence at the eastern end of Baleally Lane near the railway underpass and continue until meeting the starting section of Channel Road in Rush.

Map S2-WP1-SS1B shows the location and indicative alignment of the proposed Stage 2 routes within Sub-Section 1B and these can be found in Appendix B. The table below outlines the corresponding routes in the Stage 1 and Stage 2 assessments and identifies any new or modified routes for the Stage 2 assessment.

Table 8-4 - Sub-Section 1B Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
N/A	**Red**	New route for Stage 2
N/A	**Green**	New route for Stage 2
N/A	**Blue**	New route for Stage 2

8.2.1.3. Sub-Section 1C: Rush

Sub-Section 1C generally covers the area of Rush, extending from the eastern side of Rogerstown Estuary to the south of Drumanagh. Of the 17 routes from the Stage 1 Preliminary Assessment 5 progressed to Stage 2 Detailed Assessment. Following the public consultancy process and meetings with landowners, one additional route with some variations around the area at Six Cross Lane was added for the Stage 2 assessment.

Map S2-WP1-SS1C shows the location and indicative alignment of all proposed 6 routes within Sub-Section 1C and can be found in Appendix B. The table below outlines the corresponding routes in the Stage 1 and Stage 2 assessments and identifies any new or modified routes for the Stage 2 assessment.

Table 8-5 - Sub-Section 1C Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.1C.5	**Red**	Loop link to Rush Harbour removed for Stage 2
SS.1C.7	**Green**	Loop link to Rush Harbour removed for Stage 2
SS.1C.9	**Blue**	New route for Stage 2
SS.1C.11	**Yellow**	No Change from Stage 1
SS.1C.14	**Orange**	No Change from Stage 1
N/A	**Pink**	New route for Stage 2

8.2.1.4. Sub-Section 1D: Rush to Skerries

Sub-Section 1D generally covers the area between Drumanagh and Skerries and includes Loughshinny. Of the 12 routes from the Stage 1 Preliminary Assessment 3 progressed to Stage 2 Detail Assessment. Following the public consultation process, meetings with landowners and further stakeholder engagement, two additional routes were added for the Stage 2 assessment, primarily routing closer to the coast and minimising the need for farm machinery to cross the proposed greenway.

Map S2-WP1-SS1D shows the location and indicative alignment of the proposed routes within Sub-Section 1D and can be found in Appendix B. The table below outlines the corresponding routes in the Stage 1 and Stage 2 assessments and identifies any new or modified routes for the Stage 2 assessment.

Table 8-6 - Sub-Section 1D Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.1D.6	**Red**	No Change from Stage 1
SS.1D.7	**Green**	No Change from Stage 1
SS.1D.8	**Blue**	No Change from Stage 1
N/A	**Yellow**	New route for Stage 2
N/A	**Orange**	New route for Stage 2

8.2.2. Work Package 2

8.2.2.1. Sub-Section 2A: Skerries

Sub-Section 2A generally covers the area of Skerries commencing just north of Skerries Rugby Football Club and extending north to Barnageeragh. Of the 12 routes from the Stage 1 Preliminary Assessment 4 have progressed to Stage 2 Detail Assessment.

Map S2-WP2-SS2A shows the location and indicative alignment of the proposed routes within Sub-Section 2A and can be found in Appendix B. The table below outlines the corresponding routes in the Stage 1 and Stage 2 assessments and identifies any new or modified routes for the Stage 2 assessment.

Table 8-7 - Sub-Section 2A Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.2A.2	**Red**	Loop around Red Island removed for Stage 2
SS.2A.3	**Green**	Loop around Red Island removed for Stage 2
SS.2A.4	**Blue**	Loop around Red Island removed for Stage 2
SS.2A.6	**Yellow**	Loop around Red Island removed and railway crossing at western end removed for Stage 2

8.2.2.2. Sub-Section 2B: Skerries to Balbriggan

Sub-Section 2B generally covers the area between the key towns of Skerries and Balbriggan and includes the grounds of Ardgillan Castle. Of the 9 routes from the Stage 1 Preliminary Assessment 3 have progressed to Stage 2 Detail Assessment.

Map S2-WP2-SS2B shows the location and indicative alignment of the proposed routes within Sub-Section 2B and can be found in Appendix B. The table below outlines the corresponding routes in the Stage 1 and Stage 2 assessments and identifies any new or modified routes for the Stage 2 assessment.

Table 8-8 - Sub-Section 2B Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.2B.1	**Red**	No change from Stage 1
SS.2B.2	**Green**	No change from Stage 1
SS.2B.4	**Blue**	No change from Stage 1

8.2.2.3. Sub-Section 2C: Balbriggan

Sub-Section 2C generally covers the area of Balbriggan commencing at Castlelands and extending to just north of Bremore Castle. Of the 14 routes from the Stage 1 Preliminary Assessment 6 have progressed to Stage 2 Detail Assessment.

Map S2-WP2-SS2C shows the location and indicative alignment of the proposed routes within Sub-Section 2C and can be found in Appendix B. The table below outlines the corresponding routes in the Stage 1 and Stage 2 assessments and identifies any new or modified routes for the Stage 2 assessment.

Table 8-9 - Sub-Section 2C Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.2C.2	**Red**	No Change from Stage 1
SS.2C.4	**Green**	No Change from Stage 1
SS.2C.5	**Blue**	No Change from Stage 1
SS.2C.6	**Yellow**	No Change from Stage 1
SS.2C.7	**Orange**	No Change from Stage 1
SS.2C.13	**Pink**	No Change from Stage 1

8.2.2.4. Sub-Section 2D: Balbriggan to Meath Border

Sub-Section 2D generally covers the area between Balbriggan and the Meath Border, terminating at the River Delvin. Of the 12 routes from the Stage 1 Preliminary Assessment 4 have progressed to Stage 2 Detail Assessment.

Map S2-WP2-SS2D shows the location and indicative alignment of the proposed routes within Sub-Section 2D and can be found in Appendix B. The table below outlines the corresponding routes in the Stage 1 and Stage 2 assessments and identifies any new or modified routes for the Stage 2 assessment.

Table 8-10 - Sub-Section 2D Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.2D.3	**Red**	No Change from Stage 1
SS.2D.5	**Green**	No Change from Stage 1
SS.2D.6	**Blue**	No Change from Stage 1
SS.2D.8	**Yellow**	No Change from Stage 1

8.3. Stage 2 Link Type Development

In order to ensure that all route options can be comparatively assessed it is necessary to identify the proposed link type along every section of every route. All Link Type options have been developed in accordance with the relevant standards including Design Manual for Urban Roads and Streets (DMURS), the National Cycle Manual (NCM) and TII Rural Cycle Design (DN-GEO-03047) to provide the highest feasible level of service possible.

In terms of user numbers, work to determine the demand is ongoing as part of the project appraisal process. However, with reference to the TII Rural Cycle Design Guide it is noted that low and high daily volumes are defined as less than 1,500 users per day and greater than 1,500 users per day respectively. The Fingal Coastal Way is comparable to the Waterford Greenway which experiences user numbers in the order of 4,000 to 5,000 at peak times in the sections adjacent to Dungarvan. It is probable that the Fingal Coastal Way will also experience similar high daily volumes. Thus, the TII Rural Cycle Design guidance indicates that the preferred width of such a greenway is 5.0m with a desirable minimum of 3.0m.

Whilst the idealistic vision of the Fingal Coastal Way is for the provision of a link type consisting of a shared pedestrian and cycle pathway of between 3.0 to 5.0m, given the many constraints encountered within both the rural and urban environments of the study area, it is necessary to consider variations to this.

Where Shared Streets (also referred to as Quiet Streets or Cycle Streets) are proposed, consideration will be given to measures that reduce traffic speeds and volumes. These types of facility operate best where cyclist

volumes are in excess of 1,000 users? per day and traffic volumes are below 2,000 vehicles per day and associated speeds less than 30km/h.

In response to this, a total of 8 Link Types have been developed which can provide an appropriate quality of service for any given section of prosed route option within the study area. Where there are constraints that restrict the potential for this, the link option proposed will be such as to achieve the highest feasible quality of service possible for both pedestrians and cyclists.

The development of these link type options was based on the nominal widths required, to facilitate the undertaking of a comparative assessment. It is important to note that the final widths applied to any given section of the Emerging Preferred Route will be subject to a preliminary design process based on a detailed topographical survey and all relevant technical analysis to be undertaken to support the preliminary design. The proposed link types used for the comparative assessment are, therefore, indicative only at this stage and will be subject to further development.

The Link Types developed are illustrated on drawing 5188509/HTR/SK/0100 as contained within Appendix C. Accompanying maps, S2-WP1-SS1A-LT, S2-WP1-SS1C-LT, S2-WP1-SS1D-LT, S2-WP2-SS2A-LT, S2-WP2-SS2B-LT, S2-WP2-SS2C-LT and S2-WP2-SS2D-LT illustrate the extent of any particular Link Type along any given route and are contained within Appendix D. These drawings / maps should be read in conjunction with the Stage 2 Detailed Assessment Route Option Maps as contained in Appendix B.

8.4. Stage 2 Detailed Options Assessment

8.4.1. Work Package 1

8.4.1.1. Sub-Section 1A: Newbridge Demesne to Rogerstown Estuary

The Stage 1 Preliminary Options Assessment identified five route options for progression to Stage 2. The routes and a brief description are outlined below.

Red Route

This route commences at Newbridge House and travels along existing pathways heading southbound for approximately 500m before heading eastwards to join Newbridge Avenue Lane where it transitions onto The Square Lane. From here, the route heads north, crossing the R126 and travelling via existing paths and open spaces within the Turvey Walk development before heading eastwards through an existing pedestrian gate and travelling beneath the railway at an existing underpass. From there the route shares the existing residential access as far as its junction with the R126 before turning northwards onto Beaverstown Road which it follows for approximately 1.4 km. Upon reaching Rogerstown Estuary, the route will travel via a new piled and filled structure on the eastern side of the existing railway track embankment and cross the estuary via a new bridge spanning approximately 90m. Once across the estuary the route will again utilise a piled and filled structure along the eastern side of the existing railway embankment for approximately 800m before reaching the northern shore of the estuary.

Green Route

This route commences in the Newbridge Demesne car park. It starts by travelling along the existing Newbridge pathway heading southbound for approximately 500m until veering left and travelling east along the existing pathway before turning westwards along the existing wooded pathway. From here, the route will utilise the existing entrance into Newbridge at the existing pedestrian crossing on Turvey Avenue and access into Turvey Green. It travels on road along Turvey Green and Turvey Crescent before diverting into the green space adjacent to Turvey Drive. The route will then travel through the existing green space adjacent to Beverton Drive and onto a shared street at Beverton Walk before travelling beneath the railway at an existing underbridge. From there the route shares the existing residential access as far as its junction with the R126 before turning northwards onto Beaverstown Road. It travels on this road for approximately 1.2 km before turning west along the field boundary until it reaches the railway tracks at which point it travels north parallel to the tracks along a ramped structure. From here the route will turn west as it reaches the estuary and pass over the railway tracks and continues along a new bridge structure alongside the western side of the existing railway embankment crossing the estuary via a new bridge spanning approximately 90m. Once across the estuary the route will utilise the existing pathway within Rogerstown Park before accessing the existing farm access road and travelling eastwards beneath the existing railway bridge to the northern shore of the estuary.

Blue Route

This route commences at Newbridge House and travels along existing pathways heading southbound for approximately 500m before heading eastwards to join Newbridge Avenue Lane where it transitions onto The Square Lane. From here, the route heads north crossing the R126 and travelling via existing paths and open spaces within the Turvey Walk development before heading eastwards through an existing pedestrian gate and travelling beneath the railway at an existing underpass. From there the route shares the existing residential access as far as its junction with the R126 before turning northwards onto Beaverstown Road which it follows for approximately 1.4 km. Upon reaching Rogerstown Estuary, the route will travel westwards through existing open fields before passing via a new bridge over the railway tracks on the southern side of the estuary before continuing northwards along a new bridge structure alongside the western side of the existing railway embankment and crossing the estuary inlet via a new bridge spanning approximately 90m. Once across the estuary the route will utilise the existing pathway within Rogerstown Park before accessing the existing farm access road and travelling eastwards beneath the existing railway bridge to the northern shore of the estuary.

Yellow Route

This route commences at Newbridge Demesne and travels westwards through Newbridge utilising existing access roads before diverting northwards along an existing field boundary to an existing gated access point. It then crosses Cobbe's Lane and travels northwards through an existing field before crossing Turvey Avenue into the Turvey Nature reserve site. The route continues along the northern border of the Turvey Allotments for approximately 440m, before heading northwards through existing woodland before reaching the estuary. The route generally follows existing field boundaries along the boundary of the SAC/SPA area and crosses the estuary at two locations on 2 new c. 30m span bridges. The route continues to follow existing field boundaries on the northern side of the estuary before entering Rogerstown Park at its western access point and utilising the existing pathway on its northern boundary. The route then accesses the existing farm access road and travelling eastwards beneath the existing railway bridge to the northern shore of the estuary.

Orange Route

This route commences at Newbridge Demesne and travels westwards through Newbridge utilising existing access roads before diverting northwards along an existing field boundary to an existing gated access point. It then crosses Cobbe's Lane and travels northwards through an existing field before crossing Turvey Avenue into the Turvey Nature reserve site. The route continues north and then west along the southern boundary of the SAC/SPAC through the Turvey nature reserve. The route generally follows existing field boundaries along the boundary of the SAC/SPA area and crosses the estuary at two locations on 2 new c. 30m span bridges. The route continues to follow existing field boundaries on the northern side of the estuary before entering Rogerstown Park at its western access point and utilising the existing pathway on its northern boundary. The route then accesses the existing farm access road and travelling eastwards beneath the existing railway bridge to the northern shore of the estuary.

The below outlines the detailed assessment results.

Table 8-11 - Sub-Section 1A Detailed Options Assessment

Criteria	Sub Criteria	Considerations	Routes				
			Red	Green	Blue	Yellow	Orange
Safety	Road Safety	Interaction with traffic at junctions.					
		Interaction with other conflicts					
	Personal Safety	Passive surveillance – usership, overlooking.					
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.					
		Extent of maximum gradients.					
		Potential for flooding.					

Criteria	Sub Criteria	Considerations	Routes				
			Red	Green	Blue	Yellow	Orange
Accessibility and Social Inclusion	Social Inclusion	Proximity and catchment to residential areas.					
		Potential for route to connect to deprived geographical areas.					
		Potential for route to facilitate community and recreational activity and participation.					
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.					
		Potential for route discontinuity in terms of link type.					
	Directness	Excessive or unnecessary detours.					
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.					
		Local policy and objectives.					
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites)					
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).					
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)					
		Rare, Protected, Invasive Species					
	Soils and Geology	Bedrock and overburden. Alluvium Soil					
		Karst features.					
		Landside susceptibility.					
		Contaminated lands					
		Ground Investigation					
		Geological Heritage Areas					
		Quarries					
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)					
		Groundwater Resources / Levels (Vulnerable Aquifers)					
		Surface Water Quality and Flows					
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets					

Criteria	Sub Criteria	Considerations	Routes				
			Red	Green	Blue	Yellow	Orange
Environment	Material Assets	Properties					
		Road network operation.					
		Public transport and infrastructure impacted (rail, bus – existing and future)					
	Agronomy	Land Cover					
		Farm Types, Livestock and Operations					
		Access to land					
		Agribusinesses					
	Noise, Vibration and Air Quality	Human health					
	Landscape and Visual	Landscape Character and Topography					
		Natural Features and Vegetation					
		Views and Obstructions					
Economy	Whole Life Costs (Elemental)	Land acquisition.					
		Construction.					
	Benefits	Tourism benefits					
	Attractiveness	Ability of route to facilitate place function enhancements.					
		Scenery and views					
		Proximity to high traffic volumes and speeds.					
Emerging Preferred Route			**Green Route**				

Discussion

In Sub-Section 1A, the detailed analysis shows that the routes which initially travel eastwards from Newbridge have significant benefits in a number of key considerations. This is particularly evident in the benefits and attractiveness of these routes as they link directly to Donabate town centre and provide significantly better scenery in the vicinity of Rogerstown Estuary. These direct links are likely to encourage greater use for commuting in the area by providing a safe, quick and direct link to towns to the north while also linking to local schools and Donabate train station

While these routes are not as advantageous under several ecological criteria due to the need to cross the SAC/SPA, they are likely to provide far greater benefits to the community including economic benefits to Donabate, larger catchments of pedestrians and cyclists and more direct and coherent routing in general. Both routes which travel westwards also have a significant impact on protected species around the existing undisturbed sections of the SAC/SPA.

These routes also fulfil a number of key objectives and policies by providing the most coastal pathway possible and a cycle link across the estuary as identified in the County Development Plan.

While all of these three routes that travel in this direction have disadvantages in terms of construction costs due to significant structures being required at the estuary, the Green Route is preferred as it minimises the need for landtake, is the most accessible and comfortable route and limits impacts on the existing railway network.

8.4.1.2. Sub-Section 1B: Rogerstown Estuary to Channel Road, Rush

As discussed previously, this sub-section is now to be included in the proposed scheme to ensure route continuity and remove planning risks.

Three routes have been identified as part of the Stage 2 Detailed Assessment. The routes and a brief description are outlined below.

Red Route

This route will commence at the end of Baleally Lane to the east of the railway underpass. The route will travel east on Baleally Lane until it meets the pebble beachfront at which point it will continue on new retained structure along the beachfront for approximately 1.2km east until it meets Channel Road where it will utilise the existing roadway.

Green Route

This route will commence at the eastern end of Baleally Lane past the railway underpass. The route will travel east on Baleally Lane until it meets the pebble beachfront at which point it will continue for approximately 1.2km east along a new boardwalk structure until it meets Channel Road where it will utilise the existing roadway.

Blue Route

This route will commence at the eastern end of Baleally Lane past the railway underpass. The route will immediately divert from Baleally Lane into the adjacent field from which point it will head east for approximately 1.2m following the field boundaries on the land side. At this point, the route will exit the field boundary and join Channel Road where it will utilise the existing roadway.

The below outlines the detailed assessment results.

Table 8-12 - Sub-Section 1B Detailed Options Assessment

Criteria	Sub Criteria	Considerations	Routes		
			Red	Green	Blue
Safety	Road Safety	Interaction with traffic at junctions.			
		Interaction with other conflicts			
	Personal Safety	Passive surveillance – usership, overlooking.			
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.			
		Extent of maximum gradients.			
		Potential for flooding.			
Accessibility and Social Inclusion	Social Inclusion	Proximity and catchment to residential areas.			
		Potential for route to connect to deprived geographical areas.			
		Potential for route to facilitate community and recreational activity and participation.			
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.			
		Potential for route discontinuity in terms of link type.			

Criteria	Sub Criteria	Considerations	Routes		
			Red	Green	Blue
Integration	Directness	Excessive or unnecessary detours.			
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.			
		Local policy and objectives.			
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites)			
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).			
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)			
		Rare, Protected, Invasive Species			
	Soils and Geology	Bedrock and overburden. Alluvium Soil			
		Karst features.			
		Landside susceptibility.			
		Contaminated lands			
		Ground Investigation			
		Geological Heritage Areas			
		Quarries			
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)			
		Groundwater Resources / Levels (Vulnerable Aquifers)			
		Surface Water Quality and Flows			
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets			
	Material Assets	Properties			
		Road network operation.			
		Public transport and infrastructure impacted (rail, bus – existing and future)			
	Agronomy	Land Cover			
		Farm Types, Livestock and Operations			
		Access to land			
		Agribusinesses			

Criteria	Sub Criteria	Considerations	Routes		
			Red	Green	Blue
Environment	Noise, Vibration and Air Quality	Human health			
	Landscape and Visual	Landscape Character and Topography			
		Natural Features and Vegetation			
		Views and Obstructions			
Economy	Whole Life Costs (Elemental)	Land acquisition.			
		Construction.			
	Benefits	Tourism benefits			
	Attractiveness	Ability of route to facilitate place function enhancements.			
		Scenery and views			
		Proximity to high traffic volumes and speeds.			
Emerging Preferred Route			**Blue Route**		

Discussion

The detailed analysis for this section shows that the Blue Route is the emerging preferred route for several reasons. While this route will require more land take from adjacent farmlands and could impact possible archaeological sites, it is removed from the SAC/SPA at Rogerstown Estuary. This minimises flooding risks while also minimising the impact of the proposed greenway on the sensitive ecological habitats at the estuary. This route would also be simpler to construct and removes the need for complex structures.

As a result, this option has the greatest overall benefits when compared with the other two.

8.4.1.3. Sub-Section 1C: Rush

The Stage 1 Preliminary Options Assessment identified five route options for progression to Stage 2. The routes and a brief description are outlined below. As discussed previously, an additional route (Pink) was added following the public consultation and stakeholder engagement.

Red Route

This route commences along the Channel Road until its junction with Spout Road where it then diverts southwards along South Shore Road, passing Rush Sailing Club. At the junction with Linkside, the route proceeds eastwards along South Shore Road with a one-way traffic system implemented for its entirety before travelling through the South Beach car park and onto Bawn Road via an upgraded existing trail. It travels along Bawn Road northwards until meeting the R128 before travelling along a short section of the regional road and turning on to Kilbush Lane. It continues along Kilbush Lane to access Rush North Beach where it continues along the beach front on a boardwalk structure for approximately 1km. After coming to the end of the North Beach, the route diverts onto the existing trails along the coastline northwards towards Drumanagh with a c. 30m span bridge required over an existing stream outlet.

Green Route

This route commences along the Channel Road until its junction with Spout Road where it then diverts southwards along South Shore Road, passing Rush Sailing Club. At the junction with Linkside, the route proceeds eastwards along South Shore Road with a one-way traffic system implemented for its entirety before travelling through the South Beach car park and onto Bawn Road via an upgraded existing trail. It travels along Bawn Road northwards until meeting the R128 before travelling along a short section of the regional road and turning on to

Kilbush Lane. It continues along Kilbush Lane before diverting northwards through an existing field and following the existing field boundaries to the rear of the caravan park and joining onto Six Cross Lane. The route accesses Six Cross Lane by travelling over the existing stream which will be culverted and follows this road before diverting onto the existing trails along the coastline towards Drumanagh with a c. 30m span bridge required over an existing stream outlet.

Blue Route

This route follows Channel Road eastwards for approximately 1km until meeting its junction with Daly's Lane. From here, the route travels along Daly's Lane until turning onto Sundrive Road, which the route proceeds along for its entirety until reaching Convent Lane. From here, the route continues north along Convent Lane before meeting its junction with Lower Main Street. It continues north on the Skerries Road for 300m before veering right and travelling towards the beach along the rear garden boundaries along Killbush Lane. The route accesses Six Cross Lane by travelling over the existing stream which will be culverted and follows this road before diverting onto the existing trails along the coastline towards Drumanagh with a c. 30m span bridge required over an existing stream outlet.

Yellow Route

This route follows Channel Road eastwards for its entirety, passing Rush National School and transitioning onto Sandy Road, before meeting its junction with the R128. The route proceeds along Rush Main Street before turning left and continuing north along the Skerries Road. The route continues north on the Skerries Road for 300m before veering right and travelling towards the beach along the rear garden boundaries along Killbush Lane. The route accesses Six Cross Lane by travelling over the existing stream which will be culverted and follows this road before diverting onto the existing trails along the coastline towards Drumanagh with a c. 30m span bridge required over an existing stream outlet.

Orange Route

This route commences along Channel Road and follows this road eastwards for its entirety, passing Rush National School and transitioning onto Sandy Road, before meeting its junction with the R128. The route proceeds along Rush Main Street until its junction with Kilbush Lane. It then travels along Kilbush Lane to access Rush North Beach where it continues along the beach front for approximately 1km. After coming to the end of the North Beach, the route diverts onto the existing trails along the coastline northwards towards Drumanagh with a c. 30m span bridge required over an existing stream outlet.

Pink Route

This follows Channel Road until its junction with Spout Road where it then diverts southwards along South Shore Road, passing Rush Sailing Club. At the junction with Linkside, the route proceeds eastwards along South Shore Road with a one-way traffic system implemented for its entirety before travelling through the South Beach car park and onto Bawn Road via an upgraded existing trail. It travels along Bawn Road northwards as a shared surface until meeting the R128 before travelling along a short section of the regional road and turning on to Kilbush Lane. It continues along Kilbush Lane as a shared surface before diverting northwards through an existing field and following the existing field boundaries to the rear of the caravan park and properties on Six Cross Lane. The route joins the northern part of Six Cross Lane as a shared surface before following field boundaries at a setback from the cliff edges northwards to Drumanagh including a new 30m bridge over the existing stream outlet near Six Cross Lane.

Table 8-13 outlines the detailed assessment results.

Table 8-13 - Sub-Section 1C Detailed Options Assessment

Criteria	Sub Criteria	Considerations	Routes					
			Red	Green	Blue	Yellow	Orange	Pink
Safety	Road Safety	Interaction with traffic at junctions.						
		Interaction with other conflicts						
	Personal Safety	Passive surveillance – usership, overlooking.						

Criteria	Sub Criteria	Considerations	Routes					
			Red	Green	Blue	Yellow	Orange	Pink
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.						
		Extent of maximum gradients.						
		Potential for flooding.						
	Social Inclusion	Proximity and catchment to residential areas.						
		Potential for route to connect to deprived geographical areas.						
		Potential for route to facilitate community and recreational activity and participation.						
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.						
		Potential for route discontinuity in terms of link type.						
	Directness	Excessive or unnecessary detours.						
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.						
		Local policy and objectives.						
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites)						
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).						
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)						
		Rare, Protected, Invasive Species						
	Soils and Geology	Bedrock and overburden. Alluvium Soil						
		Karst features.						
		Landside susceptibility.						
		Contaminated lands						
		Ground Investigation						
		Geological Heritage Areas						
		Quarries						

Criteria	Sub Criteria	Considerations	Routes					
			Red	Green	Blue	Yellow	Orange	Pink
Environment	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)						
		Groundwater Resources / Levels (Vulnerable Aquifers)						
		Surface Water Quality and Flows						
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets						
	Material Assets	Properties						
		Road network operation.						
		Public transport and infrastructure impacted (rail, bus – existing and future)						
	Agronomy	Land Cover						
		Farm Types, Livestock and Operations						
		Access to land						
		Agribusinesses						
	Noise, Vibration and Air Quality	Human health						
	Landscape and Visual	Landscape Character and Topography						
		Natural Features and Vegetation						
		Views and Obstructions						
Economy	Whole Life Costs (Elemental)	Land acquisition.						
		Construction.						
	Benefits	Tourism benefits						
	Attractiveness	Ability of route to facilitate place function enhancements.						
		Scenery and views						
		Proximity to high traffic volumes and speeds.						
Emerging Preferred Route			**Pink Route**					

Discussion

The detailed analysis for this section shows that the Pink Route is the emerging preferred route for several reasons. While this route would have some impacts on local roads such as South Shore Road and Kilbush Lane, critically it avoids routing along Rush Main Street (R128) and, therefore, limits the removal of parking, loading

bays and other key infrastructure while also ensuring the greenway is not obstructed by the volumes of pedestrians along this road.

This route also scores well in terms of its attractiveness and benefits. By travelling along South Shore Road, the Pink Route is more attractive and removed from high volumes of traffic. Additionally, this route gives direct access to Rush South Beach and scenic views of Howth and Lambay Island which are not provided by many other routes. However, this route still provides good access to the town centre, facilitating economic benefits to the area.

The Pink Route does not travel directly along Rush North Beach which minimises its environmental impact while still allowing access to the beach.

While this route is remarkably similar to the Green Route, the Pink Route has the additional benefit of being a dedicated, segregated facility in the area around Six Cross Lane, this removes several narrow sections of road which would be shared with vehicles, blind bends and steep gradients and as such the Pink Route is preferred.

8.4.1.4. Sub-Section 1D: Rush to Skerries

The Stage 1 Preliminary Options Assessment identified three route options for progression to Stage 2. As discussed previously, two additional routes were added following the public consultation and meetings with landowners. The routes are described below.

Red Route

This route commences at the boundary of Drumanagh. The route proceeds north along the existing field boundaries adjacent to Drumanagh. It then continues northwards following existing field boundaries close to the clifftops at Loughshinny before turning westwards and following an existing field boundary to the south of the equestrian lands to join an existing farm access. The route then travels northwards across the L1285 and along Mine Road before continuing northwards along existing field boundaries, generally set back one field from the coast. The route continues along these field boundaries for 3km before re-joining the R128 to the south of Skerries. From here the route travels along the R128 before diverting onto the existing trail along the coast at Skerries.

Green Route

This route commences at an existing access road to the south of the Loughshinny AGI. The route proceeds north along existing field boundaries towards Loughshinny before joining an existing farm access. The route then travels northwards across the L1285 and along Mine Road before continuing northwards along existing field boundaries, generally one field set back from the coast. The route continues along these field boundaries for 3km before re-joining the R128 to the south of Skerries. From here the route travels along the R128 before diverting onto the existing trail along the coast at Skerries.

Blue Route

This route commences at an existing access road to the south of the Loughshinny AGI. The route proceeds north along existing field boundaries towards Loughshinny and accesses the L1285 to the west of St. Brendan's school. The route then travels eastwards along L1285 before diverting north at the existing playing pitches. The route continues northwards along existing field boundaries, generally two fields set back from the coast. The route continues along these field boundaries for 2.3km before re-joining the R128 via Ballyhavil Lane to the south of Skerries. From here the route travels along the R128 for 1.3km before diverting onto the existing trail along the coast at Skerries.

Yellow Route

This route commences at the boundary of Drumanagh. The route proceeds north along existing field boundaries adjacent to Drumanagh and travels northwards following existing field boundaries adjacent to the cliff edge before turning westwards and following an existing field boundary to the south of the equestrian lands to join an existing farm access. The route then travels northwards across L1285 and along Mine Road as a shared surface before heading west for a short section along existing field boundaries. At this point, the route travels approximately 350m north before heading eastward towards the coastline for approximately 450 m. From this point the route continues to follow the cliff edge approximately 30 m set back from the coastline for 2.2 km before re-joining the R128 to the south of Skerries. From here the route travels along the R128 before diverting onto the existing trail along the coast at Skerries.

Orange Route

This route commences at the boundary of Drumanagh. The route proceeds north along existing field boundaries adjacent to Drumanagh and travels northwards following existing field boundaries adjacent to the cliff edge before

turning westwards and following an existing field boundary to the south of the equestrian lands to join an existing farm access. The route then travels northwards across L1285 and along Mine Road before as a shared surface heading east along a field boundary towards the coastline for approximately 350m. From this point the route continues to follow the cliff edge approximately 30 m set back from the coastline for 2.8 km before re-joining the R128 to the south of Skerries. From here the route travels along the R128 before diverting onto the existing trail along the coast at Skerries.

Table 8-14 outlines the detailed assessment results.

Table 8-14 -Sub-Section 1D Detailed Options Assessment

Criteria	Sub Criteria	Considerations	Routes				
			Red	Green	Blue	Yellow	Orange
Safety	Road Safety	Interaction with traffic at junctions.					
		Interaction with other conflicts					
	Personal Safety	Passive surveillance – usership, overlooking.					
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.					
		Extent of maximum gradients.					
		Potential for flooding.					
	Social Inclusion	Proximity and catchment to residential areas.					
		Potential for route to connect to deprived geographical areas.					
		Potential for route to facilitate community and recreational activity and participation.					
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.					
		Potential for route discontinuity in terms of link type.					
	Directness	Excessive or unnecessary detours.					
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.					
		Local policy and objectives.					
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites)					
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).					
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)					
		Rare, Protected, Invasive Species					

Criteria	Sub Criteria	Considerations	Routes				
			Red	Green	Blue	Yellow	Orange
Environment	Soils and Geology	Bedrock and overburden. Alluvium Soil					
		Karst features.					
		Landside susceptibility.					
		Contaminated lands					
		Ground Investigation					
		Geological Heritage Areas					
		Quarries					
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)					
		Groundwater Resources / Levels (Vulnerable Aquifers)					
		Surface Water Quality and Flows					
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets					
	Material Assets	Properties					
		Road network operation.					
		Public transport and infrastructure impacted (rail, bus – existing and future)					
	Agronomy	Land Cover					
		Farm Types, Livestock and Operations					
		Access to land					
		Agribusinesses					
	Noise, Vibration and Air Quality	Human health					
	Landscape and Visual	Landscape Character and Topography					
		Natural Features and Vegetation					
		Views and Obstructions					

Criteria	Sub Criteria	Considerations	Routes				
			Red	Green	Blue	Yellow	Orange
Economy	Whole Life Costs (Elemental)	Land acquisition.					
		Construction.					
	Benefits	Tourism benefits					
	Attractiveness	Ability of route to facilitate place function enhancements.					
		Scenery and views					
		Proximity to high traffic volumes and speeds.					
Emerging Preferred Route			**Orange Route**				

Discussion

The analysis for this Sub-Section indicates that the Orange Route is the preferred option in this area. This route has several key advantages compared to the other routes. It is primarily segregated from vehicles throughout and provides excellent scenery and views by being located closer to the coast than the other routes while providing excellent links to Drumanagh. This route is the most attractive to both tourists and local users.

The Orange Route will require more landtake than others, however, this land is generally located adjacent to the coastline and will be used to improve the local environment by rewilding or other similar measures. The location of the route also reduces the impact on the operation of a number of farms in this section as it generally removes the need for operators to cross the greenway. As a result of these benefits, the Orange Route is the preferred option.

8.4.2. Work Package 2

8.4.2.1. Sub-Section 2A: Skerries

The Stage 1 Preliminary Options Assessment identified four route options for progression to Stage 2. The routes and a brief description are outlined below while Table 8-15 outlines the detailed assessment results.

Red Route

This route commences at Skerries Bay Beach approximately 100m north of Skerries Rugby Club and follows the existing coastal walking path along the Skerries Bay Beach for 1km. Adjacent to the Sandybanks / Harbour Road intersection the route will run directly onto Harbour Road to Quay Street. A secondary link route provided will loop from South Strand Street heading north along the existing trail for approximately 150m before turning onto Harbour Road via the path by the (closed) Public Toilet facilities and joining the route on Quay Street. On Quay Street the route will proceed west onto The Hoar Rock and North Strand as a shared street before traversing onto the R127. The route continues to proceed west along the R127 along the coast for approximately 2km. Any facility along the R127 may be positioned on the landward side to mitigate potential for coastal flooding that currently and unavoidably occurs along this road. Along this section of the R127, a one-way system is proposed to minimise land take with Barnageeragh Road accommodating the rerouting of associated traffic. The route then passes through the junction of the R127 and the Barnageeragh Road where it then runs adjacent the R127 proceeding northbound through a significantly narrow section of road flanked by high embankments on both sides. A cantilever type structure will be required to provide sufficient space to accommodate the facility as it passes through this narrow section whilst a bridge structure will also be required to traverse the ravine and laneway leading down to the foreshore.

Green Route

This route commences at Skerries Bay Beach approximately 100m north of Skerries Rugby Club and follows the existing coastal walking path along the Skerries Bay Beach for 1km. Adjacent to the Sandybanks / Harbour Road intersection the route will run directly onto harbour Road to Quay Street. A secondary link route provided will loop from South Strand Street heading north along the existing trail for approximately 150m before turning onto

Harbour Road via the path by the Public Toilet facilities and joining the route on Quay Street. On Quay Street the route will proceed west onto The Hoar Rock and North Strand as shared surface before traversing onto the R127. The route continues to proceed west along the R127 along the coast for approximately 2km. Any facility along the R127 may be positioned on the landward side to mitigate potential for coastal flooding that currently and unavoidably occurs along this road. Along this section of the R127, a one-way system is proposed considered to minimise land take with Barnageeragh Road accommodating the rerouting of associated traffic. Immediately prior to the junction of the R127 and the Barnageeragh Road the route will proceed south adjacent the eastern boundary of the adjacent land parcel where it will then cross the Barnageeragh Road and continue south through a private land holding as far as the Dublin/Belfast rail line where the route will run northbound adjacent the rail line before crossing the R127 on a bridge structure founded on the high embankments flanking both sides of the R127. A cantilever type structure will be required to provide sufficient space to accommodate the facility as it passes through this narrow section whilst a bridge structure will also be required to traverse the ravine and laneway leading down to the foreshore.

Blue Route

This route commences at Skerries Bay Beach approximately 100m north of Skerries Rugby Club and follows the existing coastal walking path along the Skerries Bay Beach for 1km. Adjacent to the Sandybanks / Harbour Road intersection the route will run directly onto harbour Road to Quay Street. A secondary link route provided will loop from South Strand Street heading north along the existing trail for approximately 150m before turning onto Harbour Road via the path by the Public Toilet facilities and joining the route on Quay Street. On Quay Street the route will proceed west onto The Hoar Rock and North Strand as shared street before traversing onto the R127. The route continues to proceed west along the R127 along the coast for approximately 1km as far as Kelly's Lane. Any facility along the R127 may be positioned on the landward side to mitigate potential for coastal flooding that currently and unavoidably occurs along this road. The route travels along Kelly's Lane before entering onto the Barnageeragh Road and progressing westbound along this road for 400m. At this point the route then proceeds south through a private land holding as far as the Dublin/Belfast rail line where the route will run northbound adjacent the rail line continuing along the rail line before crossing the R127 on a bridge structure founded on the high embankments flanking both sides of the R127.

Yellow Route

This route commences at Skerries Bay Beach approximately 100m north of Skerries Rugby Club and follows the existing coastal walking path along the Skerries Bay Beach for 1km. Adjacent to the Sandybanks / Harbour Road intersection the route will run directly onto harbour Road to Quay Street. A secondary link route provided will loop from South Strand Street heading north along the existing trail for approximately 150m before turning onto Harbour Road via the path by the Public Toilet facilities and joining the route on Quay Street. On Quay Street the route will proceed west onto The Hoar Rock and North Strand as shared street before traversing onto the R127. The route continues to proceed west along the R127 along the coast for approximately 1km as far as Kelly's Lane. Any facility along the R127 may be positioned on the landward side to mitigate potential for coastal flooding that currently and unavoidably occurs along this road. The route then travels along Kelly's Lane before entering onto the Barnageeragh Road and progressing westbound along this road for 700m towards its junction with the R127, where it then runs along the R127 proceeding northbound through a significantly narrow section of road flanked by high embankments on both sides. A cantilever type structure will be required to provide sufficient space to accommodate the facility as it passes through this narrow section whilst a bridge structure will also be required to traverse the ravine and laneway leading down to the foreshore. Table 8-15 outlines the detailed assessment results.

Table 8-15 - Sub-Section 2A Detailed Options Assessment

Criteria	Sub Criteria	Considerations	Routes			
			Red	Green	Blue	Yellow
Safety	Road Safety	Interaction with traffic at junctions.				
		Interaction with other conflicts				
	Personal Safety	Passive surveillance – usership, overlooking.				

Criteria	Sub Criteria	Considerations	Routes			
			Red	Green	Blue	Yellow
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.				
		Extent of maximum gradients.				
		Potential for flooding.				
	Social Inclusion	Proximity and catchment to residential areas.				
		Potential for route to connect to deprived geographical areas.				
		Potential for route to facilitate community and recreational activity and participation.				
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.				
		Potential for route discontinuity in terms of link type.				
	Directness	Excessive or unnecessary detours.				
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.				
		Local policy and objectives.				
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites)				
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).				
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)				
		Rare, Protected, Invasive Species				
	Soils and Geology	Bedrock and overburden. Alluvium Soil				
		Karst features.				
		Landside susceptibility.				
		Contaminated lands				
		Ground Investigation				
		Geological Heritage Areas				
		Quarries				
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)				
		Groundwater Resources / Levels (Vulnerable Aquifers)				
		Surface Water Quality and Flows				
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets				

Criteria	Sub Criteria	Considerations	Routes			
			Red	Green	Blue	Yellow
Environment	Material Assets	Properties				
		Road network operation.				
		Public transport and infrastructure impacted (rail, bus – existing and future)				
	Agronomy	Land Cover				
		Farm Types, Livestock and Operations				
		Access to land				
		Agribusinesses				
	Noise, Vibration and Air Quality	Human health				
	Landscape and Visual	Landscape Character and Topography				
		Natural Features and Vegetation				
		Views and Obstructions				
Economy	Whole Life Costs (Elemental)	Land acquisition.				
		Construction.				
	Benefits	Tourism benefits				
	Attractiveness	Ability of route to facilitate place function enhancements.				
		Scenery and views				
		Proximity to high traffic volumes and speeds.				
Emerging Preferred Route			**Red Route**			

Discussion

Within Sub-Section 2A, the Stage 2 routes are similar, from their southern commencement point in the vicinity of Skerries Rugby Club (on the R127) right up until they meet the R127 / Kelly's Lane junction.

This accounts for over 70% of the route. It is the remaining 30% to the north where the routes differ. The route which has the least disadvantages and most advantages is the Red Route.

This route runs adjacent to the eastern side of the R127 and gains the most exposure to a coastal experience including excellent views and scenery along the full extents of the coastline and therefore more than substantially meets the scheme vision and objectives. It has better route continuity and directness while minimising land take and impacts on heritage and archaeological features.

The 'in-combination' impacts of these benefits serve to offer a route with clear and tangible advantages over the other options identified within this Sub-Section. Therefore, the Red Route has been identified as the Emerging Preferred Route for this Sub-Section.

8.4.2.2. Sub-Section 2B: Skerries to Balbriggan

The Stage 1 Preliminary Options Assessment identified three route options for progression to Stage 2. The routes and a brief description are outlined below.

Red Route

This route commences along the R127 in the vicinity of the Railway Bridge at Barnageeragh Road. The route travels north along the R127 for approximately 800m as far as Lady's Stairs before traversing into the land situated on the eastern side of the R127. Directly in advance of Lady's Stairs there is a narrowing of the road corridor adjacent to the coast and a cantilever type structure will be required to provide sufficient space for the facility. At Lady's Stairs the existing bridge will need to be adapted to accommodate a cycling link into Ardgillan Demesne or alternatively a new structure provided. The route continues along the coast at an appropriate set-back distance for approximately 680m until reaching an existing house, where the route detours inland and travels around the perimeter of the house, leading back to the coast. The route then continues northbound along the coast for its remaining duration.

Green Route

This route commences along the R127 in the vicinity the Railway Bridge at Barnageeragh Road. The route then continues along and adjacent the R127 for its entirety, passing Lady's Stairs, and terminating just south of the access road to Hampton Cove. Directly in advance of Lady's Stairs there is a narrowing of the road corridor adjacent the coast and a cantilever type structure will be required to provide sufficient space for the facility. At Lady's Stairs the existing bridge will need to be adapted to accommodate a cycling link into Ardgillan Demesne or alternatively a new structure provided.

Blue Route

This route commences along the R127 in the vicinity of the Railway Bridge at Barnageeragh Road. The route then continues along the R127 for approximately 2km, before progressing westbound over the railway line and progressing through the Castlelands Masterplan lands towards the existing Castlelands Park Avenue junction. This route would be dependent on the future link road as part of the Castlelands Masterplan. Directly in advance of Lady's Stairs there is a narrowing of the road corridor adjacent to the coast and a cantilever type structure will be required to provide sufficient space for the facility. At Lady's Stairs the existing bridge will need to be adapted to accommodate a cycling link into Ardgillan Demesne or alternatively a new structure provided.

Table 8-16 outlines the detailed assessment results.

Table 8-16 – Sub-Section 2B Detailed Options Assessment

Criteria	Sub Criteria	Considerations	Routes		
			Red	Green	Blue
Safety	Road Safety	Interaction with traffic at junctions.			
		Interaction with other conflicts			
	Personal Safety	Passive surveillance – usership, overlooking.			
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.			
		Extent of maximum gradients.			
		Potential for flooding.			
	Social Inclusion	Proximity and catchment to residential areas.			
		Potential for route to connect to deprived geographical areas.			
		Potential for route to facilitate community and recreational activity and participation.			
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.			
		Potential for route discontinuity in terms of link type.			

Criteria	Sub Criteria	Considerations	Routes		
			Red	Green	Blue
Integration	Directness	Excessive or unnecessary detours.			
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.			
		Local policy and objectives.			
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites)			
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).			
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)			
		Rare, Protected, Invasive Species			
	Soils and Geology	Bedrock and overburden. Alluvium Soil			
		Karst features.			
		Landside susceptibility.			
		Contaminated lands			
		Ground Investigation			
		Geological Heritage Areas			
		Quarries			
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)			
		Groundwater Resources / Levels (Vulnerable Aquifers)			
		Surface Water Quality and Flows			
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets			
	Material Assets	Properties			
		Road network operation.			
		Public transport and infrastructure impacted (rail, bus – existing and future)			
	Agronomy	Land Cover			
		Farm Types, Livestock and Operations			
		Access to land			
		Agribusinesses			

Criteria	Sub Criteria	Considerations	Routes		
			Red	Green	Blue
Environment	Noise, Vibration and Air Quality	Human health			
	Landscape and Visual	Landscape Character and Topography			
		Natural Features and Vegetation			
		Views and Obstructions			
Economy	Whole Life Costs (Elemental)	Land acquisition.			
		Construction.			
	Benefits	Tourism benefits			
	Attractiveness	Ability of route to facilitate place function enhancements.			
		Scenery and views			
		Proximity to high traffic volumes and speeds.			
Emerging Preferred Route			**Green Route**		

Discussion

Comparison of options within this Sub-Section is particularly close as the options are similar. However, they hold some key differences. The Red Route is the most coastal, the Green Route runs adjacent to the east of the R127 but is still relatively close to the coast, whilst the Blue Route is the same as the Green Route until it diverts west inland through the Castlelands Masterplan area. It is the Green Route however which presents as the most advantageous option.

Compared to the Red Route, it has less impact on potential heritage features (including archaeology) has less land take requirements and has better passive security from adjacent roads and properties. The biggest downfall of the Blue Route is its interaction with the Castlelands Masterplan and the fact that it is only compatible with one route in Sub-Section 2C.

As the Green Route is near the coast, can offer excellent views and scenery, aligns well with both the vision statement and the scheme objectives results in the Green Route being identified as the Emerging Preferred Route.

8.4.2.3. Sub-Section 2C: Balbriggan

The Stage 1 Preliminary Options Assessment identified six route options for progression to Stage 2. The routes and a brief description are outlined below.

Red Route

This route commences along the coast approximately 300m south of Hampton Cove housing development. The route proceeds along the coast for its majority, running adjacent to the open space area within Hampton Cove and Fancourt Heights. The route continues running along the coast at Fancourt Heights and The Bower, before transitioning on road along the Bower Lane towards its junction with Seapoint. The route continues along Seapoint until reaching the existing pedestrian bridge that runs along the Balbriggan Viaduct, where it will run adjacent to the railway track on a new wider deck, travelling over the harbour. A traffic signal shuttle system will be required over a short distance in vicinity of the Seapoint / Seapoint Lane junction. As the route progresses northwards, it will route down onto an existing path along the beach front for approximately 300m. A boardwalk type structure will be required as the route traverses the beach front before it once again travels along the coast, passing the Martello Tower, the Bremore Park plan area and coming to its end at the northern boundary of the Bremore Park plan area. There are two bridge structures required within the Bremore Park plan area.

Green Route

This route commences along the coast approximately 300m south of Hampton Cove housing estate. The route proceeds along the coast for its majority, running adjacent to the open space area within Hampton Cove and Fancourt Heights. The route continues running along the coast at Fancourt Heights before transitioning on road along the Bower Lane towards its junction with Seapoint. The route continues along Seapoint until reaching its junction with Seapoint Lane. A traffic signal shuttle system will be required over a short distance in vicinity of Seapoint / Seapoint Lane junction. The route then travels along Seapoint Lane and travelling through the harbour area along the Harbour Road. The route then travels along the road adjacent the Balbriggan Viaduct progressing northbound adjacent to Balbriggan Beach front for approximately 300m. A boardwalk type structure will be required as the route traverses the beach front. As the route leaves the beach front, it once again travels along the coast, passing the Martello Tower, the Bremore Park plan area and coming to its end at the northern boundary of the Bremore Park plan area. There are two bridge structures required within the Bremore Park plan area.

Blue Route

This route commences on the R127 approximately 300m south of the Hampton Cove housing estate entrance. As the route travels along the R127, it travels east using the Hampton Cove access road until progressing adjacent to the boundary to the open space area. The route proceeds along the coast for its majority, running adjacent to the open space area within Hampton Cove and Fancourt Heights. The route continues running along the coast at Fancourt Heights and the Bower before transitioning on road along the Bower Lane towards its junction with Seapoint. The route continues along Seapoint until reaching its junction with Seapoint Lane. A traffic signal shuttle system will be required over a short distance in vicinity of Seapoint / Seapoint Lane junction. The route continues along Seapoint passing Seapoint Lane and transitions onto Quay Street progressing downhill before following the right-angle bend in the road as it passes under the first viaduct arch. The route follows Quay Street before turning acutely in the direction of the third arch of the viaduct towards the harbour. The route then travels along the road adjacent to the Balbriggan Viaduct progressing northbound adjacent to Balbriggan Beach front for approximately 300m. A boardwalk type structure will be required as the route traverses the beach front. As the route leaves the beach front, it once again travels along the coast, passing the Martello Tower, the Bremore Park plan area and coming to its end at the northern boundary of the Bremore Park plan area. There are two bridge structures required within the Bremore Park plan area.

Yellow Route

This route commences on the R127 approximately 300m south of the Hampton Cove housing estate entrance. As the route travels along the R127, it then travels east using the Hampton Cove access road until progressing adjacent to the boundary to the open space area. The route proceeds along the coast for its majority, running adjacent to the open space area within Hampton Cove and Fancourt Heights. The route continues running along the coast at Fancourt Heights before transitioning on road along the Bower Lane towards its junction with Seapoint. A traffic signal shuttle system will be required over a short distance in vicinity of Seapoint / Seapoint Lane junction. The route then travels along Seapoint Lane and travelling through the harbour area along the Harbour Road. The route then travels along the road adjacent the Balbriggan Viaduct progressing northbound adjacent to Balbriggan Beach front for approximately 300m. A boardwalk type structure will be required as the route traverses the beach front. As the route leaves the beach front, it once again travels along the coast, passing the Martello Tower, the Bremore Park plan area and coming to its end at the northern boundary of the Bremore Park plan area. There are two bridge structures required within the Bremore Park plan area.

Orange Route

This route commences along the R127 approximately 300m south of the Hampton Cove housing estate entrance. The route continues along Seapoint for approximately 1.3km before travelling east along Seapoint Lane. A traffic signal shuttle system will be required over a short distance in vicinity of Seapoint / Seapoint Lane junction. The route then travels along Seapoint Lane and travelling through the harbour area along the Harbour Road. The route then travels along the road adjacent to the Balbriggan Viaduct progressing northbound adjacent to Balbriggan Beach front for approximately 300m. A boardwalk type structure will be required as the route traverses the beach front. As the route leaves the beach front, it once again travels along the coast, passing the Martello Tower, the Bremore Park plan area and coming to its end just north of Newhaven Quay. There are two bridge structures required within the Bremore Park plan area.

Pink Route

This route commences at the Castleland Park Avenue roundabout junction. From here, the route travels along the Castleland Park Avenue road for approximately 500m before meeting the R132 roundabout junction. The route traverses the Harry Reynolds Road, entering the Balbriggan Town Park. The route proceeds on existing paths through the Town Park before following an existing path that leads towards Clonard Street. Once on

Clonard Street, the route travels northeast bound along the Mill Street. The route then travels along Mill Street, before traversing the Quay Street car park. From here, the route travels east under the Balbriggan Viaduct, progressing northbound adjacent to Balbriggan Beach front for approximately 300m. A boardwalk type structure will be required as the route traverses the beach front. As the route leaves the beach front, it once again travels along the coast, passing the Martello Tower, the Bremore Park plan area and coming to its end just north of Newhaven Quay. There are two bridge structures required within the Bremore Park plan area. There are two bridge structures required within the Bremore Park plan area.

Table 8-17 outlines the detailed assessment results.

Table 8-17 - Sub-Section 2C Detailed Options Assessment

Criteria	Sub Criteria	Considerations	Routes					
			Red	Green	Blue	Yellow	Orange	Pink
Safety	Road Safety	Interaction with traffic at junctions.						
		Interaction with other conflicts						
	Personal Safety	Passive surveillance – usership, overlooking.						
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.						
		Extent of maximum gradients.						
		Potential for flooding.						
	Social Inclusion	Proximity and catchment to residential areas.						
		Potential for route to connect to deprived geographical areas.						
		Potential for route to facilitate community and recreational activity and participation.						
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.						
		Potential for route discontinuity in terms of link type.						
	Directness	Excessive or unnecessary detours.						
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.						
		Local policy and objectives.						

Criteria	Sub Criteria	Considerations	Routes					
			Red	Green	Blue	Yellow	Orange	Pink
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites)						
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).						
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)						
		Rare, Protected, Invasive Species						
	Soils and Geology	Bedrock and overburden. Alluvium Soil						
		Karst features.						
		Landside susceptibility.						
		Contaminated lands						
		Ground Investigation						
		Geological Heritage Areas						
		Quarries						
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)						
		Groundwater Resources / Levels (Vulnerable Aquifers)						
		Surface Water Quality and Flows						
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets						
	Material Assets	Properties						
		Road network operation.						
		Public transport and infrastructure impacted (rail, bus – existing and future)						
	Agronomy	Land Cover						
		Farm Types, Livestock and Operations						
		Access to land						
		Agribusinesses						
	Noise, Vibration and Air Quality	Human health						

Criteria	Sub Criteria	Considerations	Routes					
			Red	Green	Blue	Yellow	Orange	Pink
Environment	Landscape and Visual	Landscape Character and Topography						
		Natural Features and Vegetation						
		Views and Obstructions						
Economy	Whole Life Costs (Elemental)	Land acquisition.						
		Construction.						
	Benefits	Tourism benefits						
	Attractiveness	Ability of route to facilitate place function enhancements.						
		Scenery and views						
		Proximity to high traffic volumes and speeds.						
Emerging Preferred Route			**Yellow Route**					

Discussion

Sub-Section 2C holds the greatest number of routes within WP2 and thus has good route variation. The preferred route in this Sub-Section is the Yellow Route.

This route has some clear advantages over other routes in that it links well with the harbour area and will tie in well with the future plans for the area. However, the greatest attribute of this route is that it is a balanced route that minimises impacts on the environment, avoids high speed and volume roads, avoids impacts to residential properties while providing excellent coastal views and linkages to the town centre.

As such it is sensitive to the surrounding environment whilst also providing an excellent tourism product that can boost economic activity and therefore substantially meets, more than all other route options, the scheme vision and objectives.

8.4.2.4. Sub-Section 2D: Balbriggan to Meath Border

The Stage 1 Preliminary Options Assessment identified four route options for progression to Stage 2. The routes and a brief description are outlined below.

Red Route

This route commences north of Bremore Park plan area along the coast. The route continues north along the coast, at an appropriate setback distance, for approximately 1.4km, before heading westbound for 200m along the existing field boundary. The route then runs north along the existing field boundaries, heading westbound once again until meeting the railway line. The route then travels adjacent to the line approaching Gormanstown Bay Beach, before traversing the underpass associated with the railway line and running west along the southern side of the Delvin River, before intersecting with the R132.

Green Route

This route commences just north of Bremore Park plan area on the eastern side of the railway line and continues to travel adjacent to the line for approximately 2.7km before approaching Gormanstown Bay Beach. The route then traverses the railway line and runs along the southern side of the Delvin River, before traversing the underpass associated with the railway line and running west along the southern side of the Delvin River, before intersecting with the R132.

Blue Route

This route commences just north of Bremore Park plan area on the eastern side of the railway line and continues to travel adjacent to the line for approximately 2.1km. The route then passes over the line on an existing farm track overpass and following this track west towards its junction with the R132. The route then carries on along the R132 for the remainder of its entirety towards the Delvin River.

Yellow Route

This route commences just north of Bremore Park plan area on the western side of the railway line and continues to travel adjacent to the railway line for approximately 2.7km before reaching Gormanstown Bay Beach. From here, the route runs along the southern side of the Delvin River, before intersecting with the R132. The route then carries on along the R132 for the remainder of its entirety towards the Delvin River.

Table 8-18 outlines the detailed assessment results.

Table 8-18 - Sub-Section 2D Detailed Options Assessment

Criteria	Sub Criteria	Considerations	Routes			
			Red	Green	Blue	Yellow
Safety	Road Safety	Interaction with traffic at junctions.				
		Interaction with other conflicts				
	Personal Safety	Passive surveillance – usership, overlooking.				
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.				
		Extent of maximum gradients.				
		Potential for flooding.				
	Social Inclusion	Proximity and catchment to residential areas.				
		Potential for route to connect to deprived geographical areas.				
		Potential for route to facilitate community and recreational activity and participation.				
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.				
		Potential for route discontinuity in terms of link type.				
	Directness	Excessive or unnecessary detours.				
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.				
		Local policy and objectives.				
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites)				
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).				
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)				
		Rare, Protected, Invasive Species				

Criteria	Sub Criteria	Considerations	Routes			
			Red	Green	Blue	Yellow
Environment	Soils and Geology	Bedrock and overburden. Alluvium Soil				
		Karst features.				
		Landside susceptibility.				
		Contaminated lands				
		Ground Investigation				
		Geological Heritage Areas				
		Quarries				
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)				
		Groundwater Resources / Levels (Vulnerable Aquifers)				
		Surface Water Quality and Flows				
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets				
	Material Assets	Properties				
		Road network operation.				
		Public transport and infrastructure impacted (rail, bus – existing and future)				
	Agronomy	Land Cover				
		Farm Types, Livestock and Operations				
		Access to land				
		Agribusinesses				
	Noise, Vibration and Air Quality	Human health				
	Landscape and Visual	Landscape Character and Topography				
		Natural Features and Vegetation				
		Views and Obstructions				

Criteria	Sub Criteria	Considerations	Routes			
			Red	Green	Blue	Yellow
Economy	Whole Life Costs (Elemental)	Land acquisition.				
		Construction.				
	Benefits	Tourism benefits				
	Attractiveness	Ability of route to facilitate place function enhancements.				
		Scenery and views				
		Proximity to high traffic volumes and speeds.				
Emerging Preferred Route			**Green Route**			

Discussion

Sub-Section 2D holds 4 routes with good variation, 3 of which are predominantly east of the railway line and one directly adjacent to the western boundary of the railway line. The Green Route is the preferred route in this Sub-Section.

This route has several advantages as it is almost fully segregated from vehicular traffic with good scenery and views and direct route continuity. The location of the route adjacent to the eastern side of the railway ensures that coastal views remain available, however, impacts on ecological sites of importance are minimised.

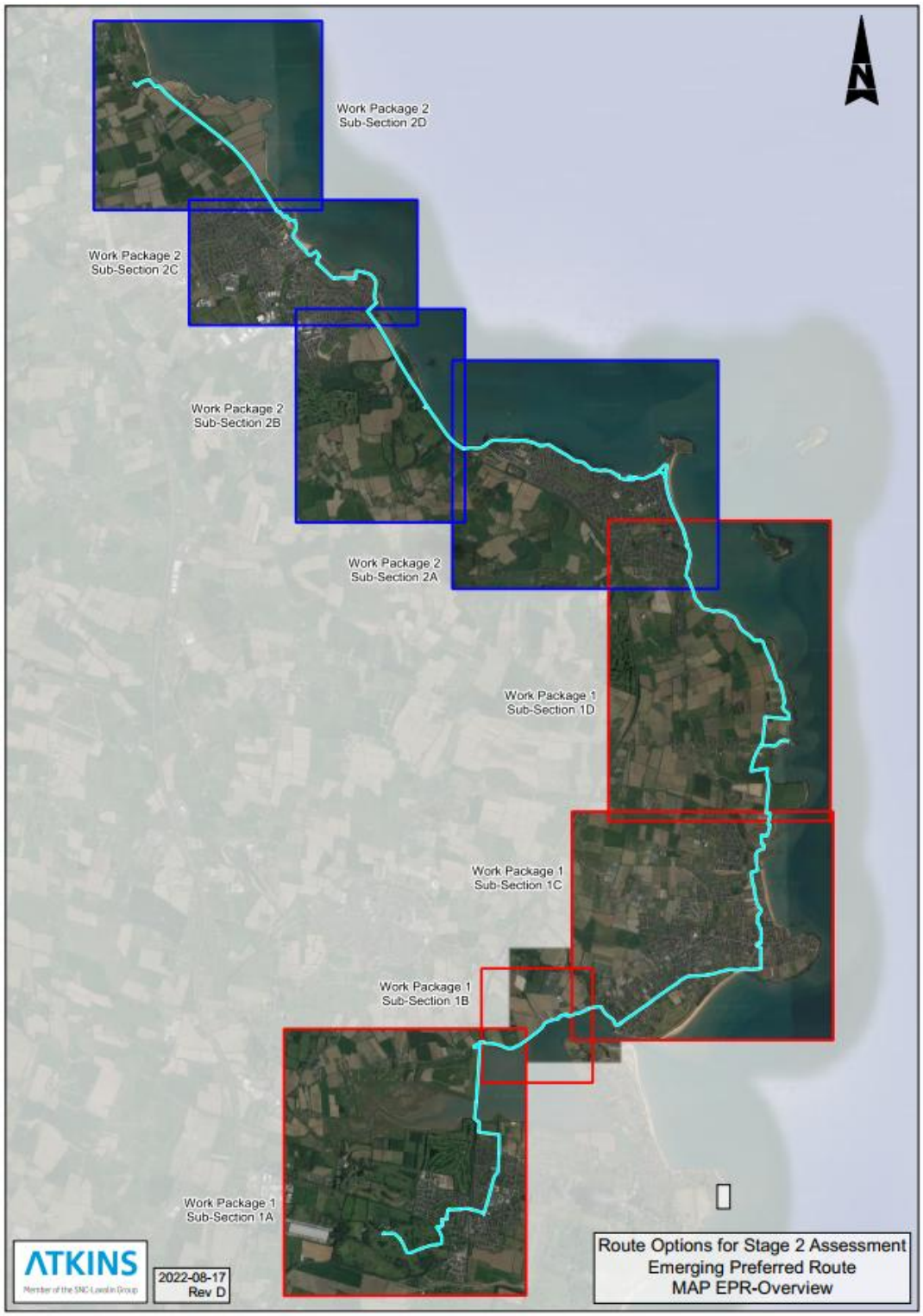
While this route will have some impact on farms, the land take is reduced by running adjacent to linear boundary features when compared with other routes.

9. Emerging Preferred Route

9.1. Emerging Preferred Route Map

A map of the Emerging Preferred Route is presented below in Figure 9-1 below. A larger scale map is contained within Appendix E. Additional detailed mapping of the preferred route by sub-section is included in Appendix F while a detailed breakdown of the proposed link types along the Emerging Preferred Route is included in Appendix G

Figure 9-1 – Emerging Preferred Route



9.2. Key Benefits of Emerging Preferred Route

9.2.1. Work Package 1

Sub-Section 1A: Newbridge Demesne to Rogerstown - Green Route

There are particular key benefits to the Emerging Preferred Route in this section including its attractiveness, directness and linkage to Donabate Town Centre, Donabate Train Station and major population areas.

This ensures that the route will give the maximum benefit to the local area with commuters, local recreational users and tourists all likely to avail of the facility. The route maximises its scenic offering by travelling close to the picturesque estuary while still providing things to see and do by linking to Donabate town centre. It will significantly reduce travel times between Rush and Donabate for pedestrians and cyclists making sustainable modes much more attractive in this area. The route is primarily segregated with only short sections of shared streets where traffic volumes and speeds are low.

While this route will have some environmental impacts and will require considerable capital costs, these are balanced by the significant benefits to the local community and economy. Travelling adjacent to the west of the existing railway line and using the existing Rogerstown Park pathways reduces the environmental impacts when compared to other routes that travel in a similar direction. A detailed EIAR and AA screening will be carried out for the preferred route in this sub section and all sub-sections as part of the next phase of the project.

Sub-Section 1B: Rogerstown to Rush – Blue Route

The Emerging Preferred Route in this section has several advantages and benefits. In particular, it is removed from the SAC/SPA at Rogerstown Estuary which minimises flooding risks and the impact of the proposed greenway on the sensitive ecological habitats at the estuary while remaining sympathetic to these. The route remains directly adjacent to the coastline and will be an attractive link locally to Rogerstown Park as well as providing views around the estuary, maximising scenic potential.

It is primarily segregated with only a short section of shared street where traffic volumes are very low, maximising safety of all users. The route will link Rush to Rogerstown Park as a place to see and do and will also form part of a link to the Lusk-Rush train station which will encourage sustainable commuting trips and active lifestyles.

Sub-Section 1C: Rush - Pink Route

The Emerging Preferred Route in this section will minimise impacts on the Main Street of Rush while maximising access to both the North and South Beaches and the scenery associated with them.

While some landtake and impacts on local roads will be necessary, it is the most attractive route for local users and tourists as it avoids busy roads while showcasing the scenery in the area and still providing good links to the town centre. This will ensure that the economic and social benefits in the town are maximised.

While access will be possible to both beaches, providing much to see and do, not routing directly along them minimises any environmental impacts and reduces the overall construction and maintenance costs. The provision of the greenway will facilitate active lifestyles and provide a safe, accessible means for people to enjoy the local scenery both on the beaches and along the clifftops to the north of Rush. The route is primarily segregated with the exception of some local shared streets with low traffic volumes and speeds. The use of traffic management measures will allow for minimisation of the impact to landowners along existing roadways.

Sub-Section 1D: Rush to Skerries - Orange Route

The Emerging Preferred Route in this section is beneficial in several key considerations, particularly in terms of its benefits for scenery for local users and tourists alike. In general, the scenery provided along it near the clifftops in Loughshinny and along the coastline in general is significantly better than other routes further inland while also providing the best access to the important see and do cultural heritage site at Drumanagh while minimising any impacts on that site.

While it requires additional landtake, this route also allows for the improvement of the local environment through rewilding of buffer lands at the coast and minimises the need for farm operators to cross and interact with the greenway. The provision of this buffer also reduces the risk from coastal erosion and climate change.

As this route remains coastal almost throughout with excellent scenery and links to cultural heritage, it is likely to be attractive to both tourists and local users and will encourage more sustainable trips between Rush and

Skerries in particular. It also primarily fully segregated except for a short section of shared street where traffic volumes are low and so provides a safe and accessible route.

9.2.2. Work Package 2

Sub-Section 2A: Skerries - Red Route

The Emerging Preferred Route in this section provides exposure to the coastline along most of its length providing excellent scenic views and links closely to the town centre and harbour areas of Skerries, providing a large number of things to see and do. This will maximise the benefit of the greenway to the local area.

The route ensures that pedestrians and cyclists are directed off busy roads and junctions while still providing access to the town centre. This is likely to be an attractive facility for local users and tourists. The provision of a dedicated pedestrian and cyclist route is likely to make sustainable transport trips more attractive in the area, particularly for schools located close to it.

The implementation of a one-way traffic system on the R127 will reduce traffic on this road, making it more attractive to pedestrians and cyclists, while changes to the traffic management measures in the Quay Street/The Hoar Rock area will reduce through traffic and speeds in that area, improving safety significantly. The majority of the route is segregated from traffic with some short section of shared streets in low traffic volume, residential areas.

Sub-Section 2B: Skerries to Balbriggan - Green Route

The Emerging Preferred Route in this section generally follows the R127 on the coastal side of the boundary. This ensures that there is excellent access to scenery and views along the coastline for its entire length, while also providing separation from the R127. This option minimises the required landtake while being generally set back from the coast to minimise the impact of climate change.

New or upgraded linkage at the Lady's Stairs bridge is proposed to provide direct access to Ardgillan from the greenway, improving links for pedestrians and cyclists to an important local amenity and providing access to a key see and do attraction.

The provision of a direct route adjacent to but fully segregated from the R127 is likely to encourage more sustainable transport trips between Skerries and Balbriggan as well as to Ardgillan.

Sub-Section 2C: Balbriggan - Yellow Route

The Emerging Preferred Route in this section has some clear benefits including that it links well with the harbour area and Bremore Park and will tie in well with the overall future plans for Balbriggan providing a strategic link with much to see and do. The route runs reasonably close to the town centre, maximising the economic benefit to the area.

In general, the route minimises impacts on the environment while still providing excellent coastal and scenic views. As such it is sensitive to the surrounding environment whilst also providing an excellent local amenity and tourism product.

The route is primarily segregated with only a short section of shared street in a low traffic volume area close to the harbour which will facilitate more sustainable transport trips in the area. In particular the route will link to the Balbriggan train station, opening up the possibility of commuter and leisure trips utilising public transport to gain access to the greenway.

This route also minimises landtake by routing through public land in a number of locations while the use of local roads rather than impacting the existing railway viaduct also reduces capital costs.

Sub-Section 2D: Balbriggan to Meath Border - Green Route

This route has a number of benefits as it is provides scenic views along most of its length. The location of the route adjacent to the eastern side of the railway ensures that coastal views remain available, however, impacts on ecological sites of importance are minimised.

While this route will have some impact on farms, the land take is reduced by running adjacent to linear boundary features when compared with other routes. This also allows the route to be almost fully segregated from traffic, maximising safety and accessibility for users which, along with the route being very direct, will help encourage sustainable transport trips.

10. Project Appraisal

Following the identification of the Emerging Preferred Route and the associated public consultation, further stakeholder consultation will take place during the next stage of the project, and this will lead to the identification of the Preferred Route. This will be designed and then will be subject to a Project Appraisal process. The purpose of the appraisal will be to ascertain the merits of the scheme to ensure that it represents sound investment and thus warrants the allocation of public funds. It is anticipated that the completed scheme will fall into the €20 - €100 million cost band as identified by TII in their Project Appraisal Guidelines.

The Project Appraisal process will be used throughout the various project phases to inform the following:

- Support the decision-making process;
- Assess the 'worth' of the project;
- Identify if the project will yield benefits and to whom; and
- Understand if the project is meeting the set objectives.

The Fingal Coastal Way is a major project and will be appraised as such. However, the level of appraisal should be proportionate to the scale and complexity of a greenway. As such the following Project Appraisal deliverables are identified in line with TII's PAGs.

Table 10-1 - Project Appraisal Deliverables

Project Stages	PAG Deliverable			
	Cost Benefit Analysis (CBA)	Project Appraisal Balance Sheet (PABS)	Options Appraisal Report (OAR)	Preliminary Business Case (PBR)
Phase 0: Scope and Appraisal				
Phase 1: Concept & Feasibility				
Phase 2: Option Selection	Y	Y	Y	
Phase 3: Design and Environmental Evaluation	Y	Y		Y
Phase 4: Statutory Processes				Y[1]

[1] Generally not applicable but if the scope of a project is significantly changed then the Business Case may need to be updated

The main output of the Project Appraisal process will be the Preliminary Business Case. This is essentially a condensed Business Case Report, appropriate for the subject scheme and will present and report on the Cost Benefit Analysis (CBA) and Multi Criteria Analysis (MCA). The appraisal process will focus on assessing the preferred route against the objectives previously identified in Section 1.6.

10.1. Appraisal Methodology

10.1.1. Qualitative Appraisal

The appraisal will be carried out in accordance with TII's Appraisal of Active Modes (PE-PAG-02036). It will include a qualitative appraisal of the Emerging Preferred Route against the objectives previously identified with a score attributed to each criterion ranging from Major Negative to Major Positive impacts as outlined below. This assessment differs from the multi-criteria analysis carried in the Stage 1 and Stage 2 assessments as it is not comparing options to one another but instead assesses the impacts of the Emerging Preferred Route on the existing area.

Table 10-2 - Qualitative Appraisal Scoring

Score	1	2	3	4	5	6	7
Impact	Major Negative	Moderate Negative	Minor Negative	Neutral	Minor Positive	Moderate Positive	Major Positive

10.1.2. Demand Forecasting

Demand forecasting for user number on the greenway will be developed using a variety of sources including:

- Census data (population and commuting data)
- User numbers on existing greenways from counter data (e.g. Baldoyle to Portmarnock Greenway)
- User intercept surveys (e.g. for the Waterford Greenway)
- Fáilte Ireland data and predictions

10.1.3. Cost/Benefit Analysis

A Cost/Benefit Analysis will be carried out using TII's TEAM tool which has been specifically designed to assess active travel schemes and greenways. This takes account of a number of economic benefits of these types of schemes including:

- Mode Shift
  - Vehicle Operating & Ownership Costs
  - Carbon
  - Air Quality
  - Noise
  - Congestion
- Health
  - Reduced Mortality
  - Workplace Absenteeism
- Journey Time
- Journey Quality
- Recreation

Tourism benefits will also be included in the assessment based on data of projected visitors to the scheme.

The benefits accrued from all of the above will then be compared to the projected costs including capital and maintenance costs which will be calculated based on similar schemes and costs of materials. A Benefit/Cost Ratio (BCR) will be the ultimate outcome of this assessment, where a BCR greater than one indicates that the benefits outweigh the costs.

10.2. Summary

The appraisal process considers both the qualitative impacts, both positive and negative, associated with a project along with the Benefit to Cost Ratio. This will determine whether the scheme is desirable for investment based on the wider benefits and impacts on society rather than just financial matters.

Appendices

Appendix A. Stage 1 Preliminary Assessment Route Option Maps

Route Options for Stage 1 Assessment
Work Package 1
Sub-Section 1A
MAP S1-WP1-SS1A

N

To be Delivered as Part of Separate Scheme

SS.1A.9
SS.1A.11
SS.1A.10
SS.1A.12
SS.1A.8
SS.1A.6
SS.1A.2
SS.1A.7
SS.1A.3
SS.1A.4
SS.1A.5
SS.1A.1

Route Options
- SS.1A.1
- SS.1A.2
- SS.1A.3
- SS.1A.4
- SS.1A.5
- SS.1A.6
- SS.1A.7
- SS.1A.8
- SS.1A.9
- SS.1A.10
- SS.1A.11
- SS.1A.12

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Route Options for Stage 1 Assessment
Work Package 1
Sub-Section 1C
MAP S1-WP1-SS1C

N

SS.1C.3
SS.1C.11
SS.1C.9
SS.1C.15
SS.1C.2
SS.1C.4
SS.1C.16
SS.1C.13
SS.1C.14
SS.1C.5
SS.1C.7
SS.1C.17
SS.1C.10
SS.1C.6
SS.1C.1
SS.1C.12
SS.1C.8

To be Delivered as Part of Separate Scheme

Route Options
- SS.1C.1
- SS.1C.2
- SS.1C.3
- SS.1C.4
- SS.1C.5
- SS.1C.6
- SS.1C.7
- SS.1C.8
- SS.1C.9
- SS.1C.10
- SS.1C.11
- SS.1C.12
- SS.1C.13
- SS.1C.14
- SS.1C.15
- SS.1C.16
- SS.1C.17

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Route Options for Stage 1 Assessment
Work Package 1
Sub-Section 1D
MAP S1-WP1-SS1D

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SS.1D.1
SS.1D.2
SS.1D.3
SS.1D.4
SS.1D.5
SS.1D.6
SS.1D.7
SS.1D.8
SS.1D.9
SS.1D.10
SS.1D.11
SS.1D.12

Route Options
- SS.1D.1
- SS.1D.2
- SS.1D.3
- SS.1D.4
- SS.1D.5
- SS.1D.6
- SS.1D.7
- SS.1D.8
- SS.1D.9
- SS.1D.10
- SS.1D.11
- SS.1D.12

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Route Options for Stage 1 Assessment
Work Package 2
Sub-Section 2A
MAP S1-WP2-SS2A

N

SS.2A.1
SS.2A.2
SS.2A.3
SS.2A.4
SS.2A.5
SS.2A.6
SS.2A.7
SS.2A.8
SS.2A.9
SS.2A.10
SS.2A.11
SS.2A.12

Route Options
- SS.2A.1
- SS.2A.2
- SS.2A.3
- SS.2A.4
- SS.2A.5
- SS.2A.6
- SS.2A.7
- SS.2A.8
- SS.2A.9
- SS.2A.10
- SS.2A.11
- SS.2A.12

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Route Options for Stage 1 Assessment
Work Package 2
Sub-Section 2B
MAP S1-WP2-SS2B

N

SS.2A.4
SS.2B.7
SS.2B.6
SS.2B.2
SS.2B.8
SS.2B.1
SS.2B.9
SS.2B.5
SS.2B.3

Route Options
- SS.2B.1
- SS.2B.2
- SS.2B.3
- SS.2B.4
- SS.2B.5
- SS.2B.6
- SS.2B.7
- SS.2B.8
- SS.2B.9

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Route Options for Stage 1 Assessment
Work Package 2
Sub-Section 2C
MAP S1-WP2-SS2C

N

SS.2C.1
SS.2C.2
SS.2C.3
SS.2C.4
SS.2C.5
SS.2C.6
SS.2C.7
SS.2C.8
SS.2C.9
SS.2C.10
SS.2C.11
SS.2C.12
SS.2C.13
SS.2C.14

Route Options
- SS.2C.1
- SS.2C.2
- SS.2C.3
- SS.2C.4
- SS.2C.5
- SS.2C.6
- SS.2C.7
- SS.2C.8
- SS.2C.9
- SS.2C.10
- SS.2C.11
- SS.2C.12
- SS.2C.13
- SS.2C.14

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Route Options for Stage 1 Assessment
Work Package 2
Sub-Section 2D
MAP S1-WP2-SS2D

N

SS.2D.9
SS.2D.3
SS.2D.2
SS.2D.1
SS.2D.6
SS.2D.8
SS.2D.5
SS.2D.4
SS.2D.10
SS.2D.7
SS.2D.12
SS.2D.11

Route Options
SS.2D.1
SS.2D.2
SS.2D.3
SS.2D.4
SS.2D.5
SS.2D.6
SS.2D.7
SS.2D.8
SS.2D.9
SS.2D.10
SS.2D.11
SS.2D.12

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Appendix B. Stage 1 Multi-Criteria Analysis

SUB-SECTION 1A

		Route											
		SS.1A.1	SS.1A.2	SS.1A.3	SS.1A.4	SS.1A.5	SS.1A.6	SS.1A.7	SS.1A.8	SS.1A.9	SS.1A.10	SS.1A.11	SS.1A.12
Engineering	Usability	Uses new distributor road with sufficient facilities already in place maximising usability. Suitable gradients for users along entire route. Sufficient width avalilable to provide level of service throughout entire route.	Some short sections of route required to share with low volume/low speed residential traffic. Required widths can be provided at all other locations along the route maximising usability. Suitable gradients for users along entire route.	Some short sections of route required to share with low volume/low speed residential traffic. Required widths can be provided at all other locations along the route maximising usability. Suitable gradients for users along entire route.	Some short sections of route required to share with low volume/low speed residential traffic. Required widths can be provided at all other locations along the route maximising usability. Suitable gradients for users along entire route.	Some short sections of route required to share with low volume/low speed residential traffic. Required widths can be provided at all other locations along the route maximising usability. Suitable gradients for users along entire route.	Some short sections of route required to share with low volume/low speed residential traffic. Required widths can't be provided at existing bridge at Donabate train station representing a significant pinch point. Suitable gradients for users along entire route.	Required widths can be provided at all locations along the route maximising usability. Suitable gradients for users along entire route. Some risk of flooding due to extent of route directly adjacent to estuary which may represent a significant impact on usability.	Required widths can be provided at all locations along the route maximising usability. Suitable gradients for users along entire route. Some risk of flooding due to route directly adjacent to estuary which may represent a significant impact on usability but extent is less than other options.	Some short sections of route required to share with low volume/low speed traffic at Newbridge. Required widths can be provided at all other locations along the route maximising usability. Some risk of flooding due to route close to estuary which may impact on usability but extent is significantly less than other options and is more removed.	Required widths can be provided at all locations along the route maximising usability. Suitable gradients for users along entire route. Some risk of flooding due to extent of route directly adjacent to estuary which may represent a significant impact on usability.	Some short sections of route required to share with low volume/low speed traffic at Newbridge. Required widths can be provided at all other locations along the route maximising usability. Some risk of flooding due to route close to estuary which may impact on usability but extent is significantly less than other options and is more removed.	Some short sections of route required to share with low volume/low speed traffic at Newbridge. Required widths can be provided at all other locations along the route maximising usability. Interactions with regional road traffic and complex junctions represent a significant difficulty for usability.
	User Experience	Routes along busy distributor road with high traffic volumes for much of route. Poor connectivity to other amenities. Removed from town centre experience. Provides very scenic views of estuary area. Long bridge over estuary provides feature point.	Well connected to town centre providing good user experience. Provides very scenic views of estuary area. Long bridge over estuary provides feature point.	Well connected to town centre providing good user experience. Provides very scenic views of estuary area. Bridge over railway provides elevated views and structure over estuary provides feature point.	Well connected to town centre providing good user experience. Provides very scenic views of estuary area. Bridge over railway provides elevated views and structure over estuary provides feature point.	Well connected to town centre providing good user experience. Provides very scenic views of estuary area. Long bridge over estuary provides feature point. Relatively long section of route is along busy regional road reducing user experience significantly.	Well connected to town centre providing good user experience. Provides very scenic views of estuary area. Long bridge over estuary provides feature point. Section of route is along busy regional road reducing user experience but length is less than other routes.	Not well connected to town centre as some routes but within about 1km distance. Long bridge over estuary provides feature point. Reasonable views around estuary as it is directly adjacent.	Not well connected to town centre as some routes but within about 1km distance. Long bridge over estuary provides feature point. Provides very scenic views of estuary area.	Bypasses town centre providing limited connectivity and poor user experience. Scenic views around estuary are very limited due to distance route is set back.	Bypasses town centre providing limited connectivity and poor user experience. Long bridge over estuary provides feature point. Some scenic views but limited and poor when compared with others.	Bypasses town centre providing limited connectivity and poor user experience. Scenic views around estuary are very limited due to distance route is set back.	Bypasses town centre providing limited connectivity and poor user experience. Limited if any scenic views of estuary. Route passes along busy regional road and junctions for a significant length respresnting a severe impact on user experience.
	Buildability	Large sections of the route can use distributor road currently under construction. Difficulties associated with building of piled structure on eastern side of existing railway emabnkment at Rogerstown Estuary and difficulty of constructing large bridge structure on estuary side make it more difficult to construct this route than other routes.	Difficulties associated with building of piled structure on eastern side of existing railway emabnkment at Rogerstown Estuary and difficulty of constructing large bridge structure on estuary side make it more difficult to construct this route than other routes.	Difficulties with construction of long structure over existing railway and adjacent to railway embankment. Easier to construct long bridge on western side than other routes to eastern side of railway due to access from Rogerstown Park.	Difficulties with construction of long structure over existing railway and adjacent to railway embankment. Easier to construct long bridge on western side than other routes to eastern side of railway due to access from Rogerstown Park.	Difficult to construct piled structure on western side of railway embankment at estuary but easier to construct long bridge on western side than other routes to eastern side of railway due to access from Rogerstown Park.	Construction through town centre is more difficult than other routes. Difficult to construct piled structure on western side of railway embankment at estuary but easier to construct long bridge on western side than other routes to eastern side of railway due to access from Rogerstown Park.	Difficult ground conditions and need for structures in saltmarsh areas make this a more difficult route to construct than others to the west. Long structure required across the estuary in area of likely poor ground conditions.	Difficult ground conditions and need for structures in saltmarsh areas make this a more difficult route to construct than others to the west. Difficult to construct piled structure on western side of railway embankment at estuary but easier to construct long bridge on western side than other routes to eastern side of railway due to access from Rogerstown Park.	Relatively easy to construct in comparison to other routes with no major difficulties.	Difficult ground conditions and need for structures in saltmarsh areas make this a more difficult route to construct than others to the west. Long structure required across the estuary in area of likely poor ground conditions.	Relatively easy to construct in comparison to other routes with no major difficulties.	Construction along busy regional road and need to modify existing junctions would make this route more difficult to construct than some others.
Environmental	Ecology and other Natural Factors	Passes directly adjacent to Rogerstown Estuary pNHA/SAC/SPA for a significant length and crosses the estuary directly within those areas. Uses corridor already impacted by existing railway line.	Passes directly adjacent to Rogerstown Estuary pNHA/SAC/SPA for a significant length and crosses the estuary directly within those areas. Uses corridor already impacted by existing railway line.	Passes directly adjacent to Rogerstown Estuary pNHA/SAC/SPA and crosses the estuary directly within those areas. Use of long structure adjacent to railway embankment will have reduced environmental impact compared to piled structrue. Less impact than eastern routes due to use of Rogerstow Park. Uses corridor already impacted by existing railway line.	Passes directly adjacent to Rogerstown Estuary pNHA/SAC/SPA and crosses the estuary directly within those areas. Use of long structure adjacent to railway embankment will have reduced environmental impact compared to piled structrue. Less impact than eastern routes due to use of Rogerstow Park. Uses corridor already impacted by existing railway line.	Passes directly adjacent to Rogerstown Estuary pNHA/SAC/SPA and crosses the estuary directly within those areas. Piled structure along railway embankment likely will have some environmental impact but reduced compared to eastern options due to use of existing Rogerstown Park. Uses corridor already impacted by existing railway line.	Passes directly adjacent to Rogerstown Estuary pNHA/SAC/SPA and crosses the estuary directly within those areas. Piled structure along railway embankment likely will have some environmental impact but reduced compared to eastern options due to use of existing Rogerstown Park. Uses corridor already impacted by existing railway line.	Significant section of route adjacent to and through middle of pNHA/SAC/SPA and is likely to directly impact salt marsh areas resulting in greater environmental impact. Possibility of creating new corridor impacting areas where birds are most likely to frequent.	Section of route adjacent to pNHA/SAC/SPA is likely to directly impact salt marsh areas resulting in greater environmental impact. Piled structure along railway embankment likely will have some environmental impact but reduced compared to eastern options due to use of existing Rogerstown Park. Uses corridor already impacted by existing railway line.	Follows boundary of pNHA/SAC/SPA maximising length of route adjacent to environmentall sensitive area. Possibility of creating new corridor impacting areas where birds are most likely to frequent.	Significant section of route adjacent to and through middle of pNHA/SAC/SPA and is likely to directly impact salt marsh areas resulting in greater environmental impact. Possibility of creating new corridor impacting areas where birds are most likely to frequent.	Follows boundary of pNHA/SAC/SPA maximising length of route adjacent to environmentall sensitive area. Possibility of creating new corridor impacting areas where birds are most likely to frequent.	Generally avoids pNHA/SAC and limits the lengths of the route adjacent to environmentally sensitive areas.
	Built Heritage and Archaeology	Directly passes through 3 RMP zones of notification where no existing infrastructure exists and is likely to have an impact on these.	Passes through 2 RMP zones of notification but uses existing roads in these areas and is likely to have no impact on these.	No apparent impacts on any RMP zones or other heritage locations.	Passes through 2 RMP zones of notification but uses existing roads in these areas and is likely to have no impact on these.	Passes through 2 RMP zones of notification but uses existing roads in these areas and is likely to have no impact on these.	Passes through 2 RMP zones of notification but uses existing roads in these areas and is likely to have no impact on these.	Impacts on protected structure.	No apparent impacts on any RMP zones or other heritage locations.	No apparent impacts on any RMP zones or other heritage locations.	Impacts on protected structure.	No apparent impacts on any RMP zones or other heritage locations.	No apparent impacts on any RMP zones or other heritage locations.
	Material Assets	Good use of newly constructed road network. May significantly impact on Irish Rail line embankment. Minimal impact on agricultural land.	Minor impacts on local road network but generally minimised. May significantly impact on Irish Rail line embankment. Minimal impact on agricultural land.	Significant impact on the existing urban landcape of Donabate, Removal of parking and landscape etc. Minor impacts on local road network but generally minimised. Impact on Irish Rail embankment minimised by use of long structure. Minimal impact on agricultural land.	Minor impacts on local road network but generally minimised. Impact on Irish Rail embankment minimised by use of long structure. Minimal impact on agricultural land. Impact on golf club lands minimsed with minimal permanent impacts.	Minor impacts on local road network but generally minimised. Impact on Irish Rail embankment minimised by use of long structure. Minimal impact on agricultural land. Major permanent impact on golf club lands.	Minor impacts on local road network but generally minimised. Impact on Irish Rail embankment minimised by use of long structure. Some impact on agriculatural land but minimised compared to most options. Major permanent impact on golf club lands.	Impact on agricultural lands generally minimsed by following field boundaries.	Minor impacts on local road network but generally minimised. Impact on Irish Rail embankment minimised by use of long structure. Minimal impact on agricultural land. Major permanent impact on golf club lands.	Impacts on a large number of agricultural lands but generally minimised by following field boundaries.	Impacts on a large number of agricultural lands but generally minimised by following field boundaries.	Impacts on a large number of agricultural lands but generally minimised by following field boundaries.	Minimal impact on any agricultural land. Large impact on busy regional road.
Economic	Costs	Use of existing road infrastructure for most of route helps minimise construction costs. Extensive piled structure and new bridge required at Rogerstown Estuary but balanced by reduced costs of using existing infrastructure. Minimal CPO required.	Use of existing road infrastructure for most of route helps minimise construction costs. Extensive piled structure and new bridge required at Rogerstown Estuary but balanced by reduced costs of using existing infrastructure. Minimal CPO required. Direct, shorter route reduces costs required for construction.	Use of existing road infrastructure for most of route helps minimise construction costs. Extensive bridge structure required at Rogerstown Estuary but balanced by use of Rogerstown Park for long section of route. Minimal CPO required. Direct, shorter route reduces costs required for construction.	Use of existing road infrastructure for most of route helps minimise construction costs. Extensive bridge structure required at Rogerstown Estuary but balanced by use of Rogerstown Park for long section of route. Minimal CPO required. Direct, shorter route reduces costs required for construction.	Extensive piled structure and new bridge required at Rogerstown Estuary. Significant CPO required from golf club lands. Direct, shorter route reduces costs required for construction.	Extensive piled structure and new bridge required at Rogerstown Estuary. Significant CPO required from golf club lands. Construction through town centre likely to require additional costs. Direct, shorter route reduces costs required for construction.	Extensive boardwalk structure possibly required around estuary due to ground conditions and 1 no. 100m bridge required. Relatively long route requiring additional costs to construct. Minor CPO required.	Extensive boardwalk structure possibly required around estuary due to ground conditions. Extensive piled structure and new bridge required at Rogerstown Estuary. Significant CPO required from golf club lands.	Long route requiring additional costs to build but only 2 no. relatively short bridges required. Larger agricultural CPO required than other routes but balanced by reduction arising from much simpler structures.	Extensive boardwalk structure possibly required around estuary due to ground conditions and 1 no. 100m bridge required. Relatively long route requiring additional costs to construct. Minor CPO required.	Long route requiring additional costs to build but only 2 no. relatively short bridges required. Larger agricultural CPO required than other routes but balanced by reduction arising from much simpler structures.	No Structures required. Longest route with some additional costs due to upgrade of regional road and junctions however this is balanced against the lack of structures required. Minimal CPO may be required.
	Benefits	Poor tourism product generally as uses distributor road. Bypasses Donabate so would not improve economy.	Good tourism product with excellent scenic views. Links to Donabate directly so may improve economy. Most direct route will attract commuters.	Good tourism product with excellent scenic views. Links to Donabate directly so may improve economy. Most direct route will attract commuters.	Good tourism product with excellent scenic views. Links to Donabate directly so may improve economy. Most direct route will attract commuters.	Good tourism product with excellent scenic views except short section along regional road. Links to Donabate directly so may improve economy. Relatiely direct oute will attract commuters.	Good tourism product with excellent scenic views. Links to Donabate directly so may improve economy. Most direct route will attract commuters.	Ok tourism product with some scenic views around estuary. Links in the direction of Donabate but does not directly link to the town and is unlikely to benefit the local economy. Relatively long route may not attract commuters.	Good tourism product with excellent scenic views except short section along regional road. Links to Donabate directly so may improve economy. Relatiely direct oute will attract commuters.	Poor tourism product with limited scenic views and somewhat unattractive. Routes significantly away from Donabate so will not improve economy. Very long circuitous route will not attract commuters.	Poor tourism product with limited scenic views and somewhat unattractive vistas. Routes significantly away from Donabate so will not improve economy. Very long circuitous route will not attract commuters.	Poor tourism product with limited scenic views and somewhat unattractive. Routes significantly away from Donabate so will not improve economy. Very long circuitous route will not attract commuters.	Very poor tourism product with no views and unattractive regional road setting. Routes significantly away from Donabate so will not improve economy. Very long circuitous route will not attract commuters.
Overall:													

Some advantages over other options

Comparable to all other options

Some disadvantages over other options

SUB-SECTION 1C

		Route					
		SS.1C.1	SS.1C.2	SS.1C.3	SS.1C.4	SS.1C.5	SS.1C.6
Engineering	Usability	Numerous gradient issues, particulary along the Dunes make the route unsuitable for accessibility for all. Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. Nature of dunes could cause usability issues due to likelihood of collapse etc.	Numerous gradient issues, particulary along the Dunes make the route unsuitable for accessibility for all. Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. Nature of dunes could cause usability issues due to likelihood of collapse etc.	Numerous gradient issues, particulary along the Dunes make the route unsuitable for accessibility for all. Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. Nature of dunes could cause usability issues due to likelihood of collapse etc. Runs through private caravan park which may be be subject to access restrictions. Segregated widths can be provided on road but with some relatively long sections of shared space required.	Numerous gradient issues, particulary along the Dunes make the route unsuitable for accessibility for all. Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. Nature of dunes could cause usability issues due to likelihood of collapse etc.	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can be provided on road but with some relatively long sections of shared space required.	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can be provided on road with some sections of shared space required only.
	User Experience	Follows coastline maximising scenic views and user experience. Bypasses town somewhat but is close enough to offer some town centre experience. Provides a direct link to Rush Harbour.	Generally offers excellent scenic views and user experience for most of the route. Access the town directly providing a good town centre experience.	Generally offers excellent scenic views and user experience for most of the route. Travels towards town centre providing a relatively good town centre experience. Provides a direct link to Rush Harbour.	Initially offers good scenery whilst facilitating direct access to the town centre. However northern section routes along Regional Road, reducing overall user experience significantly.	Initially southern section along existing urban lanes offers intermiitent coastal views but generally pleasant environment. Northern section routes onto coast offering excellent coastal scenery. Travels towards town centre providing a relatively good town centre experience. Provides a direct link to Rush Harbour.	Initially southern section along existing urban lanes offers intermiitent coastal views but generally pleasant environment. Northern section routes onto coast offering excellent coastal scenery. Bypasses town somewhat but is close enough to offer some town centre experience. Provides a direct link to Rush Harbour.
	Buildability	Some access difficulties and dynamic coastal ground conditions make building in certain sections very difficult.	Some access difficulties and dynamic coastal ground conditions make building in certain sections very difficult.	Some access difficulties and dynamic coastal ground conditions make building in certain sections very difficult.	Some access difficulties and dynamic coastal ground conditions make building in certain sections very difficult. Building along busy regional road may require additional traffic management and is generally more difficult to cosntruct.	Local traffic managment at numerous locations required only resulting in a mostly easy to construct scheme.	Local traffic managment at numerous locations required only resulting in a mostly easy to construct scheme.
Environmental	Ecology and other Natural Factors	Extensively along Sand Dunes - Annex I Habitat. In a pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	Some impact on Sand Dunes - Annex I Habitat. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	Some impact on Sand Dunes - Annex I Habitat. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	Some impact on Sand Dunes - Annex I Habitat. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA. Passes through woodland.	Some incursion on Sand Dunes - Annex I Habitat but with some impacts possible when compared to other options. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	Some incursion on Sand Dunes - Annex I Habitat but with some impacts possible when compared to other options. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.
	Built Heritage and Archaeology	Routes through 1 RMP Zone to northern end of subsection but likely to have limited impact.	Routes through 1 RMP Zone to northern end of subsection but likely to have limited impact.	Routes through 1 RMP Zone to northern end of subsection but likely to have limited impact.	Routes through 2 RMP Zones to northern end of subsection but likely to have limited impact.	Routes through 1 RMP Zone to northern end of subsection but likely to have limited impact.	Routes through 1 RMP Zone to northern end of subsection but likely to have limited impact.
	Material Assets	Likely to significantly impact on golf club, and residential back gardens. Some minor impact on harbour. Some element of agricultural landtake due to set back from cliffs. Northern section uses field boundries which limits severece issues. Potential requirement to take private building.	Likely to significantly impact on golf club lands or greenhouses. Likely to impact on private gardens. Significant impact on regional road and main town junction. Northern section uses field boundries which limits severece issues.	Likely to impact on local road network but disruption can be minimised with traffic management system. Likely to significantly impact on golf club lands or greenhouses. Likely to impact on private gardens. Significant impact on existing caravan park. Northern section uses field boundries which limits severece issues.	Likely to significantly impact on golf club lands or greenhouses. Likely to impact on private gardens. Significant impact on existing caravan park. Northern section routes along busy regional road which may be significantly impacted.	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to impact on local road network but disruption can be minimised with traffic management system. Northern section uses field boundries which limits severece issues.	Likely to impact on local road network but disruption can be minimised with traffic management system. Northern section uses field boundries which limits severece issues. Potential requirement to take private building.
Economic	Costs	Significant CPO of private land (gardens, agricultural, potentially golf club, possibly one building). Requirement for 2 no. 20m bridges and 800m of boardwalk. Additional costs likely due to dynamic coastal conditions along South Beach dunes.	Significant CPO of private land (gardens, agricultural, golf club). Requirement for short section of culvert and 1 no. 30m bridge. Significant upgrade required for main town junction.	Significant CPO of private land (gardens, agricultural, golf club, caravan park). Requirement for 2no. 20-30m bridges.	Significant CPO of private land (gardens, agricultural, golf club, potentially buildings along regional road). Regional road junction upgrade required.	Some landtake CPO required but less than other options (some gardens and agricultrial land only) Requirement for 2 no. 20m bridges and 800m of boardwalk.	Significant private land CPO required (including gardens, one building, short section of agricultural). Requirement for 2 no. 20m bridges and 800m of boardwalk.
	Benefits	Will attract toursist but lacks town centre experience that will faciliate local spend. Circuitous route around town doesn't faciliatate commuting.	Will attract toursist and facilitates town centre experience that will faciliate local spend. Resonably faciliatates commuting.	Will attract toursist and facilitates town centre experience to some degree that will faciliate local spend. Resonably faciliatates commuting. Provides optional scenic views to the south along Bawn Road/Tayleurs Point while also facilitating a direct link to the town centre.	May attract tourism but section along regional road is unattractive and may discourage users. Facilitates town centre experience. Catchment may limit commuting.	Will attract tourism, coastal section and South Shore Road is pleasant. Does facilitate town centre experience and accessibility may encourage commuting use. Provides optional scenic views to the south along Bawn Road/Tayleurs Point while also facilitating a direct link to the town centre.	Will attract tourism, coastal section and South Shore Road is pleasant. Doesn’t facilitate town centre experience and catchment may limit commuting. Provides optional scenic views to the south along Bawn Road/Tayleurs Point while also facilitating a direct link to the town centre.
Overall:							

		Route					
		SS.1C.7	SS.1C.8	SS.1C.9	SS.1C.10	SS.1C.11	SS.1C.12
Engineering	Usability	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can be provided on road for the majority of the route but with some relatively long sections of shared space required.	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can be provided on road with some sections of shared space required only.	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can not be provided for large sections of the route resulting in reduced usability.	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can not be provided for large sections of the route resulting in reduced usability.	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can be provided on road for the majority of the route.	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can be provided on road for the majority of the route.
	User Experience	Initially southern section along existing urban lanes offers intermiitent coastal views but generally pleasant environment. Northern section routes onto coast offering excellent coastal scenery. Travels towards town centre providing a relatively good town centre experience. Provides a direct link to Rush Harbour.	Very limited coastal views as it is generally on roads set back from the coast. Runs up Main Street and regional road significantly impacting on user experience. Access the town directly providing a good town centre experience.	Limited coastal views along southern section but excellent coastal views in northern section Short section along regional road. Access the town directly providing a good town centre experience.	Very limited coastal views as it is generally on roads set back from the coast. Runs up Main Street and regional road significantly impacting on user experience. Access the town directly providing a good town centre experience.	Limited coastal views along southern section but excellent coastal views in northern section Short section along regional road. Access the town directly providing a good town centre experience.	Very limited coastal views as it is generally on roads set back from the coast. Runs up Main Street and regional road significantly impacting on user experience. Access the town directly providing a good town centre experience.
	Buildability	Local traffic managment at numerous locations required only resulting in a mostly easy to construct scheme.	Significant amount of scheme routes along busy high speed regional road requirining significant traffic management and associated difficulties making construciton more difficult.	Local traffic managment at numerous locations required resulting in a mostly easy to construct scheme with some regional road construction also required.	Significant amount of scheme routes along busy high speed regional road requirining significant traffic management and associated difficulties making construciton more difficult.	Local traffic managment at numerous locations required resulting in a mostly easy to construct scheme with some regional road construction also required.	Significant amount of scheme routes along busy high speed regional road requirining significant traffic management and associated difficulties making construciton more difficult.
Environmental	Ecology and other Natural Factors	Minor incursion on Sand Dunes - Annex I Habitat but with limited impact when compared to other options. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	Insignficant incursion on Sand Dunes - Annex I Habitat with limited impact. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	Minor incursion on Sand Dunes - Annex I Habitat but with limited impact when compared to other options. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	On road construction throughout resulting in very minor environmental impacts.	Minor incursion on Sand Dunes - Annex I Habitat but with limited impact when compared to other options. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	On road construction throughout resulting in very minor environmental impacts.
	Built Heritage and Archaeology	Routes through 1 RMP Zone to northern end of subsection but likely to have limited impact.	Skirts 1 RMP Zone at northern end of subsection but on road and unlikely to have an impact.	Routes through 1 RMP Zone to northern end of subsection but likely to have limited impact.	Skirts 1 RMP Zone at northern end of subsection but on road and unlikely to have an impact.	Skirts 1 RMP Zone at Millbank and routes through 1 RMP Zone to northern end of subsection but likely to have limited impact on either.	Skirts 2 RMP Zones but likely to have limited impact on either.
	Material Assets	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to impact on local road network but disruption can be minimised with traffic management system. Northern section uses field boundries which limits severece issues.	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to impact on local road network but disruption can be minimised with traffic management system. Northern section routes along busy regional road which may be significantly impacted.	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to impact on local road network but disruption can be minimised with traffic management system. Northern section uses field boundries which limits severece issues.	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to impact on local road network but disruption can be minimised with traffic management system. Northern section routes along busy regional road which may be significantly impacted.	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to have large impact on main street, parking etc. Northern section uses field boundries which limits severece issues.	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to have large impact on main street, parking etc. Northern section routes along busy regional road which may be significantly impacted.
Economic	Costs	Some landtake CPO required but less than other options (gardens and agricultural land)	Relatively large amount of landtake required for CPO (some gardens and agricultural land) Significant upgrade required for main town junction. Additional costs due to upgrading of existing high speed regional road.	Significant CPO required (gardens and agricultural land). Requirement for short section of culvert and 1 no. 30m bridge. Significant upgrade required for main town junction.	Significant CPO required (gardens and agricultural land). Significant upgrade required for main town junction.	Some CPO required (gardens and agricultural land). Requirement for short section of culvert and 1 no. 30m bridge. Significant upgrade required for main town junction.	Some CPO required (gardens and agricultural land). Significant upgrade required for main town junction.
	Benefits	Will attract tourism, coastal section and South Shore Road is pleasant. Does facilitate town centre experience and accessibility may encourage commuting use. Provides optional scenic views to the south along Bawn Road/Tayleurs Point while also facilitating a direct link to the town centre.	Limited coastal views and extensive regional road section makes route undesirable. Will have difficulty attracting tourists. Does faciliatate town centre experience and catchment is resonable in terms of facilitating commuting.	Northern section offers good views and will attract tourism. Provides town centre experience and facilitates local spend. Catchment is resonable in terms of facilitating commuting.	Limited coastal views and extensive regional road section makes route undesirable. Will have difficulty attracting tourists. Does faciliatate town centre experience and catchment is resonable in terms of facilitating commuting.	Northern section offers good views and will attract tourism. Provides town centre experience and facilitates local spend. Catchment is resonable in terms of facilitating commuting.	Limited coastal views and extensive regional road section makes route undesirable. Will have difficulty attracting tourists. Does faciliatate town centre experience and catchment is resonable in terms of facilitating commuting.
Overall:							

		Route				
		SS.1C.13	SS.1C.14	SS.1C.15	SS.1C.16	SS.1C.17
Engineering	Usability	Steep gradient by cemetery on R128 impacts on accessibility. High probability of flooding on Spout Road could significantly impact on usability. Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk..	Potential flooding issues around the estuary but these are subject to a flood defense scheme to alleviate this risk. No gradient issues maximising usability. Segregated widths can be provided on road for the majority of the route.	Steep gradient by cemetery on R128 impacts on accessibility. Segregated widths could generally be provided for the majority of the route.	Steep gradient by cemetery on R128 impacts on accessibility. Segregated widths could generally be provided for the majority of the route.	Steep gradient by cemetery on R128 impacts on accessibility. Segregated widths could generally be provided for the majority of the route.
	User Experience	Very limited coastal views as it is generally on roads set back from the coast. Runs up Main Street and regional road significantly impacting on user experience. Access the town directly providing a good town centre experience.	Limited coastal views along southern section but excellent coastal views in northern section Short section along regional road. Access the town directly providing a good town centre experience.	No coastal views as it is generally on roads set back from the coast. Runs aong regional road significantly impacting on user experience. Generally quite removed from town centre offering little user experience.	No coastal views as it is generally on roads set back from the coast. Runs aong regional road significantly impacting on user experience. Generally quite removed from town centre offering little user experience.	No coastal views as it is generally on roads set back from the coast. Runs aong regional road significantly impacting on user experience. Generally quite removed from town centre offering little user experience.
	Buildability	Significant amount of scheme routes along busy high speed regional road requirining significant traffic management and associated difficulties making construciton more difficult.	Local traffic managment at numerous locations required resulting in a mostly easy to construct scheme with some regional road construction also required.	Local traffic managment at numerous locations required resulting in a mostly easy to construct scheme with some regional road construction also required.	Local traffic managment at numerous locations required resulting in a mostly easy to construct scheme with some regional road construction also required.	Local traffic managment at numerous locations required resulting in a mostly easy to construct scheme with some regional road construction also required.
Environmental	Ecology and other Natural Factors	On road construction throughout resulting in very minor environmental impacts.	Some incursion on Sand Dunes - Annex I Habitat but with some impacts possible when compared to other options. On boundary of pNHA. Adjacent to Estuarine Habitats. Adjacent to SAC and SPA.	On road construction throughout resulting in very minor environmental impacts.	On road construction throughout resulting in very minor environmental impacts.	On road construction throughout resulting in very minor environmental impacts.
	Built Heritage and Archaeology	Routes through 1 RMP Zone to southern end of subsection, adjacent cemetery and map impact cemetery. Skirts 1 RMP Zone at northern end of subsection but on road and unlikely to have an impact.	Skirts 1 RMP Zone at Millbank and routes through 1 RMP Zone to northern end of subsection but likely to have limited impact on either.	Routes through 1 RMP Zone to southern end of subsection, adjacent cemetery, skirts 1 RMP Zone at Millbank and routes through 1 RMP Zone to northern end of subsection. May impact on Whitestown cemetery.	Routes through 1 RMP Zone to southern end of subsection, adjacent cemetery and routes through 1 RMP Zone to northern end of subsection but generally on road an unlikely to impact either.May impact on Whitestown cemetery.	Routes through 1 RMP Zone to southern end of subsection, adjacent cemetery and routes through 1 RMP Zone to northern end of subsection but generally on road an unlikely to impact either.May impact on Whitestown cemetery.
	Material Assets	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to have large impact on main street, parking etc. Northern section routes along busy regional road which may be significantly impacted.	Impact on general land use minimised by use of existing infrastructure in many locations. Likely to have large impact on main street, parking etc. Northern section uses field boundries which limits severece issues.	Likely to have some minor impact on local and regional road network but disruption can be minimised. Generally uses existing road carriageways minimising impact on land use.	Likely to have some minor impact on local and regional road network but disruption can be minimised. Generally uses existing road carriageways minimising impact on land use.	Likely to have some minor impact on local and regional road network but disruption can be minimised. Generally uses existing road carriageways minimising impact on land use.
Economic	Costs	Significant CPO required (gardens and agricultural land). Significant upgrade required for main town junction.	Some CPO required (gardens and agricultural land). Significant upgrade required for main town junction. Requirement for 2 no. 20m bridges and 800m of boardwalk.	Some element of CPO along regional road and Channel Road but generally minimised. Generally uses existing local roads minimising upgrade costs.	Significant upgrade and CPO along regional raod and two signifcant regional road junction upgrades. Considerable agricultural CPO.	Extensive upgrade and CPO along regional road (separate sections), two signifcant regional road junction upgrades. CPO generally minimised.
	Benefits	Limited coastal views and extensive regional road section makes route undesirable. Will have difficulty attracting tourists. Does faciliatate town centre experience and catchment is resonable in terms of facilitating commuting.	Northern section offers good views and will attract tourism. Provides town centre experience and facilitates local spend. Catchment is resonable in terms of facilitating commuting.	No coastal views and extensive regional road section makes route undesirable. Will have difficulty attracting tourists. Accessibility and removal from town may limit facilitation of commuting.	No coastal views and extensive regional road section makes route undesirable. Will have difficulty attracting tourists. Accessibility and removal from town may limit facilitation of commuting.	No coastal views and extensive regional road section makes route undesirable. Will have difficulty attracting tourists. Accessibility and removal from town may limit facilitation of commuting.
Overall:						

(green)	Some advantages over other options
(yellow)	Comparable to all other options
(orange)	Some disadvantages over other options

SUB-SECTION 1D

		Route											
		SS.1D.1	SS.1D.2	SS.1D.3	SS.1D.4	SS.1D.5	SS.1D.6	SS.1D.7	SS.1D.8	SS.1D.9	SS.1D.10	SS.1D.11	SS.1D.12
Engineering	Usability	Significant gradient issues on approach to Loughshinny Beach. Localised flooding possible at beach location and close to harbour. Segregated widths can be provided throughout.	Segregated widths may not be possible to provide along L1285. No gradient or flooding issues present.	Segregated widths may not be possible to provide along L1285. No gradient or flooding issues present.	Segregated widths may not be possible to provide along L1285. Segregated widths can be provided for most of route with some short sections of sharing with local farm accesses only. No gradient or flooding issues present.	Segregated widths may not be possible to provide along L1285. Segregated widths can be provided for most of route with some short sections of sharing with local farm accesses only. No gradient or flooding issues present.	Segregated widths may not be possible to provide along L1285. Segregated widths can be provided for most of route with some short sections of sharing with local farm accesses only. No gradient or flooding issues present.	Segregated widths may not be possible to provide along L1285. Segregated widths can be provided for most of route with some short sections of sharing with local farm accesses only. No gradient or flooding issues present.	Segregated widths may not be possible to provide along L1285. Segregated widths can be provided for most of route with some short sections of sharing with local farm accesses only. No gradient or flooding issues present.	Segregated widths may not be possible to provide along L1285. Segregated widths can be provided for most of route with some short sections of sharing with local farm accesses only. No gradient or flooding issues present.	Significant gradient issues along regional route in both directions. Segregated widths can be provided along majority of the route.	Significant gradient issues along regional route in both directions. Segregated widths can be provided along majority of the route.	Significant gradient issues along regional route in both directions. Segregated widths can be provided along majority of the route.
	User Experience	Offers excellent scenic views throughout. Access to key heritage site at Drummanagh possible.	Poor scenic views in southern section of the route but excellent in northern section. Does not provide possibility of accessing Drumanagh.	Offers excellent scenic views throughout. Access to key heritage site at Drummanagh possible.	Offers excellent scenic views throughout. Access to key heritage site at Drummanagh possible.	Offers excellent scenic views throughout. Access to key heritage site at Drummanagh possible.	Offers excellent scenic views throughout. Access to key heritage site at Drummanagh possible.	Poor scenic views in southern section of the route but excellent in northern section. Does not provide possibility of accessing Drumanagh.	Poor scenic views along the majority of the route. Does provide possibility of accessing Drumanagh.	Poor scenic views along the majority of the route. Does not provide possibility of accessing Drumanagh.	No scenic views. Routes along busy regional road with high speeds and volumes.	No scenic views. Routes along busy regional road with high speeds and volumes.	No scenic views. Routes along busy regional road with high speeds and volumes.
	Buildability	Structure required to access Loughshinny beach would be difficult to construct.	Easy to construct throughout.	Easy to construct throughout.	Easy to construct throughout.	Easy to construct throughout.	Easy to construct throughout.	Easy to construct throughout.	Easy to construct throughout.	Easy to construct throughout.	Construction along regional road would require significant traffic management. Multiple difficult to construct sections in areas of cut etc.	Construction along regional road would require significant traffic management. Multiple difficult to construct sections in areas of cut etc.	Construction along regional road would require significant traffic management. Multiple difficult to construct sections in areas of cut etc.
Environmental	Ecology and other Natural Factors	Marginally impacts esturine habitat at loughshinny. Passes through pNHA and adjacent TUFA formation. Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	Passes through pNHA and adjacent TUFA formation. Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	Passes through pNHA and adjacent TUFA formation. Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	Passes through pNHA and adjacent TUFA formation. Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	Passes through pNHA and adjacent TUFA formation. Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	Adjacent esturine habitat and Annex 1 dune at Skerries but no real impact.	No major impacts on ecology or other factors.	No major impacts on ecology or other factors.	No major impacts on ecology or other factors.
	Built Heritage and Archaeology	Skirts 2 no. RMP zones of notification but unlikely to have major impact.	No impact to RMP zones or other areas of interest.	Skirts 2 no. RMP zones of notification but unlikely to have major impact.	Skirts 2 no. RMP zones of notification but unlikely to have major impact.	Skirts 1 no. RMP zones of notification but unlikely to have major impact.	Skirts 1 no. RMP zones of notification but unlikely to have major impact.	No impact to RMP zones or other areas of interest.	No impact to RMP zones or other areas of interest.	Passes directly through 3 no. RMP zones of notification and may impact on them.	Skirts 1 no. RMP zones of notification but unlikely to have major impact.	Skirts 1 no. RMP zones of notification but unlikely to have major impact.	Skirts 1 no. RMP zones of notification but unlikely to have major impact.
	Material Assets	Removal of existing dwelling and drive required. Signifcant impact on agricultural land by requiring more space adjacent to the coast.	Removal of existing dwelling and drive required. Signifcant impact on agricultural land by requiring more space adjacent to the coast.	Impacts directly on equine land use. Removal of existing dwelling and drive required. Signifcant impact on agricultural land by requiring more space adjacent to the coast.	Impacts directly on equine land use. Signifcant impact on agricultural land by requiring more space adjacent to the coast.	Signifcant impact on agricultural land by requiring more space adjacent to the coast.	Impacts on land use are minimised by using existing farm accesses and by running adjacent to existing field boundaries.	Impacts on land use are minimised by using existing farm accesses and by running adjacent to existing field boundaries.	Impacts on land use are minimised by running adjacent to existing field boundaries and use of existing road infrastructure.	Impacts on land use are minimised by using existing farm accesses and by running adjacent to existing field boundaries.	Impacts on land use are minimised by use of existing road infrastructure.	Impacts on land use are minimised by use of existing road infrastructure.	Impacts on land use are minimised by use of existing road infrastructure.
Economic	Costs	Significant structure required at Loughshinny beach. Significant CPO required including dwelling and large areas of land along coast.	Significant CPO required including dwelling and large areas of land along coast.	Significant CPO required including dwelling and large areas of land along coast.	Significant CPO required including dwelling and large areas of land along coast.	Significant CPO required including dwelling and large areas of land along coast.	Extent of CPO minimised by travelling adjacent to field boundaries. Generally off line construction reduces cost.	Extent of CPO minimised by travelling adjacent to field boundaries. Generally off line construction reduces cost.	Extent of CPO minimised by travelling adjacent to field boundaries for large portion of route. Some CPO required along regional road including front gardens. Generally off line construction reduces cost but relatively long section of route along regional road would require additional costs.	Extent of CPO minimised by travelling adjacent to field boundaries. Generally off line construction reduces cost.	Significant CPO required along regional road including front gardens etc. Construction along regional road for entire length likely to result in additional costs.	Significant CPO required along regional road including front gardens etc. Construction along regional road for entire length likely to result in additional costs.	Significant CPO required along regional road including front gardens etc. Construction along regional road for entire length likely to result in additional costs.
	Benefits	Offers excellent scenic views and links to heritage sites which will attract tourists. Reasonably direct route facilitates commuters but has some gradient issues.	Offers excellent scenic views which will attract tourists but no link to heritage site. Reasonably direct route facilitates commuters.	Offers excellent scenic views and links to heritage sites which will attract tourists. Reasonably direct route facilitates commuters.	Offers excellent scenic views and links to heritage sites which will attract tourists. Reasonably direct route facilitates commuters.	Offers excellent scenic views and links to heritage sites which will attract tourists. Reasonably direct route facilitates commuters.	Offers excellent scenic views and links to heritage sites which will attract tourists. Reasonably direct route facilitates commuters.	Offers excellent scenic views for much of route which will attract tourists but no link to heritage site. Reasonably direct route facilitates commuters.	Offers limited scenic views for entire route which will not attract tourists and has no link to heritage site. Use of regional road for reltively long section reduces attractiveness. Reasonably direct route facilitates commuters.	Offers limited scenic views for entire route which will not attract tourists and has no link to heritage site. Reasonably direct route facilitates commuters.	Offers no scenic views for entire route which will not attract tourists and has no link to heritage site. Reasonably direct route facilitates commuters but significant gradient issues reduce likelihood of use. Extensively along regional road which reduces attractiveness signficiantly.	Extensively along regional road, does not provide a good tourism product. Gradients would hinder attractiveness to commute and no link to key heritage site.	Extensively along regional road, does not provide a good tourism product. Gradients would hinder attractiveness to commute and no link to key heritage site.
Overall:													

	Positive
	Comparable
	Negative

SUB-SECTION 2A

		Route											
		SS.2A.1	SS.2A.2	SS.2A.3	SS.2A.4	SS.2A.5	SS.2A.6	SS.2A.7	SS.2A.8	SS.2A.9	SS.2A.10	SS.2A.11	SS.1A.12
Engineering	Usability	The boardwalk section of this route will experience limited usability during storm events. Some areas of the R127 Regional Road are also subject to flooding during storm events which may infrequently impact on usability. A pinchpoint along the R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard.	The section along Quay Street and The Hoar Rock may require traffic management to cater for potential cycle street type facility, however this is likely to be readily achievable subject to consultation with affected stakeholders. Some areas of the R127 Regional Road are subject to flooding during storm events. A pinchpoint along the R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard.	Section along Quay Street and The Hoar Rock may require traffic management to cater for potential cycle street type facility, however this is likely to be readily achievable subject to consultation with affected stakeholders. Some areas of the R127 Regional Road are subject to flooding during storm events. Route avoids pinchpoint along the R127 Regional Road by taking alternative route, that incorporates a short length of moderate gradient, which crosses the New Distributor Road wherein a bridge can then be provided to pass over the R127 where full cycle standards can be achieved.	Section along Quay Street and The Hoar Rock may require traffic management to cater for potential cycle street type facility, however this is likely to be readily achievable subject to consultation with affected stakeholders. Some areas of the R127 Regional Road are subject to flooding during storm events. Route avoids pinchpoint along the R127 Regional Road by taking alternative route along Kellys Lane and the New Distributor Road, that incorporates a short length of moderate gradient, wherein a bridge can then be provided to pass over the R127 where full cycle standards can be achieved.	The boardwalk section of this route will experience limited usability during storm events. Some areas of the R127 Regional Road are also subject to flooding during storm events which may infrequently impact on usability. Short length of moderate gradient along Kellys Lane. A pinchpoint along the R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard	Section along Quay Street and The Hoar Rock may require traffic management to cater for potential cycle street type facility, however this is likely to be readily achieveed subject to consultation with affected stakeholders. Some areas of the R127 Regional Road are subject to flooding during storm events. Short length of moderate gradient along Kellys Lane. Pinchpoint along R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard.	Section along Quay Street and The Hoar Rock may require traffic management to cater for potential cycle street type facility, however this is likely to be readily achievable subject to consultation with affected stakeholders. Route length extends due to utilisation of Northcliffe Heights and New Distributor Road. A pinchpoint along the R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard.	Extensively routes along Regional Roads both within and approach to the town centre. Generally seggregation from traffic can be achieved but may incur some pinch points and difficult junctions that will impact on cycle standard. Some areas of the R127 Regional Road are subject to flooding during storm events. A pinchpoint along the R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard.	Extensively routes along Regional Roads both within and approach to the town centre. Generally seggregation from traffic can be achieved but may incur some pinch points and difficult junctions that will impact on cycle standard. Some areas of the R127 Regional Road are subject to flooding during storm events. Route avoids pinchpoint along the R127 Regional Road by taking alternative route along Kellys Lane and adjacent the Rail Way Line, that incorporates a short length of moderate gradient, wherein a bridge can then be provided to pass over the R127 where full cycle standards can be achieved.	Extensively routes along Regional Roads both within and approach to the town centre. Generally seggregation from traffic can be achieved but may incur some pinch points and difficult junctions that will impact on cycle standard. Route length extends due to utilisation of Northcliffe Heights and New Distributor Road. A pinchpoint along the R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard.	Convoluted route through residential areas, streets and green open space areas may not present a legible route. A pinchpoint along the R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard.	Likely to require some sections of shared street and associated traffic managment. Pinchpoint along R127 Regional Road in vicinity of Barnageeragh Cove Beach requires further investigation but is likely to be difficult to engineer to the required cycle standard.
	User Experience	This route offers extensive scenic views along the Fingal Coast and provides links to the historic Red Island, which offers views of the Cooley Mountains, adjacent islands and access to the Martello Tower grounds. The route closely passes the town centre adding to the overall variety of the user experience.	This route offers extensive scenic views along the Fingal Coast and provides links to the historic Red Island, which offers views of the Cooley Mountains, adjacent islands and access to the Martello Tower grounds. The route closely passes the town centre adding to the overall variety of the user experience.	This route offers extensive scenic views along the Fingal Coast and provides links to the historic Red Island, which offers views of the Cooley Mountains, adjacent islands and access to the Martello Tower grounds. The route closely passes the town centre adding to the overall variety of the user experience.	This route offers extensive scenic views along the Fingal Coast and provides links to the historic Red Island, which offers views of the Cooley Mountains, adjacent islands and access to the Martello Tower grounds. The route closely passes the town centre adding to the overall variety of the user experience. Route utilises Kellys Lane and short section of Distributor Road in order to avoid pinch point at Barnageeragh Cove Beach, thus deviating slightly from the coast.	This route offers extensive scenic views along the Fingal Coast and provides links to the historic Red Island, which offers views of the Cooley Mountains, adjacent islands and access to the Martello Tower grounds. The route closely passes the town centre adding to the overall variety of the user experience. Route utilises Kellys Lane and utilises existing cycle paths on the Distributor Road, thus deviating slightly from the coast.	This route offers extensive scenic views along the Fingal Coast and provides links to the historic Red Island, which offers views of the Cooley Mountains, adjacent islands and access to the Martello Tower grounds. The route closely passes the town centre adding to the overall variety of the user experience. Route utilises Kellys Lane and utilises existing cycle paths on the Distributor Road, thus deviating slightly from the coast.	Intial section of this route provides scenic views along the Fingal Coast and provides links to the historic Red Island, which offers views of the Cooley Mountains, adjacent islands and access to the Martello Tower grounds. The route closely passes the town centre adding to the overall variety of the user experience. However the route deviates from the coast at Northcliffe Heights and utilises an extensive section of unattractive Distributor Road, thereby reducing the extent of scenery and overall user experience.	Intial section extensively routes along Regional Roads within town centre, which does provide a good town centre experience but offers limited exposure to the extensive views availble at and on approach to Red Island. Remaining section does route along R127 from North Strand to Barnageeragh Cove Beach offering good exposure to the available views along this section.	Intial section extensively routes along Regional Roads within town centre, providing good town centre experience but offerring limited exposure to the available views. Middle section routes along R127 from North Strand to Kellys Lane offering good views. However route then deviates from coast along Kellys Lane and railway line reducing overall exposure to scenic views. Safety perception along this section is also likely to be poor.	Intial section extensively routes along Regional Roads within town centre, providing good town centre experience but offerring limited exposure to the available views. Middle section routes along R127 from North Strand to Northcliffe Heights offering good views. However route then deviates from coast along Northcliffe Heights and along an extensive section of unattractive Distributor Road, significantly reducing overall exposure to scenic views.	No coastal views on offer along this section. Generally routes through mundane residential area, with no town centre experience, and overall would result in a pooruser experience.	No coastal views on offer along this section. Generally routes through mundane residential area, with no town centre experience, and overall would result in a pooruser experience.
	Buildability	Construction access and associated traffic management to build the boardwalk section would be difficult. The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and overgrown vegetation and may require an extensive engineering solution. Extensive traffic management would be required along this section.	The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and may require an extensive engineering solution. Extensive traffic management would be required along this section.	This route avoids the requirement for a boardwalk and the pinchpoint at Barnageeragh Cove Beach (and associated construction solution). In avoiding said pinch point there is a requirement for a bridge to span across the R127 Regional Road, but construction access and management appears to be straight forward.	This route avoids the requirement for a boardwalk and the pinchpoint at Barnageeragh Cove Beach (and associated construction solution). In avoiding said pinch point there is a requirement for a bridge to span across the railway line. This would require an extensive embankment structure, with limited space available, to achieve headroom and thus in terms of access and construction this process would likely prove difficult.	Construction access and associated traffic management to build the boardwalk section would be difficult. The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and overgrown vegetation and may require an extensive engineering solution. Extensive traffic management would be required along this section.	The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and overgrown vegetation and may require an extensive engineering solution. Extensive traffic management would be required along this section.	The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and may require an extensive engineering solution. Extensive traffic management woudl be required along this section.	This section incoporates an extensive town centre section, which would require significant tie ins to FFL of adjacent buildings adding to the design complexity. The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and may require an extensive engineering solution. Extensive traffic management woudl be required along this section.	This section incoporates an extensive town centre section, which would require significant tie ins to adjacent buildings adding to the design complexity. This route avoids the pinchpoint at Barnageeragh Cove Beach (and associated construction solution). In avoiding said pinch point there is a requirement for a bridge to span across the R127 Regional Road, but construction access and management appears to be straight forward.	This section incoporates an extensive town centre section, which would require significant tie ins to adjacent buildings adding to the design complexity. The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and overgrown vegetation and may require an extensive engineering solution. Extensive traffic management would be required along this section.	The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and overgrown vegetation and may require an extensive engineering solution. Extensive traffic management would be required along this section.	The pinchpoint in vicinity of Barnageeragh Cove Beach incoporates a currently unknown ground profile, due to steep sloping cliff face and may require an extensive engineering solution. Extensive traffic management would be required along this section.
Environmental	Ecology and other Natural factors	Route passes through dune and esturine habitat, however this is mitigated by presence of an existing path and the potential to widen west into verge.	Route passes through dune and esturine habitat, however this is mitigated by presence of an existing path and the potential to widen west into verge.	Route passes through dune and esturine habitat, however this is mitigated by presence of an existing path and the potential to widen west into verge.	Route passes through dune and esturine habitat, however this is mitigated by presence of an existing path and the potential to widen west into verge.	Route passes through dune and esturine habitat, however this is mitigated by presence of an existing path and the potential to widen west into verge.	Passes through dune and esturine habitat, however mitigated by existing path and potential to widen west into verge.	Route passes through dune and esturine habitat, however this is mitigated by presence of an existing path and the potential to widen west into verge.	No apparent disadvantages.	No apparent disadvantages.	No apparent disadvantages.	No apparent disadvantages.	No apparent disadvantages.
	Built Heritage and Archaeology	There is an opportunity for a 'Heritage Stop' at Red Island and Martello Tower grounds. No apparent disadvantages.	There is an opportunity for a 'Heritage Stop' at Red Island and Martello Tower grounds. Part of the route crosses through an Arcitectual Conservation Area, however materials selected will be sympathetic to this area.	There is an opportunity for a 'Heritage Stop' at Red Island and Martello Tower grounds. Part of the route crosses through an Arcitectual Conservation Area, however materials selected will be sympathetic to this area. Route runs adjacent to an RMP Zones of Notification but this can be aligned locally to avoid zone.	There is an opportunity for a 'Heritage Stop' at Red Island and Martello Tower grounds. Part of the route crosses through an Arcitectual Conservation Area, however materials selected will be sympathetic to this area. Route runs adjacent to 2no. RMP Zones of Notification. However there is minimum scope available for avoiding these zones.	There is an opportunity for a 'Heritage Stop' at Red Island and Martello Tower grounds. Part of the route crosses through an Arcitectual Conservation Area, however materials selected will be sympathetic to this area. Route runs adjacent to an RMP Zones of Notification but this can be aligned locally to avoid zone.	There is an opportunity for a 'Heritage Stop' at Red Island and Martello Tower grounds. Part of the route crosses through an Arcitectual Conservation Area, however materials selected will be sympathetic to this area. Route runs adjacent to a number of RMP Zones of Notification. However there is minimum scope available for avoiding these zones.	There is an opportunity for a 'Heritage Stop' at Red Island and Martello Tower grounds. Part of the route crosses through an Arcitectual Conservation Area, however materials selected will be sympathetic to this area. Route runs adjacent to a number of RMP Zones of Notification. However there is minimum scope available for avoiding these zones.	A significant section of the route runs through Arcitectual Conservation Area, whilst materials selceted would be sympathetic to this area, the impact is larger compared to other routes.	A significant section of the route runs through Arcitectual Conservation Area, whilst materials selceted would be sympathetic to this area, the impact is larger compared to other routes. Route runs adjacent to 3no. RMP Zones of Notification. However there is minimum scope available for avoiding these zones.	A significant section of the route runs through Arcitectual Conservation Area, whilst materials selceted would be sympathetic to this area, the impact is larger compared to other routes. Route runs adjacent to 1no. RMP Zones of Notification. However there is minimum scope available for avoiding these zones.	Route runs adjacent to 2no. RMP Zones of Notification. However there is minimum scope available for avoiding these zones.	Route runs adjacent to 2no. RMP Zones of Notification. However there is minimum scope available for avoiding these zones.
	Material Assets	Boardwalk would likely impact on views and privacy of adjacent dwellings. Boardwalk may also impact on the amenity of the beach. Route is likely to require traffic management from Kellys Lane towards Barnageeragh Cove Beach.	Route is likely to require traffic management to cater for potential cycle street type facility of Quay Street and The Hoar Rock area. However, utilising these quiet residential streets would avoid the impact on residents and the amenity of the beach that the boadwalk would likely have. The use of taffic management may also likely be required from Kellys Lane towards Barnageeragh Cove Beach.	Route is likely to require traffic management to cater for potential cycle street type facility of Quay Street and The Hoar Rock area. However, utilising these quiet residential streets would avoid the impact on residents and the amenity of the beach that the boadwalk would likely have. The use of taffic management may also likely be required from Kellys Lane towards Barnageeragh Cove Beach.	Route is likely to require traffic management to cater for potential cycle street type facility of Quay Street and The Hoar Rock area. However, utilising these quiet residential streets would avoid the impact on residents and the amenity of the beach that the boadwalk would likely have.	Boardwalk would likley impact on views and privacy of adjacent dwellings. Boardwalk may also impact on the amenity of the beach.	Route is likely to require traffic management to cater for potential cycle street type facility of Quay Street and The Hoar Rock area. However, utilising these quiet residential streets would avoid the impact on residents and the amenity of the beach that the boadwalk would likely have.	Route is likely to require traffic management to cater for potential cycle street type facility of Quay Street and The Hoar Rock area. However, utilising these quiet residential streets would avoid the impact on residents and the amenity of the beach that the boadwalk would likely have.	This route may have a significant impact on parking and numerous key junctions within town centre. The use of taffic management may also likely be required from Kellys Lane towards Barnageeragh Cove Beach.	This route is likely to have a significant impact on parking and numerous key junctions within town centre.	This route is likely to have a significant impact on parking and numerous key junctions within town centre.	This route may incur minor impact on sports fields and open spaces, however it removes impacts on parking and junctions by avoiding the town centre area.	This route removes impacts on parking and junctions by avoiding the town centre area.
Economic	Costs	Signifcant cost would be associated with the 500m boardwalk, some CPO and traffic management would be required. Significant cost is likely to be associated with the complex structure required in vicinity of Barnageeragh Cove Beach.	Some CPO traffic management required. Significant cost is likely to be associated with the complex structure required in vicinity of Barnageeragh Cove Beach. However requirement for 500m boardwalk and associated costs is avoided.	Some CPO and traffic management required. Significant cost is likely to be associated with the 30-40m span bridge over the R127 in vicinity of Barnageeragh Cove Beach. However requirement for 500m boardwalk and associated costs is avoided.	Some CPO and traffic management required. Significant cost is likely to be associated with the 30-40m span bridge over the the Railway Line and associated embankments in vicinity of Barnageeragh Cove. However requirement for 500m boardwalk and associated costs is avoided.	Signifcant cost would be associated with the 500m boardwalk, some CPO and traffic management would be required. Significant cost is likely to be associated with the complex structure required in vicinity of Barnageeragh Cove Beach.	Some CPO and traffic management required. Significant cost is likely to be associated with the 30-40m span bridge over the R127 in vicinity of Barnageeragh Cove Beach. However requirement for 500m boardwalk and associated costs is avoided.	Some CPO and traffic management required. Significant cost is likely to be associated with the 30-40m span bridge over the R127 in vicinity of Barnageeragh Cove Beach. However requirement for 500m boardwalk and associated costs is avoided.	Costly works throughout town centre including including works to links, junctions and requirement for full public realm design. Some CPO and traffic management required. Significant cost is likely to be associated with the 30-40m span bridge over the R127 in vicinity of Barnageeragh Cove Beach.	Costly works throughout town centre including including works to links, junctions and requirement for full public realm design. Some CPO and traffic management required. Significant cost is likely to be associated with the 30-40m span bridge over the R127 in vicinity of Barnageeragh Cove Beach.	Costly works throughout town centre including including works to links, junctions and requirement for full public realm design. Some CPO and traffic management required. Significant cost is likely to be associated with the 30-40m span bridge over the R127 in vicinity of Barnageeragh Cove Beach.	Mainy uses open space and residential streets. Significant complex structure required at western end. Significant cost is likely to be associated with the 30-40m span bridge over the R127 in vicinity of Barnageeragh Cove Beach. However extensive town centre works and construction of a boardwalk are avoided.	Mainy uses Distributor Road. Significant complex structure required at western end. Significant cost is likely to be associated with the 30-40m span bridge over the R127 in vicinity of Barnageeragh Cove Beach. However extensive town centre works and construction of a boardwalk are avoided.
	Benefits	Extensive exposure to coastal views and links to heritage sites, amenities and town centre results in a great tourism product that offers significant benefits to the local and regional economy.	Extensive exposure to coastal views and links to heritage sites, amenities and town centre results in a great tourism product that offers significant benefits to the local and regional economy.	Extensive exposure to coastal views and links to heritage sites, amenities and town centre results in a great tourism product that offers significant benefits to the local and regional economy.	Significant exposure to coastal views and links to heritage sites, amenities and town centre results in a good tourism product that offers significant benefits to the local and regional economy.	Significant exposure to coastal views and links to heritage sites, amenities and town centre results in a good tourism product that offers significant benefits to the local and regional economy.	Significant exposure to coastal views and links to heritage sites, amenities and town centre results in a good tourism product that offers significant benefits to the local and regional economy.	Good links to town centre and good views, but over half of route progresses along Distributor Road which is likely to reduce the overall tourism appeal of the scheme and thus may not fully realise the potential economic benefits.	Good links to town centre and some good views, but over half of route progresses along Distributor Road which is likely to reduce the overall tourism appeal of the scheme and thus may not fully realise the potential economic benefits.	Good links to town centre and minor exposure to good views, but over half of route progresses along Distributor Road which is likely to reduce the overall tourism appeal of the scheme and thus may not fully realise the potential economic benefits.	Good links to town centre and limited exposure to good views, but over half of route progresses along Distributor Road which is likely to reduce the overall tourism appeal of the scheme and thus may not fully realise the potential economic benefits.	Misses tourism opportunity and town centre experience and routes along mundane open space and residential areas.	Misses tourism opportunity and town centre expereience and routes along mundane Distributor Road.
Overall:													

Some advantages over other options

Comparable to all other options

Some disadvantages over other options

SUB-SECTION 2B

		Route								
		SS.2B.1	SS.2B.2	SS.2B.3	SS.2B.4	SS.2B.5	SS.2B.6	SS.2B.7	SS.2B.8	SS.2B.9
Engineering	Usability	Route traverses land that is genarally flat and desired gradients are achievable. Desired widths for the scheme can also be achieved. Short section where desire line is required to route around a private dwelling but this is not a substantial deviation.	Route traverses land that is genarally flat and desired graidents are achievable. Desired widths for the scheme can also be achieved.	Difficult gradient to be negotiated within the grounds of Ardgillan Castle. Upgraded or new bridge required at Ladystairs may result in steep ramp, narrow widths and or additional route length which may inconvenience users. Time restrictions apply within the grounds of Ardgillian Castle and as such access to the route may not be available all of the time. Short section where desire line is required to route around a private dwelling but this is not a substantial deviation.	Route traverses land that is genarally flat and where desired gradients are achievable. Desired widths for the scheme can also be achieved. Struture is required to route across the railway line on approach to Balbriggan, but availibility of land within state ownership should allow for struture with appropriate widths and gradients.	Shared Street required under narrow, busy railway overbridge. Difficult gradient to be negotiated both outside and within the grounds of Ardgillan Castle. Upgraded or new bridge required at Ladystairs may result in steep ramp, narrow widths and or additional route length which may inconvenience users. Time restrictions apply within the grounds of Ardgillian Castle and as such access to the route may not be available all of the time.	Shared Street required under narrow, busy railway overbridge. Difficult gradient to be negotiated both outside and within the grounds of Ardgillan Castle. Upgraded or new bridge required at Ladystairs may result in steep ramp, narrow widths and or additional route length which may inconvenience users. Time restrictions apply within the grounds of Ardgillian Castle and as such access to the route may not be available all of the time. Struture is required to route across the railway line but availibility of land within state ownership should allow for struture with appropriate widths and gradients.	Shared Street required under narrow, busy railway overbridge. Difficult gradient to be negotiated both outside and within the grounds of Ardgillan Castle. Some local gradient and constraint issues may be difficult to fully resolve. Time restrictions apply within the grounds of Ardgillian Castle and as such access to the route may not be available all of the time.	Numerous difficult gradients to be negotiated within the grounds of Ardgillan Castle. Signficnat length of local / farm access lane to be shared. Time restrictions apply within the grounds of Ardgillian Castle and as such access to the route may not be available all of the time.	Numerous difficult gradients to be negotiated within the grounds of Ardgillan Castle. Significant length of local / farm access lane to be shared. Time restrictions apply within the grounds of Ardgillian Castle and as such access to the route may not be available all of the time.
	User Experience	This route offers exceptional scenic coastal views and provides direct connectivity between Skerries and Balbriggan whilst also facilitating a link to Ardgillan Castle and its grounds.	Whilst this route runs adjacent to the Regional Road, it still offers exceptional scenic coastal views and provides direct connectivity between Skerries and Balbriggan whilst also facilitating a link to Ardgillan Castle and its grounds.	Whilst this section does link directly thorugh Ardgillan and its grounds, its southern section offers limited coastal views and may incur percieved safety issues compared to other routes.	Whilst this route runs adjacent to the Regional Road, and diverts from the coast at its northern end towards Castlelands, it still offers exceptional scenic coastal views and provides direct connectivity between Skerries and Balbriggan whilst also facilitating a link to Ardgillan Castle and its grounds.	Whilst this section does link directly through Ardgillan and its grounds, its southern section offers limited coastal views and may incur percieved safety issues compared to other routes.	Whilst this section does link directly through Ardgillan and its grounds, its southern section offers limited coastal views and may incur percieved safety issues compared to other routes. At its northern end the route also diverts from the coast towards Castlelands.	Whilst this route does offer an amenible route through the grounds of Ardgillan Castle, it presents limited if any views of the coast, incorporates difficult gradients and may incur percieved safety issues. At its northern end the route also diverts from the coast towards Castlelands.	Whilst this route does offer an amenible route through the grounds of Ardgillan Castle, it presents limited if any views of the coast, incorporates numerous difficult gradients and may incur percieved safety issues. At its northern end the route also diverts from the coast towards Castlelands.	Whilst this route does offer an amenible route through the grounds of Ardgillan Castle, it presents limited if any views of the coast, incorporates numerous difficult gradients and may incur percieved safety issues. At its northern end the route also diverts from the coast towards Castlelands.
	Buildability	This route may require a short section of difficult boardwalk construction on approach to Ladystairs and will require minor adaption of the bridge at Ladystairs to facilitate cyclists linking into Ardgillan Castle grounds.	This route may require a short section of difficult boardwalk construction on approach to Ladystairs and will require minor adaption of the bridge at Ladystairs to facilitate cyclists linking into Ardgillan Castle grounds.	Whilst this route will require significant adaption to the bridge at Ladystairs to facilitate cyclists at ladystairs, it avoids the pinch point adjacent the R127 on approach to Ladystairs.	This route may require a short section of difficult boardwalk construction on approach to Ladystairs and will require minor adaption of the bridge at Ladystairs to facilitate cyclists linking into Ardgillan Castle grounds.	Whilst this route will require significant adaption to the bridge at Ladystairs to facilitate cyclists at ladystairs, it avoids the pinch point adjacent the R127 on approach to Ladystairs.	Whilst this route will require significant adaption to the bridge at Ladystairs to facilitate cyclists at ladystairs, it avoids the pinch point adjacent the R127 on approach to Ladystairs. It should also be noted that a bridge is also required to cross over the railway line at Castlelands.	This route avoids any requirement for adapting the bridge at Ladystairs and avoids the pinch point adjacent the R127 on approach to Ladystairs.	This route avoids any requirement for adapting the bridge at Ladystairs and avoids the pinch point adjacent the R127 on approach to Ladystairs.	This route avoids avoids any requirement for adapting the bridge at Ladystairs and avoids the pinch point adjacent the R127 on approach to Ladystairs.
Environmental	Ecology and other Natural factors	Route runs adjacent area of landslide potential and adjacent an esturine habitat, however, impacts can be mitigated satisfactorily through local alignment and positioning of route.	Route runs adjacent an esturine habitat, however, impacts can be mitigated satisfactorily through local alignment and positioning of route.	Route runs adjacent area of landslide potential and adjacent an esturine habitat. Whilst impacts can be mitigated satisfactorily through local alignment and positioning of route with regards to those factors. This route dos however also run adjacent and through two locally important Woodland habitats, and measures to mitigate impacts here may not be as successful.	Route runs adjacent an esturine habitat, however, impacts can be mitigated satisfactorily through local alignment and positioning of route.	This route runs adjacent and through two locally important Woodland habitats, and measures to mitigate impacts here may not be to a satisfactory level.	This route runs adjacent and through two locally important Woodland habitats, and measures to mitigate impacts here may not be to a satisfactory level.	This route runs adjacent and through three locally important Woodland habitats, and measures to mitigate impacts here may not be to a satisfactory level.	This route runs adjacent and through three locally important Woodland habitats, and measures to mitigate impacts here may not be to a satisfactory level.	This route runs adjacent and through locally important Woodland and grassland habitats, and measures to mitigate impacts here may not be to a satisfactory level.
	Built Heritage and Archaeology	Route runs through Ardgillan Castle grounds which is an Archtectural Area of Conservation. Consideration would also be required at Ladystairs bridge which has built heritage values.	Route runs through Ardgillan castle grounds which is an Archtectural Area of Conservation. Consideration would also be required at Ladystairs bridge which has built heritage values.	Route runs through Ardgillan castle grounds which is an Archtectural Area of Conservation. Consideration would also be required at Ladystairs bridge which has built heritage values.	Route runs through Ardgillan castle grounds which is an Archtectural Area of Conservation. Consideration would also be required at Ladystairs bridge which has built heritage values.	Route runs through Ardgillan castle grounds which is an Archtectural Area of Conservation. Consideration would also be required at Ladystairs bridge which has built heritage values.	Route runs through Ardgillan castle grounds which is an Archtectural Area of Conservation. Consideration would also be required at Ladystairs bridge which has built heritage values.	Route runs through Ardgillan castle grounds which is an Archtectural Area of Conservation.	Route runs through Ardgillan castle grounds which is an Archtectural Area of Conservation.	Route runs through Ardgillan castle grounds which is an Archtectural Area of Conservation.
	Material Assets	Route would incur some impact on agricultural fields, some impact on the Ladystairs bridge and some impact on a private dwelling.	Route would incur some impact on agricultural fields and some impact on the Ladystairs bridge.	Route would incur some impact on agricultural fields, some impact on the railway line at Barnageeragh and some impact on a private dwelling.	Route would incur some impact on agricultural fields, some impact on Ladystairs bridge, would be dependant on a future link road and may impact on Castlelands Masterplan.	Route would incur some impact on agricultural fields, some impact on Ladystairs bridge, some impact on railway line at Barnageeragh and some impact on a private dwelling.	Route would incur some impact on agricultural fields, some impact on Ladystairs bridge, some impact on railway line at Barnageeragh, would be dependant on a future link road and may impact on Castlelands Masterplan.	Route would incur some impact on railway line at Barnageeragh, may impact on existing amenity walks of Ardgillan Castle grounds, would itself be impacted by a future link road and may impact on Castlelands Masterplan.	Route may impact on existing amenity walks of Ardgillan Castle grounds and would impact on farm / local road access.	Route may impact on existing amenity walks of Ardgillan Castle grounds and would impact on farm / local road access.
Economic	Costs	Noteworthy length of CPO along R127 and adjacent agricultural fields, may require 1 no. 30-40m boardwalk structure, would require minor upgrade of Ladystairs bridge.	Noteworthy length of CPO along R127, may require 1 no. 30-40m boardwalk structure, would require minor upgrade of Ladystairs bridge.	Noteworthy length of CPO along adjacent agricultural fields, would require significant upgrade of Ladystairs bridge.	Noteworthy length of CPO along R127, may require 1 no. 30-40m boardwalk structure, would require minor upgrade of Ladystairs bridge and would require structure over railway line to access into Castlelands.	Route requires junction improvements at railway overbridge at Barnageeragh, requires noteworthy CPO and significant adaption of Ladystairs bridge.	Route requires junction improvements at railway overbridge at Barnageeragh, requires noteworthy CPO, significant adaption of Ladystairs bridge and would require structure over railway line to access into Castlelands.	This route avoids construction of or adaption of any bridges and as it predominantly routes within Ardgillan Castle grounds, the CPO requirement is reduced.	This route avoids construction of or adaption of any bridges and as it predominantly routes within Ardgillan Castle grounds, the CPO requirement is reduced.	This route avoids construction of or adption of any bridges and as it predominantly routes within Ardgillan Castle grounds, the CPO requirement is reduced.
	Benefits	This route offers extensive coastal views, provides a link into the key amenity of Ardgillan Castle and its grounds whilst also facilitating a direct route between the towns of Skerries and Balbriggan, resulting in an overall great tourism, lesiure and commuting facility.	This route offers extensive coastal views, provides a link into the key amenity of Ardgillan Castle and its grounds whilst also facilitating a direct route between the towns of Skerries and Balbriggan, resulting in an overall great tourism, lesiure and commuting facility.	Whilst facilitating direct access to Ardgillan, this route offers reduced coastal views and experience and is not as a direct route for commuting. Overall tourism, leisure and commuting benefits are reduced compared to other alternative options.	This route offers extensive coastal views, provides a link into the key amenity of Ardgillan Castle and its grounds whilst also facilitating a direct route between the towns of Skerries and Balbriggan, resulting in an overall great tourism, lesiure and commuting facility.	Whilst faciliatating direct access to Ardgillan, this route offers reduced coastal views and experience and is not as direct a route for commuting. Overall tourism, leisure and commuting benefits are reduced compared to other alternative options.	Whilst faciliatating direct access to Ardgillan, this route offers reduced coastal views and experienec and is not as direct a route for commuting. Overall tourism, leisure and commuting benefits are reduced compared to other alternative options.	Whilst facilitating a direct and extensive route within Ardgillan Castle grounds, this route misses the unique experience potential readily available along the Fingal Coast and is not as direct a route for commuting. Overall tourism, leisure and commuting benefits are reduced compared to other alternative options.	Whilst facilitating a direct and extensive route within Ardgillan Castle grounds, this route misses the unique experience potential readily available along the Fingal Coast and is not as direct a route for commuting. Overall tourism, leisure and commuting benefits are reduced compared to other alternative options.	Whilst facilitating a direct and extensive route within Ardgillan Castle grounds, this route misses the unique experience potential readily available along the Fingal Coast and is not as direct a route for commuting. Overall tourism, leisure and commuting benefits are reduced compared to other alternative options.
Overall:										

(green)	Some advantages over other options
(yellow)	Comparable to all other options
(orange)	Some disadvantages over other options

SUB-SECTION 2C

		Route													
		SS.2C.1	SS.2C.2	SS.2C.3	SS.2C.4	SS.2C.5	SS.2C.6	SS.2C.7	SS.2C.8	SS.2C.9	SS.2C.10	SS.2C.11	SS.2C.12	SS.2C.13	SS.2C.14
Engineering	Usability	This route will have to negotiate a number of local gradient issues at Seapoint Lane and Balbriggan Beach, and will incorporate a Shared Street section and associated traffic management at Seapoint Lane and the Harbour area.	This route avoids local gradient issues and does not require any sections of Shared Street and associated traffic management measures.	This route will have to negotiate a number of local gradient issues at Seapoint Lane and Balbriggan Beach, and will incorporate a Shared Street section and associated traffic management at Seapoint Lane and the Harbour area.	This route will have to negotiate a number of local gradient issues at Seapoint Lane and Balbriggan Beach, and will incorporate a Shared Street section and associated traffic management at Seapoint Lane and the Harbour area.	This route will have to negotiate a number of local gradient issues at Seapoint Lane and Balbriggan Beach, and will incorporate a Shared Street section and associated traffic management at Seapoint Lane and the Harbour area.	This route avoids local gradient issues and does not require any sections of Shared Street and associated traffic management measures.	Route would require extensive traffic management along Skerries Road and Fancourt Road, which is likely to unduely impact on the operation of the R127 Regional Road. This route will have to negotiate a number of local gradient issues at Seapoint Lane and Balbriggan Beach, and will incorporate a Shared Street section and associated traffic management at Seapoint Lane and the Harbour area.	Route would require extensive traffic management along Skerries Road and Fancourt Road, which is likely to unduely impact on the operation of the R127 Regional Road.	Route would require extensive traffic management along Skerries Road and Fancourt Road, which is likely to unduely impact on the operation of the R127 Regional Road. Elements of Shared Street along Hampton Street and High Street. Significant gradient along High Street. Significant pinch point on High Street.	Route would require extensive traffic management along Skerries Road and Fancourt Road, which is likely to unduely impact on the operation of the R127 Regional Road. Elements of Shared Street along Hamton Street and Main Street. Main Street forms part of the R132 and exhibits high traffic volumes and speeds. Limited scope for seggregated facility and therefore leading to uncomfortable environment for cyclists.	Route would require extensive traffic management along Skerries Road and Fancourt Road, which is likely to unduely impact on the operation of the R127 Regional Road. Elements of Shared Street along Hamton Street and a significant section of Main Street. Main Street forms part of the R132 and exhibits high traffic volumes and speeds. Limited scope for seggregated facility and therefore leading to uncomfortable environment for cyclists.	Short section of Shared Street along Vauxhall Street and along Main Street. Main Street forms part of the R132 and exhibits high traffic volumes and speeds. Limited scope for seggregated facility and therefore leading to uncomfortable environment for cyclists.	Route avoids any requirement for shared street. Route avoids any requirment to route along the busy R132. Seggregated facilities appear achievable along Clonard Street and Mill Street. Route facilitates connection with proposed Harry Reynolds Road Scheme.	Extensive section of shared street along Main Street. Main Street forms part of the R132 and exhibits high traffic volumes and speeds. Limited scope for seggregated facility and therefore leading to uncomfortable environment for cyclists.
	User Experience	This route offers exceptional scenic coastal views. Provides direct connection with Balbriggan Train Station. Provides good access to town centre. Links to key heritage sites - Martello Tower and Bremore Castle.	Whilst this route consists of a short section with limited coastal views, it offers exceptional scenic coastal views, particularly as it routes along the Balbriggan Viaduct. Provides direct connection with Balbriggan Train Station. Provides good access to town centre. Links to key heritage sites - Martello Tower and Bremore Castle.	This route offers exceptional scenic coastal views. Provides good access to town centre. Links to key heritage sites - Martello Tower and Bremore Castle.	Whilst this route consists of a short section with limited coastal views, it offers exceptional scenic coastal views. Provides direct connection with Balbriggan Train Station. Provides good access to town centre. Links to key heritage sites - Martello Tower and Bremore Castle.	Whilst this route consists of a short section with limited coastal views, it offers exceptional scenic coastal views. Provides direct connection with Balbriggan Train Station. Provides good access to town centre. Links to key heritage sites - Martello Tower and Bremore Castle.	Whilst this route consists of a short section with limited coastal views, it offers exceptional scenic coastal views, particularly as it routes along the Balbriggan Viaduct. Provides direct connection with Balbriggan Train Station. Provides good access to town centre. Links to key heritage sites - Martello Tower and Bremore Castle.	Whilst this route provides direct connection with Balbriggan Train Station, good access to town centre and links to key heritage sites - Martello Tower and Bremore Castle, the route consists of a significant length of inland section along Fancourt Road and Seapoint Road, resulting in overall reduced exposure to the excellent coastal views on offer.	Whilst this route provides direct connection with Balbriggan Train Station, good access to town centre and links to key heritage sites - Martello Tower and Bremore Castle, the route consists of a significant length of inland section along Fancourt Road and Seapoint Road, resulting in overall reduced exposure to the excellent coastal views on offer.	Whilst this route provides direct connection with Balbriggan Train Station, good access to town centre and links to key heritage sites - Martello Tower and Bremore Castle, the route consists of a significant length of inland section along Fancourt Road , R127, Hampton Road and High Street, resulting in limited exposure to the excellent coastal views on offer.	Whilst this route provides direct connection with Balbriggan Train Station, good access to town centre and links to key heritage sites - Martello Tower and Bremore Castle, the route consists of a significant length of inland section along Fancourt Road , R127, Hampton Road and R132 Main Street, resulting in limited exposure to the excellent coastal views on offer. Route along Main Street would be uncomfortable due to high traffic volumes and speeds.	Whilst this route provides direct connection with Balbriggan Train Station, good access to town centre and links to key heritage sites - Martello Tower and Bremore Castle, the route consists of a significant length of inland section along Fancourt Road , R127 and R132 Main Street, resulting in no exposure to the excellent coastal views on offer. Route along Main Street would be uncomfortable due to high traffic volumes and speeds.	Whilst this route provides direct connection with Balbriggan Train Station, good access to town centre and links to key heritage sites - Martello Tower and Bremore Castle, the route consists of a significant length of inland section along Castlelands Park, Balbriggan Park and Vauxhall Street and R132 Main Street, resulting in limited exposure to the excellent coastal views on offer. Route along Main Street would be uncomfortable due to high traffic volumes and speeds.	Whilst this route provides direct connection with Balbriggan Train Station, good access to town centre and links to key heritage sites - Martello Tower and Bremore Castle, the route consists of a significant length of inland section along Castlelands Park, Balbriggan Park and Clonard Street / Mill Street, resulting in limited exposure to the excellent coastal views on offer. Route along Main Street would be uncomfortable due to high traffic volumes and speeds.	Whilst this route provides direct connection with Balbriggan Train Station, good access to town centre and links to key heritage sites - Martello Tower and Bremore Castle, the route consists of a significant length of inland section along Castlelands Park, Balbriggan Park and Clonard Street / Mill Street and R132 Main Street, resulting in no exposure to the excellent coastal views on offer. Route along Main Street would be uncomfortable due to high traffic volumes and speeds.
	Buildability	This route will encounter poor ground conditions in proximity to cliffs at The Bower. A cantilevered structure would be required adacent to the protected strutures at Seapoint Lane and is unlikely to be viable.	Whilst a replacement pedestrian deck adjacent Balbriggan Viaduct is required, this route avoids any impact of the protected structures at Seapoint Lane and the poor ground conditions at The Bower cliffs.	This route will encounter poor ground conditions in proximity to cliffs at The Bower. A cantilevered structure would be required adacent to the protected strutures at Seapoint Lane and is unlikely to be viable.	Whilst this route may require some local traffic management, it avoids any impact of the protected structures at Seapoint Lane and the poor ground conditions at The Bower cliffs.	Whilst this route may require some local traffic management, it avoids any impact of the protected structures at Seapoint Lane and the poor ground conditions at The Bower cliffs.	Whilst a replacement pedestrian deck adjacent Balbriggan Viaduct is required, and some regional and local traffic management, this route avoids any impact of the protected structures at Seapoint Lane and the poor ground conditions at The Bower cliffs.	Whilst this route may require some regional and local traffic management, it avoids any impact of the protected structures at Seapoint Lane and the poor ground conditions at The Bower cliffs.	Whilst a replacement pedestrian deck adjacent Balbriggan Viaduct is required, and some regional and local traffic management, this route avoids any impact of the protected structures at Seapoint Lane and the poor ground conditions at The Bower cliffs.	Route requires extensive traffic management measures particularly in urban areas requiring signficant levels tie-in.	Route requires extensive traffic management measures particularly in urban areas requiring signficant levels tie-in.	Route requires extensive traffic management measures particularly in urban areas requiring signficant levels tie-in.	Route requires extensive traffic management measures particularly in urban areas requiring signficant levels tie-in.	Whilst route will require a some levels tie-in in an urban area, this is a short section, and route avoids impact on protected structures and avoids poor ground conditions at cliffs.	Route requires extensive traffic management measures particularly in urban areas requiring signficant levels tie-in.
Environmental	Ecology and other Natural Factors	Route will run adjacent extensive seacliff where it will not be possible to be appropriately set back from the edge. The route will run adjacent to areas of land slide susceptibility albeit it will be possible to route away from the edge. It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA.	Whilst the route will run adjacent to areas of land slide susceptibility it will be able to route away from the edge. It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs.	Extensive seacliff where it will not be possible to route away from edge. Areas of land slide susceptibility, but will be able to route away from edge. It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA.	Whilst the route will run adjacent to areas of land slide susceptibility it will be able to route away from the edge. It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs.	Whilst the route will run adjacent to areas of land slide susceptibility it will be able to route away from the edge. It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs.	Whilst the route will run adjacent to areas of land slide susceptibility it will be able to route away from the edge. It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs.	It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs.	It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs or areas of landslide susceptibility.	It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs or areas of landslide susceptibility.	It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs or areas of landslide susceptibility.	Route avoids running close to seacliffs and any dune habitats or areas of landslide susceptibility.	It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs or areas of landslide susceptibility.	It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs or areas of landslide susceptibility.	It should be noted that Annex 1 dunes are located between Balbriggan Beach and the Martello Tower, which will require futher investigation with regards to impacts at Stage 2 MCA. Route avoids running close to seacliffs or areas of landslide susceptibility.
	Built Heritage and Archaeology	This route crosses adjacent to 4 no. RMP Zones of Notification however its largest impact is on the curtilage of an RPS.	This route crosses adjacent 4 no. RMP Zones of Notification however its largest impact is on the the Viaduct RPS.	This route crosses 4 no. RMP Zones of Notification however its largest impact is on the curtilage of an RPS.	Whilst the route crosses 4 no. RMP Zones of Notification, local realignment can avoid these appropriately, and it avoids any impact on RPSs.	Whilst the route crosses 4 no. RMP Zones of Notification, local realignment can avoid these appropriately, and it avoids any impact on RPSs.	This route crosses 4 no. RMP Zones of Notification however its largest impact is on the Viaduct RPS.	This route has no impact of RMPs or RPSs.	This route impacts on the Viaduct RPS.	Whilst this routes runs through an ACA and crosses adjacent to 4 no. RMP zones of Notification, local realignment can avoid these appropriately, and it avoids any impact on RPSs.	Whilst this routes runs through an ACA, it avoids any impact on RMPs or RPSs.	Whilst this routes runs through an ACA, it avoids any impact on RMPs or RPSs.	Whilst this routes runs through an ACA and crosses adjacent to 5 no. RMP zones of Notification, it avoids any impact on RPSs.	Whilst this routes crosses adjacent to 5 no. RMP zones of Notification, local realignment can avoid these appropriately, and it avoids any impact on ACAs or RPSs.	Whilst this routes crosses adjacent to 1 no. RMP zones of Notification, local realignment can avoid this appropriately, and it avoids any impact on ACAs or RPSs.
	Material Assets	Route impacts on back gardens, impacts on privacy and is likely to impact on harbour operation.	Route will have minor impact on local road network at Seapoint Road and will require liaison with IR with regards to section adjacent Balbriggan Viaduct, but avoids impacts on back gardens and the harbour area.	Route impacts on back gardens, impacts on privacy and is likely to impact on harbour operation.	Route will have minor impact on local road network at Seapoint Road and may have impact on harbour operation, however it avoids impacts on back gardens and pedestrian links.	Route will have minor impact on local road network at Seapoint Road and may have impact on harbour operation, however it avoids impacts on back gardens and pedestrian links.	Route will have minor impact on local road network at Seapoint Road and will require liaison with IR with regards to section adjacent Balbriggan Viaduct, but avoids impacts on back gardens and the harbour area.	Route will have impact on regional and local road network at Seapoint Road and may have impact on harbour operation, however it avoids impacts on back gardens and pedestrian links.	Route will have impact on regional and local road network at Seapoint Road and may have significant impact on pedestrian underpass opposite Seapoint Lane.	Route will have significant impact on regional road network and town centre road network.	Route will have significant impact on regional road network and town centre road network.	Route will have significant impact on regional road network and town centre road network.	Whilst route will have some impact on the town centre road network, this is signficantly less than other options. In addition route avoids impact on back gardens and pedestrian underpasses.	Whilst route will have some impact on the town centre road network, this is significantly less than other options. In addition route avoids impact on back gardens and pedestrian underpasses.	Route will have significant impact on regional road network and town centre road network.
Economic	Costs	Route will require extensive CPO of back gardens, will require structures at cliffs and RPS at Seapoint Lane. A boardwalk structure will be required on Balbriggan Beach, and 1 no. 25m bridge will be required at Bremore.	This route requires some CPO, minor traffic mangement and a pedestrian deck replacement, replace pedestrian underpass, retaining wall required, and 1 no. 25m bridge.	Route will require extensive CPO of back gardens, will require structures at cliffs and RPS at Seapoint Lane. A boardwalk structure will be required on Balbriggan Beach, and 1 no. 25m bridge will be required at Bremore.	Route will require minor traffic mangement, and 1 no. 25m bridge. Whilst this route requires some CPO it is significantly less than other options and has limited impact on existing structures.	Route will require minor traffic mangement, and 1 no. 25m bridge. This route will however only require minor if any CPO and has limited impact on existing structures.	Route will require minor traffic mangement, and 1 no. 25m bridge. This route will however only require minor if any CPO and has limited impact on existing structures.	Route requires some CPO, will require minor traffic mangement, and 1 no.boardwalk on Balbriggan Beach. However whilst this route requires some CPO it is significantly less than other options and has limited impact on existing structures.	Route requires some CPO, minor traffic mangement, pedestrian deck replacement, replace pedestrian underpass, retaining wall required.	Route will require some CPO, will require works through urban and ACA area. This route will also require a boardwalk structure on Balbriggan Beach, and 1 no. 25m bridge.	Route will require some CPO, will require works through urban and ACA area. This route will also require a boardwalk structure on Balbriggan Beach, and 1 no. 25m bridge.	Whilst route will require major urban and ACA works and major junction upgrades, it avoids significant CPO and impacts or requirements on/for structures.	Route requires major urban and ACA works and junction upgrades and traffic management along busy roads town centre and regional roads. Boardwalk required on Balbriggan Beach, and 1 no. 25m bridge.	Route will require boardwalk on Balbriggan Beach, and 1 no. 25m bridge. Howveer, whilst route requires some link and road upgrades, this are along appropriate low volume street. The route will also require uprgrade or replacement of bridge at end of Balbriggan Park, which will be a positive improvement for all.	Route will require boardwalk on Balbriggan Beach, and 1 no. 25m bridge. Howveer, whilst route requires some link and road upgrades, this are along appropriate low volume street. The route will also require uprgrade or replacement of bridge at end of Balbriggan Park, which will be a positive improvement for all.
	Benefits	This route provides extensive coastal views, provides access to key heritage sites, to the town centre and to public transport facilities and results in a great toursim product that offers significant benefits to the local and regional economy.	This route provides extensive coastal views, provides access to key heritage sites, to the town centre and to public transport facilities and results in a great toursim product that offers significant benefits to the local and regional economy. Noteworthy also is the statement section adjacent Balbriggan Viaduct.	This route provides extensive coastal views, provides access to key heritage sites, to the town centre and to public transport facilities and results in a great toursim product that offers significant benefits to the local and regional economy.	This route provides extensive coastal views, provides access to key heritage sites, to the town centre and to public transport facilities and results in a great toursim product that offers significant benefits to the local and regional economy.	This route provides extensive coastal views, provides access to key heritage sites, to the town centre and to public transport facilities and results in a great toursim product that offers significant benefits to the local and regional economy.	This route provides extensive coastal views, provides access to key heritage sites, to the town centre and to public transport facilities and results in a great toursim product that offers significant benefits to the local and regional economy. Noteworthy also is the statement section adjacent Balbriggan Viaduct.	Whilst this route provides access to public transport and the town centre, it provides a moderate level of exposure to coastal views and incorporates significant extent of unattractive road sections.	Whilst this route provides access to public transport and the town centre, and incorporates statement section adjacenet to Balbriggan Viaduct, it provides a moderate level of exposure to coastal views and incorporates significant extent of unattractive road sections.	Whilst this route provides access to public transport and the town centre, it provides a limited level of exposure to coastal views and incorporates significant extent of unattractive road sections.	Whilst this route provides access to public transport and the town centre, it provides a limited level of exposure to coastal views and incorporates significant extent of unattractive road sections.	Whilst this route provides access to public transport and the town centre, it provides a limited level of exposure to coastal views and incorporates significant extent of unattractive road sections particulary along a busy regional road.	Whilst this route provides access to public transport and the town centre, it provides a limited level of exposure to coastal views and incorporates significant extent of unattractive road sections.	Whilst this route provides access to public transport and the town centre, it provides a limited level of exposure to coastal views and incorporates significant extent of unattractive road sections.	Whilst this route provides access to public transport and the town centre, it provides a limited level of exposure to coastal views and incorporates significant extent of unattractive road sections particulary along a busy regional road.
Overall:															

(green)	Some advantages over other options
(yellow)	Comparable to all other options
(orange)	Some disadvantages over other options

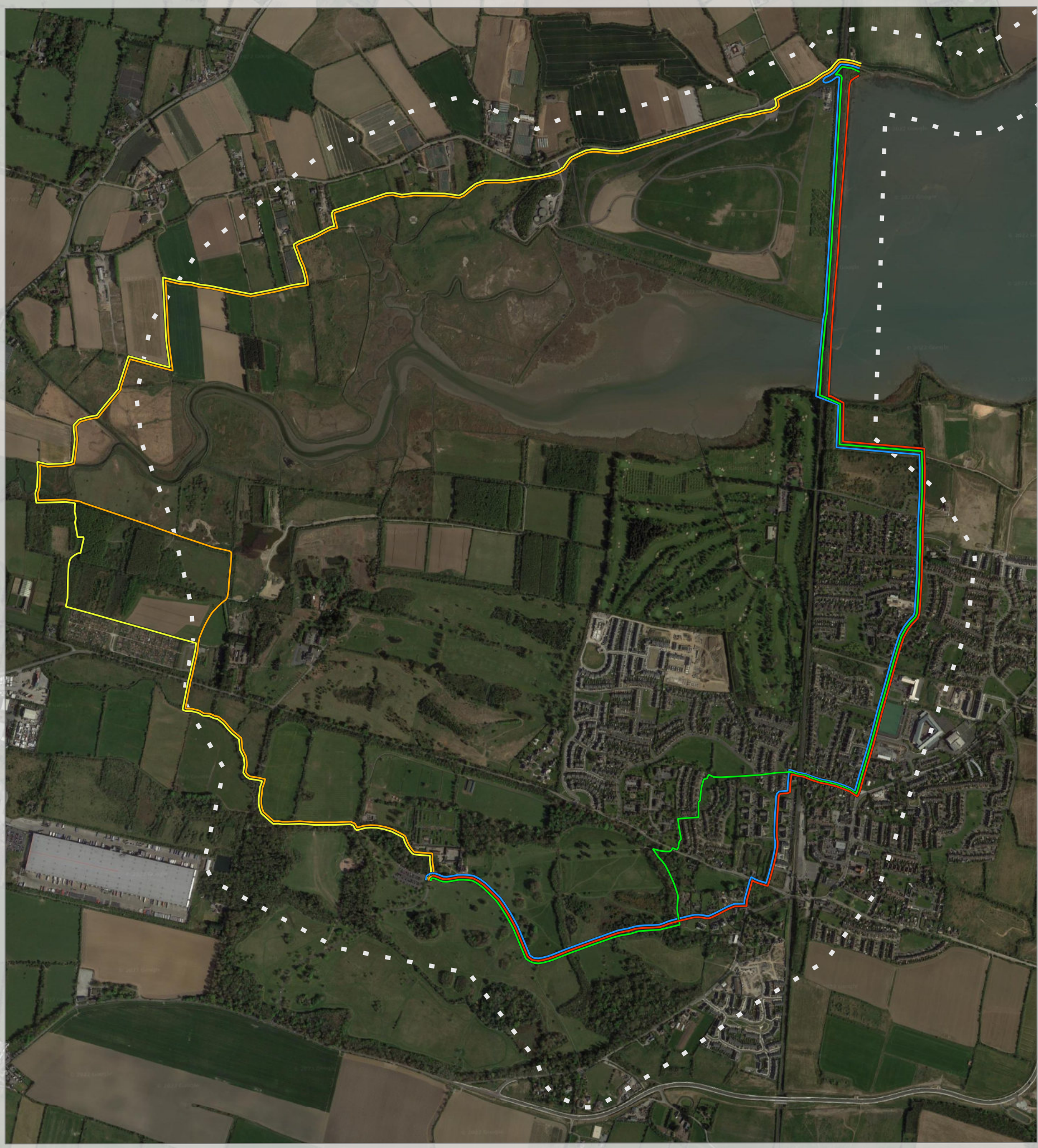
SUB-SECTION 2D

		Route											
		SS.2D.1	SS.2D.2	SS.2D.3	SS.2D.4	SS.2D.5	SS.2D.6	SS.2D.7	SS.2D.8	SS.2D.9	SS.2D.10	SS.2D.11	SS.2D.12
Engineering	Usability	Route is predominantly seggregated from traffic and will only need to utilise a short section of farm track and associated underpass.	Route is predominantly seggregated from traffic but will require sharing overpass and farm access road. There is a moderate gradient present on approach to the overpass. Route will run adjacent to regional road, design will need to ensure adequate separation distance.	Route is predominantly seggregated from traffic and will only need to utilise a short section of farm track and associated underpass.	Route is predominantly seggregated from traffic but will require sharing overpass and farm access road. Route will run adjacent to regional road, design will need to ensure adequate separation distance.	Route is predominantly seggregated from traffic and will only need to utilise a short section of farm track and associated underpass.	Route is predominantly seggregated from traffic but will require sharing overpass and farm access road. There is a moderate gradient present on approach to the overpass. Route will run adjacent to regional road, design will need to ensure adequate separation distance.	Route is predominantly seggregated from traffic but will require sharing overpass and farm access road. Route will run adjacent to regional road, design will need to ensure adequate separation distance.	Route is predominantly seggregated from traffic and will only need to utilise a short section of farm track.	Route is predominantly seggregated from traffic but will require sharing of farm access road. There is a moderate gradient present on approach to the overpass. Route will run adjacent to regional road, design will need to ensure adequate separation distance.	Route is predominantly seggregated from traffic but will require sharing overpass and farm access road. Route will run adjacent to regional road, design will need to ensure adequate separation distance.	Route is predominantly traffic free and will need to share two farm / local access road and asscoiated bridges and underpasses.	Route aligns predominantly adjacent regional road, design will need to ensure adequate separation distance.
	User Experience	Route provides best exposure to scenic views and coastal experience and avoids route adjacent to busy regional road.	Route provides excellent exposure to scenic views and coastal experience, and whilst it does route along busy regional road this only extends for circa 700m.	Route provides excellent exposure to scenic views and coastal experience and avoids routing adjacent to busy regional road.	Whilst this route does offer a section with direct coastal views, the nothern half of the route runss adjacent the regional road for over 1.4km substantially reducing the coastal experience.	Route runs adjacent to rail line and whilst the coastal experience would be somewhat diminished, there are substantial views remaining on offer, plus the route avoids running adjacent a busy regional road.	Route runs adjacent to rail line and whilst the coastal experience would be somewhat diminished, there are substantial views remaining on offer. In addition whilst it does route along busy regional road this only extends for circa 700m.	Route runs adjacent to rail line and whilst the coastal experience would be somewhat diminished, there are substantial views remaining on offer. Hoever the nothern half of the route runs adjacent the regional road for over 1.4km substantially reducing the available views and experience.	Route provides limited if any coastal views.	Route provides limited if any coastal views. Routes along busy regional road for 700m.	Route provides limited if any coastal views. Routes along busy regional road for 1.4km.	Whilst the northern section of this route offers some exposure to views and the coastal experience, the route runs along a busy regional road for over 1km.	Route provides limited if any coastal views running adjacent to a busy regional road for its entire length.
	Buildability	May have some construction access difficulties.	May have some construction access difficulties and some minor construction traffic management.	May have some construction access difficulties.	May have some construction access difficulties and some minor construction traffic management.	May have some construction access difficulties.	May have some construction access difficulties and some minor construction traffic management.	May have some construction access difficulties and some minor construction traffic management.	May have some construction access difficulties.	May have some construction access difficulties and some minor construction traffic management.	May have some construction access difficulties and some minor construction traffic management.	May have some construction access difficulties and some minor construction traffic management.	Will require extensive construction traffic management.
Environmental	Ecology and other Natural factors	Route encounters seacliff at start of route, though alignment can be set back to mitigate any risks, however route also runs adjacent to dune habitats and pockets of landslide susceptibility.	Route encounters seacliff at start of route, though alignment can be set back to mitigate any risks.	Route encounters seacliff at start of route, though alignment can be set back to mitigate any risks.	Route encounters seacliff at start of route, though alignment can be set back to mitigate any risks.	Route avoids major ecology and or environmental factors.	Route avoids major ecology and or environmental factors.	Route avoids major ecology and or environmental factors.	Route avoids major ecology and or environmental factors.	Route avoids major ecology and or environmental factors.	Route avoids major ecology and or environmental factors.	Route encounters seacliff at start of route, though alignment can be set back to mitigate any risks, however route also runs adjacent to dune habitats and pockets of landslide susceptibility.	Route avoids major ecology and or environmental factors.
	Built Heritage and Archaeology	Route crosses 8. no RMP zones of Notification, scope for local realignment is reduced.	Route crosses 7. no RMP zones of Notification, scope for local realignment is reduced.	Route crosses 1 no. RMP zone of Notification, however local realignment is possible to avoid impact.	Route crosses 2 no. RMP zones of Notification, however local realignment is possible to avoid impact.	Route avoids major built heritage and archaeology factors.	Route crosses 1 no. RMP zone of Notification, however local realignment is possible to avoid impact.	Route crosses 1 no. RMP zone of Notification, however local realignment is possible to avoid impact.	Route avoids major built heritage and archaeology factors.	Route crosses 1 no. RMP zone of Notification, however local realignment is possible to avoid impact.	Route crosses 1 no. RMP zone of Notification, however local realignment is possible to avoid impact.	Route crosses 1 no. RMP zone of Notification, however local realignment is possible to avoid impact.	Route crosses 1 no. RMP zone of Notification, however local realignment is possible to avoid impact.
	Material Assets	Route will result in extensive impacts on agricultural lands.	Route will result in extensive impacts on agricultural lands and some impact on regional road, including a requirement for taking front gardens.	Route will result in some impacts on agricultural lands.	Route will result in some impacts on agricultural lands and extensive impact on regional road, including a requirement for taking front gardens.	Due to alignment adjacent rail line, this route will have an impact on agricultural land, but this will be substantially mitigated. Avoids impact on regional road and adjacent private dwellings.	Due to alignment adjacent rail line, this route will have an impact on agricultural land, but this will be substantially mitigated. Will result in some impact on regional road and adjacent private dwellings but only comprises of a 700m section.	Due to alignment adjacent rail line, this route will have an impact on agricultural land, but this will be substantially mitigated. Will result in some impact on regional road and adjacent private dwellings but only comprises of a 1.4km section.	Due to alignment adjacent rail line, this route will have an impact on agricultural land, but this will be substantially mitigated. Avoids impact on regional road and adjacent private dwellings.	Due to alignment adjacent rail line, this route will have an impact on agricultural land, but this will be substantially mitigated. Avoids impact on regional road and adjacent private dwellings.	Due to alignment adjacent rail line, this route will have an impact on agricultural land, but this will be substantially mitigated. Will result in some impact on regional road and adjacent private dwellings but only comprises of a 1.4km section.	This route will result in an impact on the regional road, and the adjacent private dwellings i.e. front garden land take, and will also require some impact on agricultural lands.	This route will result in a significant impact on the regional road, and the adjacent private dwellings i.e. front garden land take.
Economic	Costs	Route will require extensive agricultural CPO and 1 no. 25-30m structure.	Route will require extensive agricultural CPO, some private garden CPO and 1 no. 25-30m structure.	Route will require signficantly reduced agricultural CPO and 1 no. 25-30m structure.	Route will require extensive agricultural CPO, some private garden CPO and 1 no. 25-30m structure.	Route will require signficantly reduced agricultural CPO and 1 no. 25-30m structure.	Route will require extensive agricultural CPO, some private garden CPO and 1 no. 25-30m structure.	Route will require extensive agricultural CPO, some private garden CPO and 1 no. 25-30m structure.	Route will require signficantly reduced agricultural CPO and 1 no. 25-30m structure.	Route will require extensive agricultural CPO, some private garden CPO and 1 no. 25-30m structure.	Route will require extensive agricultural CPO, some private garden CPO and 1 no. 25-30m structure.	Route will require extensive agricultural CPO and some private garden CPO.	Route runs adjacent regional road and as such will require extensive agricultural CPO and extensive private garden CPO.
	Benefits	Route provides extensive scenic views and coastal experience and facilitates easy and direct access to Balbriggan town centre and opportunity to connect with Bremore Castle and Newhaven Quay, resulting in an overall excellent tourism product.	Route provides extensive scenic views and coastal experience and facilitates easy and direct access to Balbriggan town centre and opportunity to connect with Bremore Castle and Newhaven Quay, resulting in an overall comprehensive tourism product.	Route provides extensive scenic views and coastal experience and facilitates easy and direct access to Balbriggan town centre and opportunity to connect with Bremore Castle and Newhaven Quay, resulting in an overall excellent tourism product.	Route can facilitate links to Bremore Castle and Newhaven Quay, but overall significantly reduces scenic views and coastal experience leading to poor tourism product	Route provides extensive scenic views and facilitates easy and direct access to Balbriggan town centre and opportunity to connect with Bremore Castle and Newhaven Quay, resulting in an overall comprehensive tourism product.	Route provides extensive scenic views and facilitates easy and direct access to Balbriggan town centre and opportunity to connect with Bremore Castle and Newhaven Quay, resulting in an overall comprehensive tourism product.	Route can facilitate links to Bremore Castle and Newhaven Quay, but overall significantly reduces scenic views and coastal experience leading to poor tourism product.	Route is limited in terms of links to heriatge opportunities and overall offers signficantly reduced scenic views and coastal experience leading to poor tourism product.	Route is limited in terms of links to heriatge opportunities and overall offers significantly reduced scenic views and coastal experience leading to poor tourism product.	Route is limited in terms of links to heriatge opportunities and overall offers significantly reduced scenic views and coastal experience leading to poor tourism product.	Route is limited in terms of links to heriatge opportunities and overall offers significantly reduced scenic views and coastal experience leading to poor tourism product.	Route is limited in terms of links to heriatge opportunities and overall offers significantly reduced scenic views and coastal experience leading to poor tourism product.
Overall:													

Some advantages over other options
Comparable to all other options
Some disadvantages over other options

Appendix C. Stage 2 Detailed Assessment Route Option Maps

Route Options for Stage 2 Assessment
Work Package 1
Sub-Section 1A
MAP S2-WP1-SSA



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2022-08-17
Rev G

Route Options for Stage 2 Assessment
Work Package 1
Sub-Section 1B
MAP S2-WP1-SSB

N

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Route Options for Stage 2 Assessment
Work Package 1
Sub-Section 1C
MAP S2-WP1-SSC

N

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Rev J

Route Options for Stage 2 Assessment
Work Package 1
Sub-Section 1D
MAP S2-WP1-SSD

N

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Route Options for Stage 2 Assessment
Work Package 2
Sub-Section 2A
MAP S2-WP2-SSA

N

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Rev G

Route Options for Stage 2 Assessment
Work Package 2
Sub-Section 2B
MAP S2-WP2-SSB

N

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Rev F

Route Options for Stage 2 Assessment
Work Package 2
Sub-Section 2C
MAP S2-WP2-SSC

N

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Rev D

Route Options for Stage 2 Assessment
Work Package 2
Sub-Section 2D
MAP S2-WP2-SSD

N

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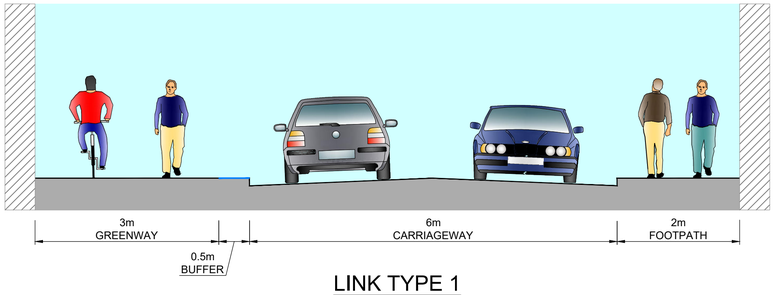
Appendix D. Stage 2 Link Type Nominal Cross-Sections



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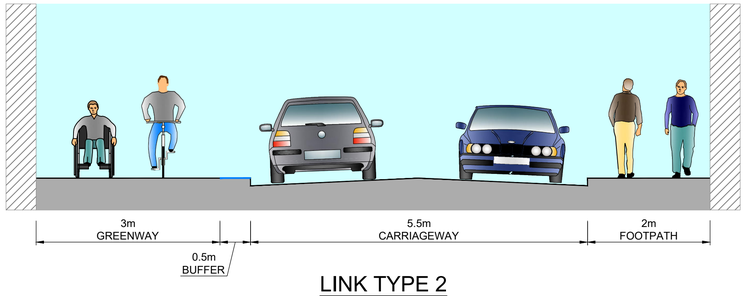

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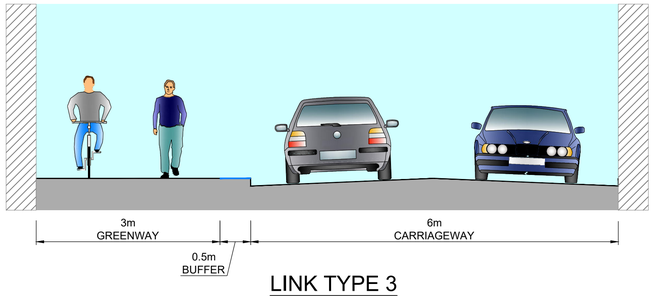

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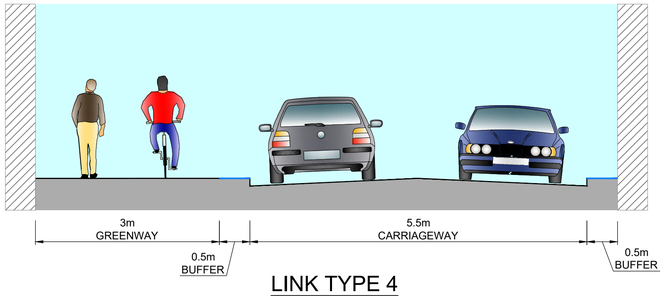

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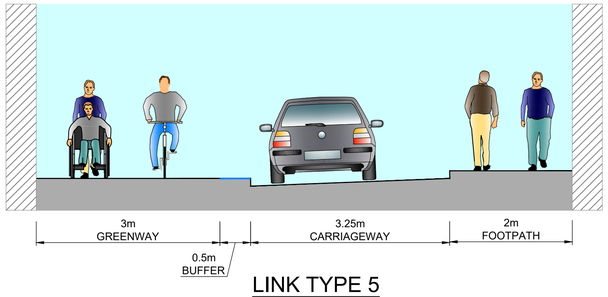

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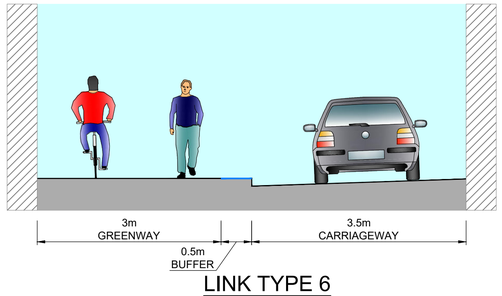

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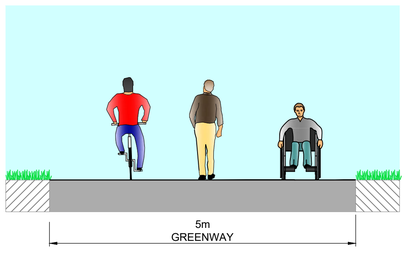

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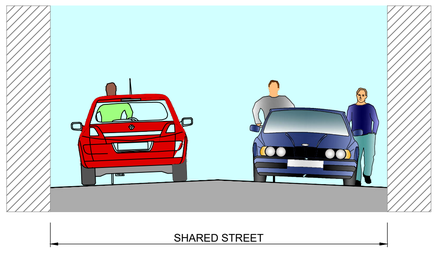

LINK TYPE 8

GENERAL NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

Purpose: PRELIMINARY / PLANNING

Comhairle Contae Fhine Gall
Fingal County Council

Rev	Description	By	Date	Chk'd	Auth
B	BUFFER AREA ADDED	YC	24.03.22	BM	KB
A	FOR INFORMATION	AK	11.08.20	CF	MD
-	FOR INFORMATION	YC	23.01.20	CF	MD

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Fax (+353) 091 779 830

Client: FINGAL COUNTY COUNCIL

Project: FINGAL COASTAL WAY

Title: NOMINAL CROSS SECTIONS FOR MCA COMPARISON PURPOSES

Original Scale	Design/Drawn	Checked	Authorised
1:50 at A1 1:100 at A3	YC Date 23.01.20	CF Date 23.01.20	MD Date 23.01.20

Status: P

Drawing Number: 5188509 / HTR / SK / 0100

Rev: B

A1

DO NOT SCALE

File: 5188509_ZZ_HTR_SK_0100.dwg
Date: Nov 16, 2022 - 5:20pm
Plotted by: swyse

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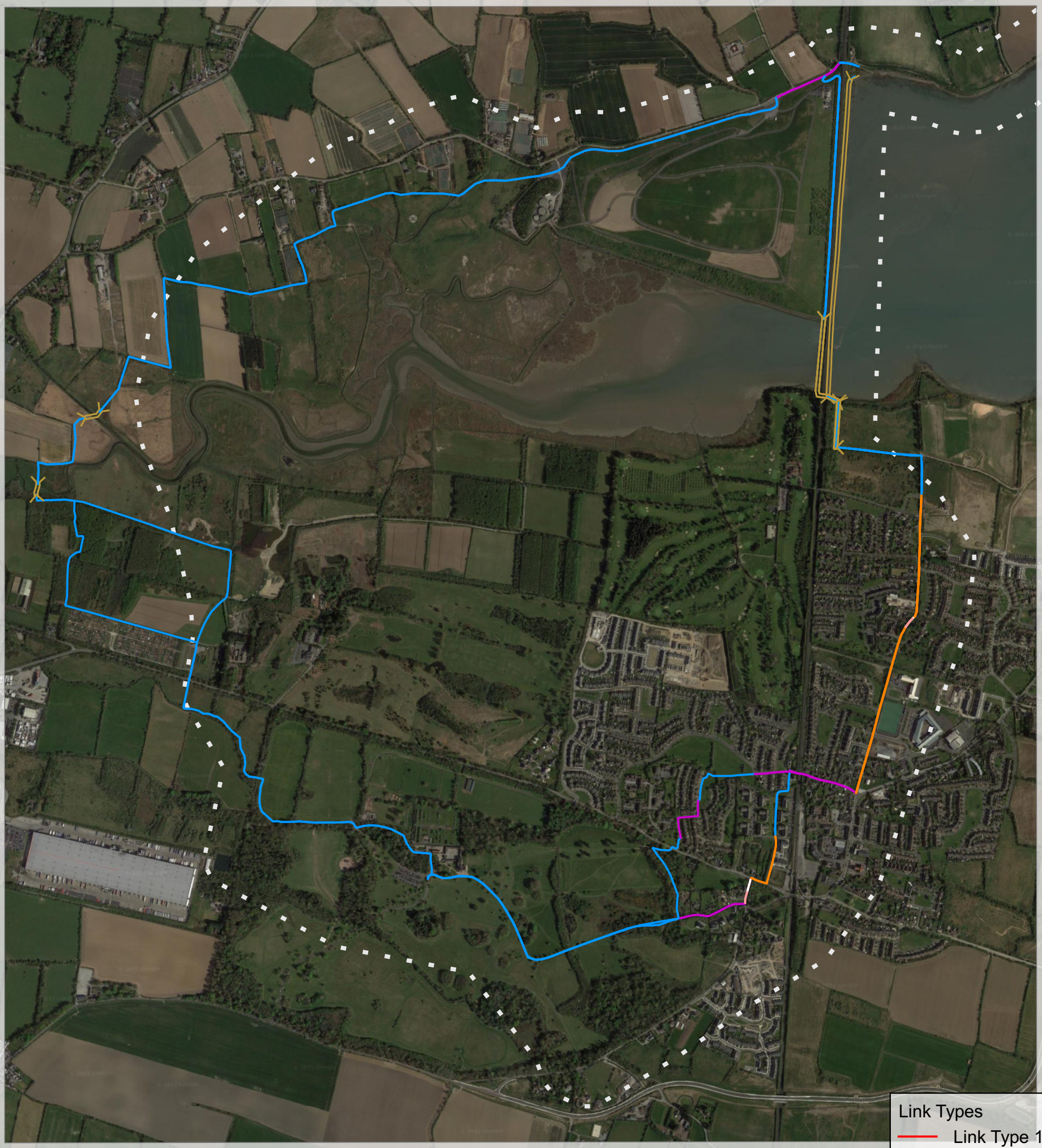
Appendix E. Stage 2 Link Type Route Maps

Route Options for Stage 2 Assessment - Link Types
Work Package 1
Sub-Section 1A
MAP S2-WP1-SS1A-LT

N



Link Types
- Link Type 1
- Link Type 2
- Link Type 3
- Link Type 4
- Link Type 5
- Link Type 6
- Link Type 7
- Link Type 8
- Existing
- Structure
- Other / Not Defined

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0 200 400 600 800 1,000 m

2022-11-16
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Route Options for Stage 2 Assessment - Link Types
Work Package 1
Sub-Section 1B
MAP S2-WP1-SS1B-LT

N

Link Types
- Link Type 1
- Link Type 2
- Link Type 3
- Link Type 4
- Link Type 5
- Link Type 6
- Link Type 7
- Link Type 8
- Existing
- Structure
- Other / Not Defined

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Route Options for Stage 2 Assessment - Link Types
Work Package 1
Sub-Section 1C
MAP S2-WP1-SS1C-LT

N

Link Types
- Link Type 1
- Link Type 2
- Link Type 3
- Link Type 4
- Link Type 5
- Link Type 6
- Link Type 7
- Link Type 8
- Existing
- Structure
- Other / Not Defined

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0 200 400 600 800 1,000 m

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Route Options for Stage 2 Assessment - Link Types
Work Package 1
Sub-Section 1D
MAP S2-WP1-SS1D-LT

N

Link Types
- Link Type 1
- Link Type 2
- Link Type 3
- Link Type 4
- Link Type 5
- Link Type 6
- Link Type 7
- Link Type 8
- Existing
- Structure
- Other / Not Defined

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0 200 400 600 800 1,000 m

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Route Options for Stage 2 Assessment - Link Types
Work Package 2
Sub-Section 2A
MAP S2-WP2-SS2A-LT

N

Link Types
- Link Type 1
- Link Type 2
- Link Type 3
- Link Type 4
- Link Type 5
- Link Type 6
- Link Type 7
- Link Type 8
- Existing
- Structure
- Other / Not Defined

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0 200 400 600 800 1,000 m

2022-11-16
Rev C

Route Options for Stage 2 Assessment - Link Types
Work Package 2
Sub-Section 2B
MAP S2-WP2-SS2B-LT

N

Link Types
- Link Type 1
- Link Type 2
- Link Type 3
- Link Type 4
- Link Type 5
- Link Type 6
- Link Type 7
- Link Type 8
- Existing
- Structure
- Other / Not Defined

ATKINS
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0 200 400 600 800 1,000 m

2022-11-16
Rev C

Route Options for Stage 2 Assessment - Link Types
Work Package 2
Sub-Section 2C
MAP S2-WP2-SS2C-LT

N

Link Types
- Link Type 1
- Link Type 2
- Link Type 3
- Link Type 4
- Link Type 5
- Link Type 6
- Link Type 7
- Link Type 8
- Existing
- Structure
- Other / Not Defined

ATKINS
Member of the SNC-Lavalin Group

0 200 400 600 800 1,000 m

2022-11-16
Rev C

Route Options for Stage 2 Assessment - Link Types
Work Package 2
Sub-Section 2D
MAP S2-WP2-SS2D-LT

N

Link Types
- Link Type 1
- Link Type 2
- Link Type 3
- Link Type 4
- Link Type 5
- Link Type 6
- Link Type 7
- Link Type 8
- Existing
- Structure
- Other / Not Defined

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0 200 400 600 800 1,000 m

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Appendix F. Stage 2 Multi-Criteria Analysis

SUB-SECTION 1A

Criteria	Sub-Criteria	Considerations	Red	Green	Blue	Yellow	Orange
			Rationale	Rationale	Rationale	Rationale	Rationale
Safety	Road Safety	Interaction with traffic at junctions.	No. of junctions per km: 3.4	No. of junctions per km: 2.5	No. of junctions per km: 3.2	No. of junctions per km: 0.6	No. of junctions per km: 0.6
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops)	No. of conflicts per km: 10.8	No. of conflicts per km: North:10.2	No. of conflicts per km: 10.3	No. of conflicts per km: 0.3	No. of conflicts per km: 0.3
	Personal Safety	Passive surveillance - usership, overlooking.	Percentage of route under passive surveillance: 50.9%	Percentage of route under passive surveillance: North:50.4%	Percentage of route under passive surveillance: 48.7%	Percentage of route under passive surveillance: 11.9%	Percentage of route under passive surveillance: 11.1%
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.	Percentage of route not shared street: 90.10%	Percentage of route not shared street: North: 88.4%	Percentage of route not shared street: 89.29%	Percentage of route not shared street: 96.07%	Percentage of route not shared street: 96.09%
		Extent of maximum gradients.	Percentage length above 5%: 5.22% Average Gradient above 5%: 6.67%	Percentage length above 5%: 2.29% Average Gradient above 5%: 7.99%	Percentage length above 5%: 6.72% Average Gradient above 5%: 6.78%	Percentage length above 5%: 6.25% Average Gradient above 5%: 7.47%	Percentage length above 5%: 4.09% Average Gradient above 5%: 8.75%
		Potential for flooding. (Assessment reference - OPW's National Flood Maps Viewer and Fingal County Council Draft FEMFRAMS Flood Mapping for Development Plan 2017 - 2023 Viewer)	Coastal Flooding Risk: From Northwestern Irish Sea via crossing point of Rogerstown Estuary. Mitigated by use of structure above flood level. Fluvial Flooding Risk: None	Coastal Flooding Risk: From Northwestern Irish Sea via crossing point of Rogerstown Estuary. Mitigated by use of structure above flood level. Fluvial Flooding Risk: None	Coastal Flooding Risk: From Northwestern Irish Sea via crossing point of Rogerstown Estuary. Mitigated by use of structure above flood level. Fluvial Flooding Risk: None	Coastal Flooding Risk: From Northwestern Irish Sea via Turvey River, Ballyboghil River, Ballough Stream and Regles Stream (diversion from orange route reduces overall risk slightly). Fluvial Flooding Risk: From Turvey River, Ballyboghil River, Ballough Stream and Regles Stream (diversion from orange route reduces overall risk slightly).	Coastal Flooding Risk: From Northwestern Irish Sea via Turvey River, Ballyboghil River, Ballough Stream and Regles Stream (diversion from yellow route increases overall risk slightly). Fluvial Flooding Risk: From Turvey River, Ballyboghil River, Ballough Stream and Regles Stream (diversion from yellow route increases overall risk slightly).
	Social Inclusion	Proximity and catchment to residential areas.	Population within 10 minute walking: 5073 Population within 10 minute cycling: 6797	Population within 10 minute walking: 5272 Population within 10 minute cycling: 6820	Population within 10 minute walking: 5074 Population within 10 minute cycling: 6798	Population within 10 minute walking: 161 Population within 10 minute cycling: 2495	Population within 10 minute walking: 161 Population within 10 minute cycling: 2495
		Potential for route to connect to deprived geographical areas.	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 1 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 2	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 1 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 2	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 1 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 2	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 1 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 2	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 1 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 2
		Potential for route to facilitate community and recreational activity and participation.	No. of clubs / sports fields / schools etc. within 10 minute cycling:20	No. of clubs / sports fields / schools etc. within 10 minute cycling: 21	No. of clubs / sports fields / schools etc. within 10 minute cycling: 20	No. of clubs / sports fields / schools etc. within 10 minute cycling: 9	No. of clubs / sports fields / schools etc. within 10 minute cycling: 9
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.	No of attractors that are directly accessed off the route: 3 : (Newbridge House, Donabate Train Station, Donabate Town Centre)	No of attractors that are directly accessed off the route: 3 : (Newbridge House, Donabate Train Station, Donabate Town Centre)	No of attractors that are directly accessed off the route: 3 : (Newbridge House, Donabate Train Station, Donabate Town Centre)	No of attractors that are directly accessed off the route: 1 : (Newbridge House)	No of attractors that are directly accessed off the route: 1 : (Newbridge House)
		Potential for route discontinuity in terms of link type.	No of transitions per km: 1.27 6 transitions/4.7km = 1.27	North: No of transitions per km: 0.98 transitions 5/5.1km = 0.98	No of transitions per km: 1.62 8 transitions/4.95km = 1.62	No of transitions per km: 0.32 2 transitions/6.24km = 0.32	No of transitions per km: 0.32 2 transitions/6.24km = 0.32
	Directness	Excessive or unnecessary detours.	Pedestrian Route Directness (PRD): 1.55	Pedestrian Route Directness (PRD): North: 1.68	Pedestrian Route Directness (PRD): 1.62	Pedestrian Route Directness (PRD): 2.04	Pedestrian Route Directness (PRD): 2.05
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.	Route passes by a mixed use (retail convenience foodstore, retail units and cafe/restaurant units) development with grant permission. Planning Reference: F20A/0630 https://planning.agileapplications.ie/fingal/application-details/?ref=F20A/0630 Adjecent to the existing residential development known as The Gallery. Planning Reference: F16A/0268 https://planning.agileapplications.ie/fingal/application-details/?ref=F16A/0268 Passes by turvey avenue SHD scheme. Greenway can be accomodated along existing carriageway and open spaces with no major impacts.	Greenway can be accomodated along existing carriageway and open spaces with no major impacts.	Route passes by a mixed use (retail convenience foodstore, retail units and cafe/restaurant units) development with grant permission. Planning Reference: F20A/0630 https://planning.agileapplications.ie/fingal/application-details/?ref=F20A/0630 Adjecent to the existing residential development known as The Gallery. Planning Reference: F16A/0268 https://planning.agileapplications.ie/fingal/application-details/?ref=F16A/0268 Passes by turvey avenue SHD scheme. Greenway can be accomodated along existing carriageway and open spaces with no major impacts.	Route passes by proposed construction of a detached maintenance building to store vehicles and equipment used to operate and maintain Balleally Landfill Site however no direct impact. Planning ref: PARTXI/009/21 https://planning.agileapplications.ie/fingal/application-details/90287	Route passes by proposed construction of a detached maintenance building to store vehicles and equipment used to operate and maintain Balleally Landfill Site however no direct impact. Planning ref: PARTXI/009/21 https://planning.agileapplications.ie/fingal/application-details/90287
		Local policy and objectives.	Green Infrastructure Objective - Newbridge House Local Objective - Facilitate provision of 6 dwellings (Newbridge ave) Specific Objective Lines - Cycle/Pedestrian Route (through Donabate & Rogerstown Estuary crossing) & Preserve Views Specific Objective Points - Coastal Walk (North of Estuary)	Green Infrastructure Objective - Newbridge House Specific Objective Lines - Cycle/Pedestrian Route (through Donabate Main Street & Rogerstown Estuary crossing) & Preserve Views Specific Objective Points - Coastal Walk (North of Estuary)	Green Infrastructure Objective - Newbridge House Local Objective - Facilitate provision of 6 dwellings (Newbridge ave) Specific Objective Lines - Cycle/Pedestrian Route (through Donabate & Rogerstown Estuary crossing) & Preserve Views Specific Objective Points - Coastal Walk (North of Estuary)	Green Infrastructure objective - Maintain Estuary landscape	Green Infrastructure objective - Maintain Estuary landscape
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 Sites)	Crosses 2 no. International sites; Rogerstown Estuary SPA (004015) & Rogerstown Estuary SAC (000208). Very large construction footprint directly adjacent to protected habitats within estuary. Potential impact through disturbance to wintering birds as Red route runs alongside significant estuarine roosting and foraging area for ca.1km.	Intercepts 2no. International sites; Rogerstown Estuary SPA (004015) & Rogerstown Estuary SAC (000208). Significant construction footprint within SAC including railway crossing bridge and estuary bridge. Crosses ca. 250m of SAC/SPA. This route utilises Rogerstown Park which is outside of the SAC/SPA therefore reducing potential impacts to the SAC/SPA in the area of Rogerstown Outer Estuary.	Intercepts 2no. International sites; Rogerstown Estuary SPA (004015) & Rogerstown Estuary SAC (000208). Significant construction footprint within SAC including railway crossing bridge and estuary bridge. Crosses ca. 250m of SAC/SPA. This route utilises Rogerstown Park which is outside of the SAC/SPA therefore reducing potential impacts to the SAC/SPA in the area of Rogerstown Outer Estuary .	Crosses 1 no. International sites; Rogerstown Estuary SAC (000208). Runs alongside western side of SAC for ca. 400m. Directly crosses ca. 50m of SAC at river crossing. The route does not cross or directly run alongside the SPA.	Crosses 1 no. International sites; Rogerstown Estuary SAC (000208). Runs alongside western side of SAC for ca. 730m. Directly crosses ca. 50m of SAC at river crossing. The route does not cross or directly run alongside the SPA.
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).	This route crosses 2 no. National sites; Rogerstown Estuary pNHA (000208) & Nature Reserve. Potential impact through disturbance to wintering birds as Red route runs alongside significant estuarine roosting and foraging area for ca.1km.	This route intercepts 2no. National sites; Rogerstown Estuary pNHA (000208) & Nature Reserve. Significant construction footprint within pNHA including railway crossing bridge and estuary bridge. Crosses ca. 250m of pNHA. This route utilises Rogerstown Park which is outside of the pNHA therefore reducing potential impacts to the pNHA in the area of Rogerstown Outer Estuary.	This route intercepts 2no. National sites; Rogerstown Estuary pNHA (000208) & Nature Reserve. Significant construction footprint within pNHA including railway crossing bridge and estuary bridge. Crosses ca. 250m of pNHA. This route utilises Rogerstown Park which is outside of the pNHA therefore reducing potential impacts to the SpNHA in the area of Rogerstown Outer Estuary .	Crosses 2 no. National sites; Rogerstown Estuary pNHA (000208) & Nature Reserve. Runs alongside western side of pNHA for ca. 400m. Directly crosses ca. 50m of pNHA at river crossing.	Crosses 2 no. National sites; Rogerstown Estuary pNHA (000208) & Nature Reserve. Runs alongside western side of pNHA for ca. 730m. Directly crosses ca. 50m of pNHA at river crossing.
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)	Route largely follows footpaths and roadways until meeting Rogerstown Estuary. No significant impact on habitats or species until route meets Rogerstown Estuary. No watercourse crossings. Within area of Rogerstown Estuary: - habitats directly adjacent to route include - 1km of protected (Annex I) mudflats and sandflats and an area of salt marsh. Loss of habitat is unlikely as route is within rock armour. Potential for impacts on habitats through construction related contamination events.	Route largely follows footpaths and roadways until meeting Rogerstown Estuary. No significant impact on habitats or species until route meets Rogerstown Estuary. No watercourse crossings. Railway bridge is outside of areas of protected habitats. Within area of Rogerstown Estuary: - habitats directly adjacent to route include - 250m of protected (Annex I) mudflats and sandflats. Loss of habitat is unlikely as route is within rock armour. Potential for impacts on habitats through construction related contamination events. Once across the estuary, this route utilises Rogerstown Park which is remote from from tidal mudflats and sand flats.	Route largely follows footpaths and roadways until meeting Rogerstown Estuary. No significant impact on habitats or species until route meets Rogerstown Estuary. No watercourse crossings. Railway bridge is outside of areas of protected habitats. Within area of Rogerstown Estuary: - habitats directly adjacent to route include - 250m of protected (Annex I) mudflats and sandflats. Loss of habitat is unlikely as route is within rock armour. Potential for impacts on habitats through construction related contamination events. Once across the estuary, this route utilises Rogerstown Park which is remote from from tidal mudflats and sand flats.	Yellow route largely follows existing footpaths or field boundaries through Turvey parkland until estuary crossing point- no significant loss of habitat up to estuary. Route crosses 2 no. watercourses: Ballyboghil and Ballough. No Annex I habitats within Yellow route at estuary crossing point. Minimal potential for construction related impacts on estuarine habitats. Minimal structures needed.	Orange route largely follows existing footpaths or field boundaries through Turvey parkland until estuary crossing point- no significant loss of habitat up to estuary. Route crosses 2 no. of watercourses: Ballyboghil and Ballough. No Annex I habitats within or alongside Orange route near. Minimal potential for construction related impacts on estuarine habitats. Minimal structures needed.
		Rare, Protected, Invasive Species.	Minimal impact on protected species until route meets Rogerstown Estuary. Multiple protected SPA bird species forage and roost alongside railway line in outer estuarine area. Potential disturbance impact on multiple bird species during construction and importantly during operation.	Minimal impact on protected species until route meets Rogerstown Estuary. Protected SPA bird species forage and roost alongside railway line in inner estuarine area. Potential disturbance impact on multiple bird species during construction. Potential disturbance during operation to protected birds at estuarine crossing point. Bird studies indicate the waters directly alongside railway line in Inner estuary are not utilised as much as outer estuary or as much as areas 100m west of railway line. This route utilises Rogerstown Park therefore reducing potential disturbance impacts to waterbirds in the area of Rogerstown Outer Estuary. The section of route within Rogerstown Park will be screened from birds by railway line.	Minimal impact on protected species until route meets Rogerstown Estuary. Protected SPA bird species forage and roost alongside railway line in inner estuarine area. Potential disturbance impact on multiple bird species during construction. Potential disturbance during operation to protected birds at estuarine crossing point. Bird studies indicate the waters directly alongside railway line in INNER estuary are not utilised as much as outer estuary or as much areas 100m west of railway line. This route utilises Rogerstown Park therefore reducing potential disturbance impacts to waterbirds in the area of Rogerstown Outer Estuary. The section of route within Rogerstown Park will be screened from birds by railway line.	Inner estuary and bordering fields are significant roosting and foraging sites for multiple protected SPA bird species - areas include mudflats alongside watercourse at low tide and bordering fields predominantly on north side of river. Route is largely set back from prime bird sites although there is potential for anthropogenic disturbance to field feeding species particularly north side of inner estuary. This route has the potential to cause anthropogenic disturbance related impacts in a previously undisturbed / undeveloped area which accommodates protected bird species.	Inner estuary and bordering fields are significant roosting and foraging sites for multiple protected SPA bird species - areas include mudflats alongside watercourse at low tide and bordering fields predominantly on north side of river. Route is largely set back from prime bird sites although there is potential for anthropogenic disturbance to field feeding species particularly north side of inner estuary. This route has the potential to cause anthropogenic disturbance related impacts in a previously undisturbed / undeveloped area which accommodates protected bird species.
	Soils and Geology	Bedrock and overburden. Alluvium Soils	This route is not intercepted by bedrock outcrop of overburden. There are no alluvial soils intercepted by this route.	This route is underlain by ca.70m of bedrock outcrop or overburden. There are no alluvial soils intercepted by this route.	This route is underlain by ca.70m of bedrock outcrop or overburden. There are no alluvial soils intercepted by this route.	Intercepts ca.1250m of alluvial soils, ca.70m of bedrock outcrop or overburden.	Intercepts ca.1250m of alluvial soils, ca.70m of bedrock outcrop or overburden.
		Karst features.	There are no karst features reported within vicinity of this route	There are no karst features reported within vicinity of this route	There are no karst features reported within vicinity of this route.	There are no karst features reported within vicinity of this route	There are no karst features reported within vicinity of this route
		Landslide susceptibility.	There are no areas of moderately high - high landslide susceptibility within vicinity of this route.	There are no areas of moderately high - high landslide susceptibility within vicinity of this route.	There are no areas of moderately high - high landslide susceptibility within vicinity of this route.	There are no areas of moderately high - high landslide susceptibility within vicinity of this route.	There are no areas of moderately high - high landslide susceptibility within vicinity of this route.
		Contaminated lands.	This route is partly located along an existing railway line and therefore the potential for contaminated land to be present exists. Ground Investigations will be required along this route. Does not encroach on area of landfill area at Rogerstown Park.	This route is partly located along an existing railway line and therefore the potential for contaminated land to be present exists. Ca. 900m of proposed route passes potentially contaminated ground at Rogerstown Park but will entail upgrading of existing paths minimising risks.	This route is partly located along an existing railway line and therefore the potential for contaminated land to be present exists. Ca. 900m of proposed route passes potentially contaminated ground at Rogerstown Park but will entail upgrading of existing paths minimising risks.	Ca. 700m of proposed route passes potentially contaminated ground at Rogerstown Park but will entail upgrading of existing paths minimising risks.	Ca. 700m of proposed route passes potentially contaminated ground at Rogerstown Park but will entail upgrading of existing paths minimising risks.
		Ground Investigation.	Ground investigation will be required along this route	Ground investigation will be required along this route	Ground investigation will be required along this route	Ground investigation will be required along this route	Ground investigation will be required along this route
		Geological Heritage Areas.	No Geological Heritage Area within vicinity of the route	No Geological Heritage Area within vicinity of the route.	No Geological Heritage Area within vicinity of the route.	No Geological Heritage Area within vicinity of the route	No Geological Heritage Area within vicinity of the route
		Quarries.	There are no active quarries within the general area of this route	There are no active quarries within the general area of this route.	There are no active quarries within the general area of this route.	There are no active quarries within the general area of this route.	There are no active quarries within the general area of this route.
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)	There are no Source protection areas within vicinity of this route. There are no private wells along the route	There are no Source protection areas within vicinity of this route. There are no private wells along the route, with 1no. well potentially ca. 10m to the south. This well is reported to a 500m locational accuracy and therefore its exact location is not known.	There are no Source protection areas within vicinity of this route. There are no private wells along the route	There are no Source protection areas within vicinity of this route. There are no private wells along the route	There are no Source protection areas within vicinity of this route. There are no private wells along the route
		Groundwater Resources / Levels (Vulnerable Aquifers)	This route intercepts portions of 'High' groundwater vulnerability with a minor portion of 'Extreme' vulnerability intercepted indicating that shallow groundwater may be present. This route is also partially located in bedrock that is moderately productive in local zones and bedrock that is generally productive.	This route intercepts portions of 'High' groundwater vulnerability with portions of 'Extreme' vulnerability and 'Rock at or near surface or karst' intercepted indicating that shallow groundwater may be present. This route is also located in bedrock that is moderately productive in local zones and bedrock that is generally productive.	This route intercepts portions of 'High' groundwater vulnerability with a portion of 'Extreme' vulnerability and 'Rock at or near surface or karst' intercepted indicating that shallow groundwater may be present. This route is also located in bedrock that is moderately productive in local zones and bedrock that is generally productive.	This route intercepts a portion of 'High' and 'Extreme' groundwater vulnerability with a portion of 'Rock at or near surface or karst' intercepted indicating that shallow groundwater may be present. This route also intercepted bedrock that is moderately productive in local zones.	This route intercepts a portion of 'High' and 'Extreme' groundwater vulnerability with a portion of 'Rock at or near surface or karst' intercepted indicating that shallow groundwater may be present. This route also intercepted bedrock that is moderately productive in local zones.
		Surface Water Quality and Flows.	This route does not encroach on any river. This route crosses the Rogerstown Estuary.	This route does not encroach on any river. This route crosses the Rogerstown Estuary.	This route does not encroach on any river. This route crosses the Rogerstown Estuary.	This route runs along the Turvey river and crosses the Regles stream, the Ballyough Stream and Ballyboghil Stream. The status of all watercourses being intercepted by this route are of 'Moderate' or 'Poor' status.	This route runs along the Turvey river and crosses the Regles stream, the Ballyough Stream and Ballyboghil Stream. The status of all watercourses being intercepted by this route are of 'Moderate' or 'Poor' status.

Criteria	Sub-Criteria	Considerations	Red	Green	Blue	Yellow	Orange
			Rationale	Rationale	Rationale	Rationale	Rationale
Environment	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets	Total 16 no. heritage assets. Option has some advantages to others as will follow existing route ways within Newbridge Demesne and Donabate. Will also facilitate access to, and appreciation of, locations of various cultural heritage assets within Donabate area with likely imperceptible impacts arising. Possible underwater archaeological potential at location of piled structure in Rogerstown estuary – although it is noted that this option has a large new build footprint at the estuary crossing (east side) when compared to Blue and Green options.	Total 16 No. heritage assets. Option has some advantages to others as will follow existing route ways and trails within Newbridge Demesne and Donabate. Will also facilitate access to, and appreciation of, locations of various cultural heritage assets in Donabate area with likely slight/imperceptible impacts arising. Two access/egress options at Newbridge Demesne are noted although this does require an offline section at the eastern portion of the demesne lands (retained along existing hedgerows). Offline sections do retain some archaeological potential, and possible underwater archaeological potential at location of new piled bridging structure in Rogerstown estuary.	Total 17 No. heritage assets. Option has some advantages to others as will follow existing route ways within Newbridge Demesne and Donabate. Will also facilitate access to, and appreciation of, locations of various cultural heritage assets in Donabate area with likely imperceptible impacts arising. Possible underwater archaeological potential at location of piled structure in Rogerstown estuary.	Total 3 No. heritage assets. Option has some disadvantages to others as it will not facilitate access to the cultural heritage resource within Donabate. It will also extend through green field areas, including within a section of Newbridge Demesne ACA, with heightened potential for impacts on unrecorded, sub-surface archaeological features as well as townland boundaries and other undesignated assets that may exist within these lands. Option will also cross watercourses that may contain underwater archaeological features, however it is noted that single span bridges are proposed.	Total 3 No. heritage assets. Option has some disadvantages to others as it will not facilitate access to the cultural heritage resource within Donabate. It will also extend through green field areas, including within a section of Newbridge Demesne ACA, with heightened potential for impacts on unrecorded, sub-surface archaeological features as well as townland boundaries and other undesignated assets that may exist within these lands. Option will also cross watercourses that may contain underwater archaeological features, however it is noted that single span bridges are proposed.
	Material Assets	Properties.	No. of residential properties directly impacted: 9, including those within a gated housing development.	No. of residential properties directly impacted: 4 including temporary impact on Beaverstown Golf Club	No. of residential properties directly impacted: 10 including temporary impact on Beaverstown Golf Club and including those within a gated housing development.	No. of residential properties directly impacted: 2, this route will pass through part of the gardens adjacent the estuary.	No. of residential properties directly impacted: 2, this route will pass through part of the gardens adjacent the estuary.
		Road network operation.	Length of Road Network not Type 7, Existing or Structure: 38.06% Removal of Parkng Provision: 0m Implementation of One-way system: 80m	Length of Road Network not Type 7, Existing or Structure: North: 31.9% Removal of Parkng Provision: 0m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 37.63% Removal of Parkng Provision: 0m Implementation of One-way system: 80m	Length of Road Network not Type 7, Existing or Structure: 3.93% Removal of Parkng Provision: 0m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 3.91% Removal of Parkng Provision: 0m Implementation of One-way system: 0m
		Public transport infrastructure impacted (rail, bus - existing and future)	Percentage length of network potentially impacted: 22.7%	Percentage length of network potentially impacted: 6.8%	Percentage length of network potentially impacted: 7.0%	Percentage length of network potentially impacted: 0.6%	Percentage length of network potentially impacted: 0.6%
	Agronomy	Land cover	The Red Option in this section impacts on a low level of agricultural lands and is predominantly on non-agricultural lands including public road.	The Green Option in this section impacts on a low level of agricultural lands and is predominantly on non-agricultural lands including amenity lands in Newbridge Park and public road.	The Blue Option in this section impacts on a low level of agricultural lands and is predominantly on non-agricultural lands including public road.	The Yellow Option in this section involves a medium level of agricultural lands with the remainder comprised of amenity lands in Newbridge Park, Turvey Nature Reserve, Rogerstown Park and public road.	The Orange Option in this section involves a medium level of agricultural lands with the remainder comprised of amenity lands in Newbridge Park, Turvey Nature Reserve and Rogerstown Park and public road.
		Farm Type, Livestock and Operations.	Impact on agricultural lands will be limited to a short section on grassland used for livestock grazing.	Impact on agricultural lands will be limited to a short section on grassland used for livestock grazing.	Impact on agricultural lands will be limited to a short section on grassland used for livestock grazing.	The Yellow Option will impact on agricultural lands comprised of grassland used for extensive livestock grazing, tillage lands used for cereal / vegetable production and two horticultural plots involved in intensive production under glass.	The Orange Option will impact on agricultural lands comprised of grassland used for extensive livestock grazing, tillage lands used for cereal / vegetable production and two horticultural plots involved in intensive production under glass.
		Access to land	The Red Option will not impact on access to lands.	The Green Option will not impact on access to lands.	The Blue Option will not impact on access to lands.	The Yellow Option will have land severance and impact on access on lands along the estuary.	The Orange Option will have land severance and impact on access on lands along the estuary.
		Key agricultural constraints	The Red Option will not impact on key agricultural constraints.	The Green Option will not impact on key agricultural constraints.	The Blue Option will not impact on key agricultural constraints.	The Yellow Option will run along the boundary of two horticultural plots. The impact on the operation of these businesses is Slight or Not Significant.	The Orange Option will run along the boundary of two horticultural plots. The impact on the operation of these businesses is Slight or Not Significant.
	Noise, Vibration and Air Quality	Human health.	This route passes through the village of Donabate and by a school which may be sensitive to air and noise during construction. However longterm operation may result in more locals opting to cycle therefore potentially reducing air emissions, improving air quality and reducing noise. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this route during the construction phase. However, given the nature of the project, it is anticipated that there may be a slight reduction in noise and vibration and reduction in air emissions during the opeRationale phase. This route is likely to have positive impacts long term by encouraging cycling and walking and mode shift.	This route passes through the village of Donabate and by a school which may be sensitive to air and noise during construction. However longterm operation may result in more locals opting to cycle therefore potentially reducing air emissions, improving air quality and reducing noise. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this route during the construction phase. However, given the nature of the project, it is anticipated that there may be a slight reduction in noise and vibration and reduction in air emissions during the opeRationale phase. This route is likely to have positive impacts long term by encouraging cycling and walking and mode shift.	This route passes through the village of Donabate and by a school which may be sensitive to air and noise during construction. However longterm operation may result in more locals opting to cycle therefore potentially reducing air emissions, improving air quality and reducing noise. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this route during the construction phase. However, given the nature of the project, it is anticipated that there may be a slight reduction in noise and vibration and reduction in air emissions during the opeRationale phase. This route is likely to have positive impacts long term by encouraging cycling and walking and mode shift.	There may be slight, short term noise and vibration impacts and Air Quality impacts from this route during the construction phase. However, given the nature of the project, it is anticipated that there would be a reduction in overall air emissions during the opeRationale phase, albeit it is noted that this route is further away from Donabate which may result in it being used less.	There may be slight, short term noise and vibration impacts and Air Quality impacts from this route during the construction phase. However, given the nature of the project, it is anticipated that there would be a reduction in overall air emissions during the opeRationale phase, albeit it is noted that this route is further away from Donabate which may result in it being used less.
	Landscape and Visual	Landscape Character.	Passes through Newbridge House architectural conservation area. There may be a minor visual effects on the setting of the conservation area. There will be negligible to no change on landscape character as a result of this route. Therefore, this aspect will not be considered further.	Passes through Newbridge House architectural conservation area. There may be a minor visual effects on the setting of the conservation area. There will be negligible to no change on landscape character as a result of this route. Therefore, this aspect will not be considered further.	Passes through Newbridge House architectural conservation area. There may be a minor visual effects on the setting of the conservation area. There will be negligible to no change on landscape character as a result of this route. Therefore, this aspect will not be considered further.	Passes through Newbridge House architectural conservation area. There may be a minor visual effects on the setting of the conservation area. There will be negligible to no change to landscape character as a result of this route. Therefore, this aspect will not be considered further.	Passes through Newbridge House architectural conservation area. There may be a minor visual effects on the setting of the conservation area. There will be negligible to no change to landscape character as a result of this route. Therefore, this aspect will not be considered further.
		Natural Features, Vegetation and Topography.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this route. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this route. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this route. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this route. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this route. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.
		Views and Visual Obstruction.	The construction of a cable stayed bridge at Rogerstown Estuary may potentially have some impacts on views in the area. However there are no protected views.	The construction of a cable stayed bridge at Rogerstown Estuary may potentially have some impacts on views in the area. However there are no protected views.	The construction of a cable stayed bridge at Rogerstown Estuary may potentially have some impacts on views in the area. However there are no protected views.	Given the nature of the proposed project, no long-term significant changes to views and visual obstructions are anticipated and therefore will not be considered further. There are no protected views.	Given the nature of the proposed project, no long-term significant changes to views and visual obstructions are anticipated and therefore will not be considered further. There are no protected views.
Economy	Whole Life Costs (Elemental)	Land acquisition.	Private Urban (m2): 1005 Private Farm Land (m2): 0 Public Land (m2): 14003 Total Cost (€): 2,512,500	Private Urban (m2): 212 Private Farm Land (m2): 0 Public Land (m2) :North:17442 Total Cost (€): 530,000	Private Urban (m2): 1132 Private Farm Land (m2): 0 Public Land (m2): 14442 Total Cost (€): 2,830,000	Private Urban (m2): 1045 Private Farm Land (m2): 111919 Public Land (m2): 17258 Total Cost (€): 2,672,095	Private Urban (m2): 1045 Private Farm Land (m2): 111919 Public Land (m2): 17258 Total Cost (€): 2,672,095
		Construction.	Cost Estimate: €11,339,359	Cost Estimate: €13,424,664	Cost Estimate: €13,268,025.53	Cost Estimate: €7,592,342.37	Cost Estimate: €7,630,263.23
	Benefits	Tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 18.4% The Red Route runs in direct proximity to the town of Donabate. The route runs along the existing rail bridge over the Rogerstown Estuary providing tourists with views of Rogerstown Estuary as well as Lambay Island in the distance	Extent of route within direct proximity to town centres / major centres / district centres: North: 6.8% The Green Route links to the Main Street of the town of Donabate. The route runs along the existing rail bridge over the Rogerstown Estuary providing tourists with views of Rogerstown Estuary as well as Lambay Island in the distance	Extent of route within direct proximity to town centres / major centres / district centres: 17.6% The BlueRoute runs in direct proximity to the town of Donabate. The route runs along the existing rail bridge over the Rogerstown Estuary providing tourists with views of Rogerstown Estuary as well as Lambay Island in the distance	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Yelow Route does not run within direct proximity of the town of Donabate. The salt marsh area the route runs through and the routes convoluted nature may not appeal to tourists.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Orange Route does not run within direct proximity of the town of Donabate. The salt marsh area the route runs through and the routes convoluted nature may not appeal to tourists.
	Attractiveness	Ability of route to facilitate place function enhancements.	No. of locations where substantial public realm improvements can be incorporated: 5	No. of locations where substantial public realm improvements can be incorporated: 5	No. of locations where substantial public realm improvements can be incorporated: 5	No. of locations where substantial public realm improvements can be incorporated: 2	No. of locations where substantial public realm improvements can be incorporated: 2
		Scenery and views.	Extent of route with direct coastal views: 32.8%	Extent of route with direct coastal views: :31.1%	Extent of route with direct coastal views: 32.2%	Extent of route with direct coastal views: 0.4%	Extent of route with direct coastal views: 0.4%
		Proximity to high traffic volumes and speeds.	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 0%
OVERALL:				EMERGING PREFERRED ROUTE			

- Significant advantages to other options
- Some advantages to other options
- Comparable to all other options
- Some disadvantages to other options
- Significant disadvantages to other options

SUB-SECTION 1B

			Red	Green	Blue
Criteria	**Sub-Criteria**	**Considerations**	**Rationale**	**Rationale**	**Rationale**
Safety	Road Safety	Interaction with traffic at junctions.	No. of junctions per km: 0.6	No. of junctions per km: 0.6	No. of junctions per km: 0.6
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops)	No. of conflicts per km: 3	No. of conflicts per km: 3	No. of conflicts per km: 2.3
	Personal Safety	Passive surveillance - usership, overlooking.	Percentage of route under passive surveillance: 24.2%	Percentage of route under passive surveillance: 24.6%	Percentage of route under passive surveillance: 28.1%
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.	Percentage of route not shared street: 79.5%	Percentage of route not shared street: 79.37%	Percentage of route not shared street: 82.18%
		Extent of maximum gradients.	Percentage length above 5%: 0.00% Average Gradient above 5%: 0.00%	Percentage length above 5%: 0.00% Average Gradient above 5%: 0.00%	Percentage length above 5%: 0.00% Average Gradient above 5%: 0.00%
		Potential for flooding. (Assessment reference - OPW's National Flood Maps Viewer and Fingal County Council Draft FEMFRAMS Flood Mapping for Development Plan 2017 - 2023 Viewer)	Coastal Flooding Risk: From Northwestern Irish Sea via Rogerstown Esturay, Palmestown Stream & Horestown Stream. Diverson along pebble beachfront increases coastal flood risk in comparison to other routes along length however low lying common sections in east and west of routes still at risk. Fluvial Flooding Risk: From Palmestown Stream & Horestown Stream impacting eastern section. Fluvial flooding is a risk at low lying common section in the east along Channel Road.	Coastal Flooding Risk: From Northwestern Irish Sea via Rogerstown Esturay, Palmestown Stream & Horestown Stream. Diverson onto new boardwalk decreases coastal flood risk if constructed at appropriate level along length however low lying common sections in east and west of routes still at risk. Fluvial Flooding Risk: From Palmestown Stream & Horestown Stream impacting eastern section. Fluvial flooding is a risk at low lying common section in the east along Channel Road.	Coastal Flooding Risk: From Northwestern Irish Sea via Rogerstown Esturay, Palmestown Stream & Horestown Stream. Diverson into adjacent field decreases coastal flood risk along length however low lying common sections in east and west of routes still at risk. Diversion to rear of properties on Channel Road decreases risk along this short section. Fluvial Flooding Risk: From Palmestown Stream & Horestown Stream impacting eastern section. Fluvial flooding is a risk at low lying common section in the east along Channel Road. Diversion to rear of properties on Channel Road decreases risk along this short section.
	Social Inclusion	Proximity and catchment to residential areas.	Population within 10 minute walking: 300 Population within 10 minute cycling: 2359	Population within 10 minute walking: 300 Population within 10 minute cycling: 2406	Population within 10 minute walking: 295 Population within 10 minute cycling: 2375
		Potential for route to connect to deprived geographical areas.	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 0 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 3	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 0 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 3	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 0 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 3
		Potential for route to facilitate community and recreational activity and participation.	No. of clubs / sports fields / schools etc. within 10 minute cycling:10	No. of clubs / sports fields / schools etc. within 10 minute cycling:10	No. of clubs / sports fields / schools etc. within 10 minute cycling:10
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.	No of attractors that are directly accessed off the route: 0	No of attractors that are directly accessed off the route: 0	No of attractors that are directly accessed off the route: 0
		Potential for route discontinuity in terms of link type.	No of transitions per km: 0.59 1 transitions/1.68km = 0.59	No of transitions per km: 0.60 1 transitions/1.67km = 0.60	No of transitions per km: 0.58 1 transitions/1.73km = 0.58
	Directness	Excessive or unnecessary detours.	Pedestrian Route Directness (PRD): 1.12	Pedestrian Route Directness (PRD): 1.11	Pedestrian Route Directness (PRD): 1.16
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.	Route passes across High Voltage Direct Current (HVDC) East West Interconnector between Ireland and Great Britain, (From Converter Station In Townland Of Woodland West Of Batterstown Co Meath, Underground To Transition Joint, At North Beach Rush). Planning Ref: SID/03/08 https://planning.agileapplications.ie/fingal/application-details/55314	Route passes across High Voltage Direct Current (HVDC) East West Interconnector between Ireland and Great Britain, (From Converter Station In Townland Of Woodland West Of Batterstown Co Meath, Underground To Transition Joint, At North Beach Rush). Planning Ref: SID/03/08 https://planning.agileapplications.ie/fingal/application-details/55314	Route passes across High Voltage Direct Current (HVDC) East West Interconnector between Ireland and Great Britain, (From Converter Station In Townland Of Woodland West Of Batterstown Co Meath, Underground To Transition Joint, At North Beach Rush). Planning Ref: SID/03/08 https://planning.agileapplications.ie/fingal/application-details/55314
		Local policy and objectives.	Green Infrastructure Objective - Protect and enhance high amenity area Specific Objective Lines - Cycle/Pedestrian Route (Rogerstown Estuary & Preserve Views Specific Objective Points - Coastal Walk (North of Estuary)	Green Infrastructure Objective - Protect and enhance high amenity area Specific Objective Lines - Cycle/Pedestrian Route (Rogerstown Estuary & Preserve Views Specific Objective Points - Coastal Walk (North of Estuary)	Green Infrastructure Objective - Protect and enhance high amenity area Specific Objective Lines - Cycle/Pedestrian Route (Rogerstown Estuary & Preserve Views Specific Objective Points - Coastal Walk (North of Estuary)
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 Sites)	This route will result in construction activities directly alongside the boundary / site extents of Rogerstown Estuary SPA (004015) & Rogetsrown Estuary SAC (000208) for ca. 1.2km. Significant construction footprint directly adjacent to and potentially over protected habitats within estuary. Potential impact through disturbance to wintering birds as Red route runs alongside significant estuarine roosting and foraging area for ca.1.2km.	This route will result in construction activities on the beach / shoreline directly alongside the boundary / site extents of Rogerstown Estuary SPA (004015) & Rogetsrown Estuary SAC (000208) for ca. 1.2km. Significant construction footprint directly adjacent to and potentially over protected habitats within estuary. Potential impact through disturbance to wintering birds as Green route runs alongside significant estuarine roosting and foraging area for ca.1.2km.	This route will involve construction within agricultural lands outside of Rogerstown Estuary SPA (004015) & Rogetsrown Estuary SAC (000208). The construction of this route will not likely impact any habitats within the SAC/SPA. In addition this route is separated from the SAC/SPA by a field boundary hedgerow which will provide screening which can reduce the potential for disturbance related impacts to SPA waterbirds during the operation of the route.
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).	This route is alongside 2no. National sites; Rogerstown Estuary pNHA (000208) & Nature Reserve. As above.	This route is alongside 2no. National sites; Rogerstown Estuary pNHA (000208) & Nature Reserve. As above.	This route will involve construction within agricultural lands outside of 2no. National sites; Rogerstown Estuary pNHA (000208) & Nature Reserve. The construction of this route will not likely impact any habitats within the pNHA.
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)	Within area of Rogerstown Estuary: - habitats directly adjacent to route include - 1.2km of protected (Annex I) mudflats and sandflats and an area of salt marsh. There is potential direct loss of these habitat. Potential for impacts on habitats through construction related contamination events.	Within area of Rogerstown Estuary: - habitats directly adjacent to route include - 1.2km of protected (Annex I) mudflats and sandflats and an area of salt marsh. There is potential direct loss of these habitat. Potential for impacts on habitats through construction related contamination events.	The construction of this route will not likely impact any protected (Annex I) mudflats and sandflats or areas of salt marsh. The construction of this route would be in agricultural lands which are of low ecological value. No impacts to habitats of high ecological value are likely as a result of this route option.
		Rare, Protected, Invasive Species.	Multiple protected SPA bird species forage and roost alongside shoreline in outer estuarine area. Potential disturbance impact on multiple bird species during construction and importantly during operation.	Multiple protected SPA bird species forage and roost alongside shoreline in outer estuarine area. Potential disturbance impact on multiple bird species during construction and importantly during operation.	This route is separated from high value waterbird roosting and foraging areas by a field boundary hedgerow. The hedgerow will provide screening which can reduce the potential for disturbance related impacts to protected waterbirds during the operation of the route.
	Soils and Geology	Bedrock and overburden. Alluvium Soils	This route is not intercepted by bedrock outcrop of overburden. There are no alluvial soils intercepted by this route.	This route is not intercepted by bedrock outcrop of overburden. There are no alluvial soils intercepted by this route.	This route is not intercepted by bedrock outcrop of overburden. There are no alluvial soils intercepted by this route.
		Karst features.	There are no karst features reported within vicinity of this route	There are no karst features reported within vicinity of this route	There are no karst features reported within vicinity of this route.
		Landslide susceptibility.	There are no areas of moderately high - high landslide susceptibility within vicinity of this route.	There are no areas of moderately high - high landslide susceptibility within vicinity of this route.	There are no areas of moderately high - high landslide susceptibility within vicinity of this route.
		Contaminated lands.	There are no areas of potential contamination identified along this route as it is through agricultural lands.	There are no areas of potential contamination identified along this route as it is through agricultural lands.	There are no areas of potential contamination identified along this route as it is through agricultural lands.
		Ground Investigation.	Ground investigation will be required along this route	Ground investigation will be required along this route	Ground investigation will be required along this route
		Geological Heritage Areas.	No Geological Heritage Area within vicinity of the route	No Geological Heritage Area within vicinity of the route.	No Geological Heritage Area within vicinity of the route.
		Quarries.	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)	There are no Source protection areas within vicinity of this route. There are no private wells along the route	There are no Source protection areas within vicinity of this route. There are no private wells along the route	There are no Source protection areas within vicinity of this route. There are no private wells along the route
		Groundwater Resources / Levels (Vulnerable Aquifers)	The very western portion of this route intercepts an area of 'High' and 'Extreme groundwater vulnerability indicating that shallow groundwater may be present.	The very western portion of this route intercepts an area of 'High' and 'Extreme groundwater vulnerability indicating that shallow groundwater may be present.	The very western portion of this route intercepts an area of 'High' and 'Extreme groundwater vulnerability indicating that shallow groundwater may be present.
		Surface Water Quality and Flows.	This route crosses the Palmerstown River which has a 'Poor' EPA status	This route crosses the Palmerstown River which has a 'Poor' EPA status	This route crosses the Palmerstown River which has a 'Poor' EPA status

			Red	Green	Blue
Criteria	**Sub-Criteria**	**Considerations**	**Rationale**	**Rationale**	**Rationale**
Environment	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets	Total 6 No. heritage assets. Option has some disadvantages to other options as it requires an at grade pathway along the pebble beach at the northern estuary shore for the most part. This has relevance to potential archaeological sensitivities (and increased risk) since there is an area of high archaeological potential within the vicinity of the (land-based) archaeological sites comprising early medieval burials, enclosures and a metalled road/trackway along the edge of the estuary area. There may be potential impact on unrecorded archaeological features (incl. stray finds) along the adjacent shoreline section.	Total 6 No. heritage assets. Option has some advantages to other options as it requires a new boardwalk structure along the pebble beach at the northern estuary shore for the most part. This has relevance to potential archaeological sensitivities (and marginally reduced risk) since there is a lesser built footprint area that may impact an area of high archaeological potential within the vicinity of the (land-based) archaeological sites comprising early medieval burials, enclosures and a metalled road/trackway that may also extend to the edge of the estuary (and boardwalk) area. There may be potential impact on unrecorded archaeological features (incl. stray finds) along the adjacent shoreline section.	Total 6 No. heritage assets. Option has significant disadvantages to other options as it requires a built route on the landward side of the estuary which contains a high quantity of recorded archaeological in-situ sites (some of which were discovered during works for the E-W (Gas) Interconnector Project) and are of a type that may indicate that additional unrecorded sites and features exist (including human burials) outside of the original gas corridor area. Previous archaeological testing (Licence 11E0235) "involved the hand-excavation of 32 test trenches/pits approximately 1.5–2m by 1.5–2m in size. These indicated that the burials extend for a distance of approximately 15m east to west along the line of the [interconnector] construction corridor and extend over its entire 20m width. Therefore the burial area most probably extends to the edge of the land bordering the estuary and may be partly eroded" (www.excavations.ie). This has relevance to potential archaeological sensitivities (and increased risk) since there is a significant built footprint area that will profoundly impact an area of recorded archaeological sites comprising early medieval burials, enclosures and a metalled road/trackway.
	Material Assets	Properties.	No. of residential properties directly impacted: 1	No. of residential properties directly impacted: 1	No. of residential properties directly impacted: 1
		Road network operation.	Length of Road Network not Type 7, Existing or Structure: 20.50% Removal of Parkng Provision: 0m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 20.63% Removal of Parkng Provision: 0m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 17.82% Removal of Parkng Provision: 0m Implementation of One-way system: 0m
		Public transport infrastructure impacted (rail, bus - existing and future)	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%
	Agronomy	Land cover	The Red Option in this section is almost entirely on agricultural lands and public road.	The Green Option in this section is almost entirely on agricultural lands and public road.	The Blue Option in this section is almost entirely on agricultural lands and public road.
		Farm Type, Livestock and Operations.	The Red Option will impact on agricultural lands comprised of grassland used for livestock grazing, tillage lands used for crop production and horticulture involving flower production.	The Green Option will impact on agricultural lands comprised of grassland used for livestock grazing, tillage lands used for crop production and horticulture involving flower production.	The Blue Option will impact on agricultural lands comprised of grassland used for livestock grazing, tillage lands used for crop production and horticulture involving flower production.
		Access to land	The Red Option will impact on access to lands from Rogerstown Lane and from Channel Road.	The Green Option will impact on access to lands from Rogerstown Lane and from Channel Road.	The Blue Option will impact on access to lands from Rogerstown Lane and from Channel Road.
		Key agricultural constraints	The Red Option will run along the boundary of one horticultural holding. The impact on the operation of this businesses is Slight to Moderate.	The Green Option will run along the boundary of one horticultural holding. The impact on the operation of these businesses is Slight to Moderate.	The Blue Option will run along the boundary of one horticultural holding. The impact on the operation of these businesses is Slight to Moderate.
	Noise, Vibration and Air Quality	Human health.	This route is coastal in nature and is located through agricultural lands. There are a small number of houses along within vicinity of this route. There may be slight, short term noise and vibration impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and vibration and increase in air quality during the opeRationale phase.	This route is coastal in nature and is located through agricultural lands. There are a small number of houses along within vicinity of this route. There may be slight, short term noise and vibration impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and vibration and increase in air quality during the opeRationale phase.	This route is coastal in nature and is located through agricultural lands. There are a small number of houses along within vicinity of this route. There may be slight, short term noise and vibration impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and vibration and increase in air quality during the opeRationale phase.
	Landscape and Visual	Landscape Character.	There will be no change to the landscape character and topography as a result of this route option.	There will be no change to the landscape character and topography as a result of this route option.	There will be no change to the landscape character and topography as a result of this route option.
		Natural Features, Vegetation and Topography.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.
		Views and Visual Obstruction.	Given the nature of the proposed project, no long-term significant changes to views and visual obstructions are anticipated and therefore will not be considered further. There are no protected views.	Given the nature of the proposed project, no long-term significant changes to views and visual obstructions are anticipated and therefore will not be considered further. There are no protected views.	Given the nature of the proposed project, no long-term significant changes to views and visual obstructions are anticipated and therefore will not be considered further. There are no protected views.
Economy	Whole Life Costs (Elemental)	Land acquisition.	Private Urban (m2): 0 Private Farm Land (m2): 0 Public Land (m2): 6399 Total Cost (€): 0	Private Urban (m2): 0 Private Farm Land (m2): 0 Public Land (m2): 6399 Total Cost (€): 0	Private Urban (m2): 0 Private Farm Land (m2): 6786 Public Land (m2): 0 Total Cost (€): 33,930
		Construction.	Cost Estimate: € 2,433,745.62	Cost Estimate: € 5,161,153.25	Cost Estimate: € 1,921,803.65
	Benefits	Tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Red Route will travel east on Baleally Lane until it meets the pebble beachfront at which point it will continue at grade along the beachfront for approximately 1.2km east until it meets Channel Road where it will utilise the existing roadway.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Green Route will commence at the eastern end of Baleally Lane past the railway underpass. The route will travel east on Baleally Lane until it meets the pebble beachfront at which point it will continue for approximately 1.2km east along a new boardwalk structure until it meets Channel Road where it will utilise the existing roadway.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Blue Route will commence at the eastern end of Baleally Lane past the railway underpass. The route will immediately divert from Baleally Lane into the adjacent field from which point it will head east for approximately 1.2m following the field boundaries on the land side. At this point, the route will exit the field boundary and join Channel Road where it will utilise the existing roadway.
	Attractiveness	Ability of route to facilitate place function enhancements.	No. of locations where substantial public realm improvements can be incorporated: 0	No. of locations where substantial public realm improvements can be incorporated: 0	No. of locations where substantial public realm improvements can be incorporated: 0
		Scenery and views.	Extent of route with direct coastal views: 100%	Extent of route with direct coastal views: 100%	Extent of route with direct coastal views: 100%
		Proximity to high traffic volumes and speeds.	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 0%
OVERALL:					EMERGING PREFERRED ROUTE

	Significant advantages to other options
	Some advantages to other options
	Comparable to all other options
	Some disadvantages to other options
	Significant disadvantages to other options

SUB-SECTION 1C

Criteria	Sub-Criteria	Considerations	Red	Green	Blue	Yellow	Orange	Pink
			Rationalee	Rationale	Rationale	Rationale	Rationale	Rationale
Safety	Road Safety	Interaction with traffic at junctions.	No. of junctions per km: 2.5	No. of junctions per km: 2.7	No. of junctions per km: 2.5	No. of junctions per km: 2.8	No. of junctions per km: 3.2	No. of junctions per km: 2.9
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops)	No. of conflicts per km: 27.1	No. of conflicts per km: 28.6	No. of conflicts per km: 34.7	No. of conflicts per km: 35	No. of conflicts per km: 33.9	No. of conflicts per km: 23.3
	Personal Safety	Passive surveillance - usership, overlooking.	Percentage of route under passive surveillance: 85.2%	Percentage of route under passive surveillance: 84.9%	Percentage of route under passive surveillance: 83.5%	Percentage of route under passive surveillance: 82.9%	Percentage of route under passive surveillance: 83.6%	Percentage of route under passive surveillance: 84.8%
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.	Precentage of route not shared street: 76.78%	Precentage of route not shared street: 70.45%	Precentage of route not shared street: 53.59%	Precentage of route not shared street: 84.33%	Precentage of route not shared street: 87.26%	Precentage of route not shared street: 79.43%
		Extent of maximum gradients.	Percentage length above 5%: 2.94% Average Gradient above 5%: 11.48%	Percentage length above 5%: 4.29% Average Gradient above 5%: 7.75%	Percentage length above 5%: 4.19% Average Gradient above 5%: 8.59%	Percentage length above 5%: 5.57% Average Gradient above 5%: 8.04%	Percentage length above 5%: 4.29% Average Gradient above 5%: 10.22%	Percentage length above 5%: 3.73% Average Gradient above 5%: 6.45%
		Potential for flooding. (Assessment reference - OPW's National Flood Maps Viewer and Fingal County Council Draft FEMFRAMS Flood Mapping for Development Plan 2017 - 2023 Viewer)	Coastal Flooding Risk: From Northeastern Irish Sea via Palmerstown Stream, Horestown Stream (diversion from other routes to S Shore Road increases overall risk slightly) , Rush Stream (low risk - contained to channel), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel) and directly at south beach car park and rush beach. Fluvial Flooding Risk: From Palmerstown Stream, Horestown Stream (diversion from other routes to S Shore Road increases overall risk slightly), Rush Stream (low risk - contained to channel), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea via Palmerstown Stream, Horestown Stream (diversion from other routes to S Shore Road increases overall risk slightly) , Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel) and directly at south beach car park. Fluvial Flooding Risk: From Palmerstown Stream, Horestown Stream (diversion from other routes to S Shore Road increases overall risk slightly), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea via Palmerstown Stream, Horestown Stream, Rush Stream (section parallel to stream however low risk - contained to channel), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel). Fluvial Flooding Risk: From Palmerstown Stream, Horestown Stream, Rush Stream (section parallel to stream however low risk - contained to channel), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea via Palmerstown Stream, Horestown Stream, Rush Stream (section parallel to stream however low risk - contained to channel), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel). Fluvial Flooding Risk: From Palmerstown Stream, Horestown Stream, Rush Stream (section parallel to stream however low risk - contained to channel), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea via Palmerstown Stream, Horestown Stream, Rush Stream (low risk - contained to channel), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel) and directly at rush beach. Fluvial Flooding Risk: From Palmerstown Stream, Horestown Stream, Rush Stream (low risk - contained to channel), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea via Palmerstown Stream, Horestown Stream (diversion from other routes to S Shore Road increases overall risk slightly) , Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel) and directly at south beach car park. Fluvial Flooding Risk: From Palmerstown Stream, Horestown Stream (diversion from other routes to S Shore Road increases overall risk slightly), Ballustree Stream (low risk - contained to channel) and Balcunnin Stream (low risk - contained to channel).
	Social Inclusion	Proximity and catchment to residential areas.	Population within 10 minute walking: 6397 Population within 10 minute cycling: 8882	Population within 10 minute walking: 5941 Population within 10 minute cycling: 8537	Population within 10 minute walking: 6267 Population within 10 minute cycling: 8564	Population within 10 minute walking: 6267 Population within 10 minute cycling:8899	Population within 10 minute walking: 6935 Population within 10 minute cycling: 8565	Population within 10 minute walking: 6025 Population within 10 minute cycling: 8731
		Potential for route to connect to deprived geographical areas.	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 3 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 9	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 3 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 9	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 3 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 9	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 3 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 9	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 3 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 9	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 3 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 9
		Potential for route to facilitate community and recreational activity and participation.	No. of clubs / sports fields / schools etc. within 10 minute cycling: 22	No. of clubs / sports fields / schools etc. within 10 minute cycling: 22	No. of clubs / sports fields / schools etc. within 10 minute cycling: 22	No. of clubs / sports fields / schools etc. within 10 minute cycling: 22	No. of clubs / sports fields / schools etc. within 10 minute cycling: 22	No. of clubs / sports fields / schools etc. within 10 minute cycling: 22
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.	No of attractors that are directly accessed off the route: 3 : (Rush South Beach, Rush North Beach, Rush Town Centre)	No of attractors that are directly accessed off the route: 3 : (Rush South Beach, Rush North Beach, Rush Town Centre)	No of attractors that are directly accessed off the route: 2 : (Rush North Beach, Rush Town Centre)	No of attractors that are directly accessed off the route: 2 : (Rush North Beach, Rush Town Centre)	No of attractors that are directly accessed off the route: 2 : (Rush North Beach, Rush Town Centre)	No of attractors that are directly accessed off the route: 3 : (Rush South Beach, Rush North Beach, Rush Town Centre)
		Potential for route discontinuity in terms of link type.	No of transitions per km: 1.07 6 transitions/5.58km = 1.07	No of transitions per km: 1.42 8 transitions/5.63km = 1.42	No of transitions per km: 1.16 6 transitions/5.15km = 1.16	No of transitions per km: 0.81 4 transitions/4.96km = 0.81	No of transitions per km: 0.59 3 transitions/5.04km = 0.59	No of transitions per km: 1.43 8 transitions/5.58km = 1.43
	Directness	Excessive or unnecessary detours.	Pedestrian Route Directness (PRD): 1.49	Pedestrian Route Directness (PRD): 1.51	Pedestrian Route Directness (PRD): 1.38	Pedestrian Route Directness (PRD):1.33	Pedestrian Route Directness (PRD): 1.35	Pedestrian Route Directness (PRD): 1.49
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.	A large number of granted and committed planinng applications along South Shore Road, Bawn Road and Kilbush Lane without significant impact on proposed route. E.g.: *https://planning.agileapplications.ie/fingal/application-details/82024* *https://planning.agileapplications.ie/fingal/application-details/?ref=F17A/0550* *https://planning.agileapplications.ie/fingal/application-details/?ref=F19A/0152* etc.	A large number of granted and committed planinng applications along South Shore Road, Bawn Road and Kilbush Lane without significant impact on proposed route. E.g.: *https://planning.agileapplications.ie/fingal/application-details/?ref=F19A/0265* *https://planning.agileapplications.ie/fingal/application-details/?ref=F17A/0550* *https://planning.agileapplications.ie/fingal/application-details/?ref=F17A/0592* etc	A large number of granted and committed planinng applications along Sundrive Road, Convent Road and Skerries Road without significant impact on proposed route. E.g.: *https://planning.agileapplications.ie/fingal/application-details/?ref=F18A/0407* *https://planning.agileapplications.ie/fingal/application-details/?ref=F14A/0523* *https://planning.agileapplications.ie/fingal/application-details/70107* etc	A large number of granted and committed planinng applications along Channel Road, Upper Main Street and Skerries Road without significant impact on proposed route. E.g.: *https://planning.agileapplications.ie/fingal/application-details/?ref=F13A/0453* *https://planning.agileapplications.ie/fingal/application-details/?ref=F14A%2F0523* *https://planning.agileapplications.ie/fingal/application-details/?ref=F21A%2F0418* *etc*	A large number of granted and committed planinng applications along Channel Road, Upper Main Street and Skerries Road without significant impact on proposed route. E.g.: *https://planning.agileapplications.ie/fingal/application-details/?ref=F13A/0453* *https://planning.agileapplications.ie/fingal/application-details/85330* *etc*	A large number of granted and committed planinng applications along South Shore Road, Bawn Road and Kilbush Lane without significant impact on proposed route. E.g.: https://planning.agileapplications.ie/fingal/application-details/?ref=F17A/0550 https://planning.agileapplications.ie/fingal/application-details/?ref=F17A/0644 https://planning.agileapplications.ie/fingal/application-details/?ref=F21A/0548 etc
		Local policy and objectives.	Specific Objective Points - Coastal Walk (South Shore Road & Rush South and North Beach)	Specific Objective Points - Coastal Walk (South Shore Road & Rush South Beach)	Specific Objective Lines - Cycle/Pedestrian Route (Channel Road) Specific Objective Points - Coastal Walk (South Shore Road & Rush South Beach)	Specific Objective Lines - Cycle/Pedestrian Route (Channel Road) Specific Objective Points - Coastal Walk (South Shore Road & Rush South Beach)	Specific Objective Lines - Cycle/Pedestrian Route (Channel Road) Specific Objective Points - Coastal Walk (South Shore Road & RushSouth and North Beach)	Specific Objective Points - Coastal Walk (South Shore Road & Rush South Beach)
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 Sites)	Borders 2no. Natura 2000 sites; Rogerstown Estuary SAC & SPA. Whilst the red route is aligned along roadways the route does border the SAC for ca. 350m and the SPA for 675m	Borders 2no. Natura 2000 sites; Rogerstown Estuary SAC & SPA. Whilst the red route is aligned along roadways the route does border the SAC and SPA for ca. 350m.	Borders 2no. Natura 2000 sites; Rogerstown Estuary SAC & SPA. Whilst the Blue route is aligned along roadways the route does border the SAC and SPA for ca. 350m.	Borders 2no. Natura 2000 sites; Rogerstown Estuary SAC & SPA. Whilst the Yellow route is aligned along roadways the route does border the SAC and SPA for ca. 350m.	Borders 2no. Natura 2000 sites; Rogerstown Estuary SAC & SPA. Whilst the Orange route is aligned along roadways the route does border the SAC and SPA for ca. 350m.	Borders 2no. Natura 2000 sites; Rogerstown Estuary SAC & SPA. Whilst the Pink route is aligned along roadways the route does border the SAC and SPA for ca. 350m.
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).	Borders 1 no. pNHA; Rogerstown Estuary pNHA and 1no. Nature Reserve; Rogerstown Estuary Nature Reserve.	Borders 1 no. pNHA; Rogerstown Estuary pNHA and 1no. Nature Reserve; Rogerstown Estuary Nature Reserve. As above.	Borders 1 no. pNHA; Rogerstown Estuary pNHA and 1no. Nature Reserve; Rogerstown Estuary Nature Reserve.	Borders 1 no. pNHA; Rogerstown Estuary pNHA and 1no. Nature Reserve; Rogerstown Estuary Nature Reserve.	Borders 1 no. pNHA; Rogerstown Estuary pNHA and 1no. Nature Reserve; Rogerstown Estuary Nature Reserve.	Borders 1 no. pNHA; Rogerstown Estuary pNHA and 1no. Nature Reserve; Rogerstown Estuary Nature Reserve.
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)	Crosses 5no. Watercourses (Palmerstown River, Horestown Stream, Rush River, Ballustree Stream, Balcunnin River). Intersects and crosses large areas of Annex 1 Dunne Habitat; large area of dune habitat is at the Burrow beach area. This route does not follow footpaths or roadways in the area of the dune habitat.	Crosses 4 no. watercourses (Palmerstown River, Horestown Stream, Ballustree Stream, Balcunnin River) and runs adjacent to 1 no. Stream for ca. 450m (Rush River). The route crosses several small areas of Annex 1 Dune Habitat, however the route is located along an existing roadway in this area. There will no be loss or significant impact on protected habitats.	Crosses 4 no. watercourses (Palmerstown River, Horestown Stream, Ballustree Stream, Balcunnin River) and runs adjacent to 1 no. Stream for ca. 450m (Rush River). The route crosses several small areas of Annex 1 Dune Habitat, however the route is located along an existing roadway in this area. There will no be loss or significant impact on protected habitats.	Crosses 4 no. watercourses (Palmerstown River, Horestown Stream, Ballustree Stream, Balcunnin River) and runs adjacent to 1 no. Stream for ca. 450m (Rush River). The route crosses several small areas of Annex 1 Dune Habitat, however the route is located along an existing roadway in this area. There will no be loss or significant impact on protected habitats.	Crosses 5no. Watercourses (Palmerstown River, Horestown Stream, Rush River, Ballustree Stream, Balcunnin River). Intersects and crosses large areas of Annex 1 Dunne Habitat; large area of dune habitat is at the Burrow beach area. This route does not follow footpaths or roadways in the area of the dune habitat.	Crosses 4 no. watercourses (Palmerstown River, Horestown Stream, Ballustree Stream, Balcunnin River) and runs adjacent to 1 no. Stream for ca. 450m (Rush River). The route avoids areas of Annex 1 Dune Habitat. There will no be loss or significant impact on protected habitats.
		Rare, Protected, Invasive Species.	The dune habitat north of Rush is a roosting area for protected bird species.	There is 1 no. reported bird roosting site to the east of this route. There are no protected / rare species reported within vicinity, with no invasive species reported either.	There is 1 no. reported bird roosting site to the east of this route. There are no protected / rare species reported within vicinity, with no invasive species reported either.	There is 1 no. reported bird roosting site to the east of this route. There are no protected / rare species reported within vicinity, with no invasive species reported either.	The dune habitat north of Rush is a roosting area for protected bird species.	There are no protected / rare species reported within vicinity, with no invasive species reported either.
	Soils and Geology	Bedrock and overburden. Alluvium Soils	This route intercepts/ immediately borders various portions of bedrock outcrop for ca. 360m along coastal areas with ca. 10m of alluvial sediments crossed.	This route intercepts/ immediately borders various portions of bedrock outcrop along coastal areas for ca. 160m with ca. 5m alluvial sediments crossed.	This route intercepts/ immediately borders various portions of bedrock outcrop along coastal areas for ca. 100m with ca. 340m of alluvial sediments crossed.	This route intercepts/ immediately borders various portions of bedrock outcrop along coastal areas for ca. 100m with ca.330m of alluvial sediments crossed.	This route intercepts/ immediately borders various portions of bedrock outcrop for ca. 325m along coastal areas with ca. 5m of alluvial sediments crossed.	This route intercepts/immediately borders various portions of bedrock outcrop for ca. 45m with ca. 110m alluvial sediments crossed.
		Karst features.	There are no karst features along this route; however a spring is located ca. 45m south of this route.	There are no karst features along this route; however a spring is located ca. 45m south of this route.	There are no karst features along this route or within the vicinity.	There are no karst features along this route or within the vicinity.	There are no karst features along this route or within the vicinity.	There are no karst features along this route; however a spring is located ca. 45m south of this route.
		Landslide susceptibility.	4 no. sections of this route have been classified with moderately high - high landslide susceptibility.	A small portion of this route borders an area classified with moderately high - high landslide susceptibility.	A small portion of this route borders an area classified with moderately high - high landslide susceptibility.	A small portion of this route borders an area classified with moderately high - high landslide susceptibility.	4 no. sections of this route have been classified with moderately high - high landslide susceptibility.	A small portion of this route borders an area classified with moderately high - high landslide susceptibility.
		Contaminated land.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The route crosses adjacent to Brooksend historic landfill.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The route runs south and west of Brooksend historic landfill.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The route runs south and west of Brooksend historic landfill.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The route runs south and west of Brooksend historic landfill.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The route crosses adjacent to Brooksend historic landfill.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The route runs south and west of Brooksend historic landfill.
		Ground Investigation.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.
		Geological Heritage Areas.	This route borders a Geological Heritage Area (Skerries to Rush) at 4no. locations for ca. 1100m.	This route avoids Skerries to Rush Geological Heritage Area.	This route avoids Skerries to Rush Geological Heritage Area.	This route avoids Skerries to Rush Geological Heritage Area.	This route borders a Geological Heritage Area (Skerries to Rush) at 4no. locations for ca. 1100m.	This route avoids Skerries to Rush Geological Heritage Area.
		Quarries.	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)	There are no Source protection areas within the vicinity of this route. There is 1no. Private well potentially located along this route. It is reported to a 50m locational accuracy and therefore the exact location is unknown.	There are no Source protection areas within the vicinity of this route. There is 1no. Private well potentially located along this route. It is reported to a 50m locational accuracy and therefore the exact location is unknown.	There are no Source protection areas within the vicinity of this route. There are 3no. Private wells potentially located along this route. They are reported to a 50m locational accuracy and therefore the exact locations are unknown.	There are no Source protection areas within the vicinity of this route. There are 5no. Private wells potentially along this route. 3no. are reported to 50m locational accuracy, 1no. to 1km accuracy and 1no. to 100m locational accuracy. Therefore the exact locations are unknown.	There are no Source protection areas within vicinity of this route. There are 4no. Private wells potentially along this route. 2no. are reported to 50m locational accuracy, 1no. to 1km accuracy and 1no. to 100m locational accuracy. Therefore the exact locations are unknown.	There are no Source protection areas within the vicinity of this route. There is 1no. Private well potentially located along this route. It is reported to a 50m locational accuracy and therefore the exact location is unknown.
		Groundwater Resources / Levels (Vulnerable Aquifers)	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst' intercepted indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst', indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with a portion of 'Rock at or near surface or karst', indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with a portion of 'Rock at or near surface or karst', indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst', indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst', indicating that groundwater is shallow in these area. This route intercepts a portion of karstified bedrock which is moderately productive in local zones and also bedrock which is generally productive.
		Surface Water Quality and Flows.	The proposed route crosses the Palmerstown Stream, the Horsetown Stream, the Rush Stream, the Ballustree Stream and the Balcunnin Stream. The status of all watercourses being intercepted by this route are of 'Poor' and 'Moderate' EPA status.	The proposed route crosses the Palmerstown Stream, the Horsetown Stream, the Rush Stream, the Ballustree Stream and the Balcunnin Stream. The Rush Stream is aligned by this route for ca. 130m. The status of all watercourses being intercepted by this route are of 'Poor' and 'Moderate' EPA status.	The proposed route crosses the Palmerstown Stream, the Horsetown Stream, the Rush Stream, the Ballustree Stream and the Balcunnin Stream. The Rush Stream is aligned by this route for ca. 360m. The status of all watercourses being intercepted by this route are of 'Poor' and 'Moderate' EPA status.	The proposed route crosses the Palmerstown Stream, the Horsetown Stream, the Rush Stream, the Ballustree Stream and the Balcunnin Stream. The Rush Stream is aligned by this route for ca. 360m. The status of all watercourses being intercepted by this route are of 'Poor' and 'Moderate' EPA status.	The proposed route crosses the Palmerstown Stream, the Horsetown Stream, the Rush Stream, the Ballustree Stream and the Balcunnin Stream. The status of all watercourses being intercepted by this route are of 'Poor' and 'Moderate' EPA status.	The proposed route crosses the Palmerstown Stream, the Horsetown Stream, the Rush Stream, the Ballustree Stream and the Balcunnin Stream. The Rush Stream is aligned by this route for ca. 360m. The status of all watercourses being intercepted by this route are of 'Poor' and 'Moderate' EPA status.
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets	Total 9 no. heritage assets. Option has some disadvantages to other options as it does not attract access to streets containing designated architectural heritage structures, impacts on the location of a 'site of' passage tomb and midden (although an existing informal trackway is noted at this location, along the hedgerow) and may impact on unrecorded archaeological features (incl. flint tool finds) here and along the beach section.	Total 5 no. heritage assets. Option has some disadvantages to other options as it does not attract access to streets containing designated architectural heritage structures. Some advantages as it avoids beach area) which may contain unrecorded archaeological features/flint finds and an archaeological complex (promontory fort, passage tomb, cist and midden).	Total 6 no. heritage sites. Option has some disadvantages to other options as it does not attract access to Main Street area which contains locations of designated architectural heritage structures.	Total 17 No. heritage assets. Option has advantages to others as it includes a section in Main Street area which attracts access to, and appreciation of, locations of designated architectural heritage structures (including Rush Windmill) and avoids beach area and headland area containing an archaeological complex (passage tomb, midden, cist and promontory fort) which may also contain unrecorded archaeological features/flint finds.	Total 24 no. heritage assets. Option has disadvantages to others as, while it attracts access to streets containing designated architectural heritage structures, it may impact on unrecorded archaeological features and finds along the beach section.	Total 4 no. heritage assets. Option has some disadvantages to other options as it does not attract access to streets containing designated architectural heritage structures. Some advantages as it avoids beach area which may contain unrecorded archaeological features/flint finds and an archaeological complex (promontory fort, passage tomb, cist and midden).

			Red	Green	Blue	Yellow	Orange	Pink
Criteria	**Sub-Criteria**	**Considerations**	**Rationalee**	**Rationale**	**Rationale**	**Rationale**	**Rationale**	**Rationale**
Environment	Material Assets	Properties.	No. of residential properties directly impacted: 17	No. of residential properties directly impacted: 26	No. of residential properties directly impacted: 23	No. of residential properties directly impacted: 16	No. of residential properties directly impacted: 5	No. of residential properties directly impacted: 19
		Road network operation.	Length of Road Network not Type 7, Existing or Structure: 64.59% Removal of Parkng Provision: 24m Implementation of One-way system: 1800m	Length of Road Network not Type 7, Existing or Structure: 70.62% Removal of Parkng Provision: 24m Implementation of One-way system: 1800m	Length of Road Network not Type 7, Existing or Structure: 69.84% Removal of Parkng Provision: 60m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 68.69% Removal of Parkng Provision: 173m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 63.43% Removal of Parkng Provision: 305m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 64.71% Removal of Parkng Provision: 24m Implementation of One-way system: 1800m
		Public transport infrastructure impacted (rail, bus - existing and future)	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%
	Agronomy	Land cover	The Red Option in this section impacts on a low level of agricultural lands and is predominantly on non-agricultural lands including public road and existing trails.	The Green Option in this section impacts on a low level of agricultural lands and is predominantly on non-agricultural lands including public road and existing trails.	The Blue Option in this section impacts on a low level of agricultural lands and is predominantly on non-agricultural lands including public road and existing trails.	The Yellow Option in this section impacts on a low level of agricultural lands and is predominantly on non-agricultural lands including public road and existing trails.	The Orange Option in this section impacts on a low level of agricultural lands and is predominantly on non-agricultural lands including public road and existing trails.	The Pink Option in this section impacts on a medium level of agricultural lands and is predominantly on non-agricultural lands including public road and existing trails.
		Farm Type, Livestock and Operations.	The agricultural lands comprise of tillage lands used for cereal / vegetable production. There is a significant horticultural sector within Rush and its environs involving intensive production under glass and on individual plots of land.	The agricultural lands comprise of tillage lands used for cereal / vegetable production. There is a significant horticultural sector within Rush and its environs involving intensive production under glass and on plots of land.	The agricultural lands comprise of tillage lands used for cereal / vegetable production. There is a significant horticultural sector within Rush and its environs involving intensive production under glass and on individual plots of land.	The agricultural lands comprise of tillage lands used for cereal / vegetable production. There is a significant horticultural sector within Rush and its environs involving intensive production under glass and on plots of land.	The agricultural lands comprise of tillage lands used for cereal / vegetable production. There is a significant horticultural sector within Rush and its environs involving intensive production under glass and on plots of land.	The agricultural lands comprise of tillage lands used for cereal / vegetable production. There is a significant horticultural sector within Rush and its environs involving intensive production under glass and on plots of land.
		Access to land	The Red Option will have level of land severance and an impact on access to lands north of Rush North Beach.	The Green Option will have land severance and impact on access to lands north of Rush North Beach.	The Blue Option will have land severance and impact on access to lands north of Rush North Beach.	The Yellow Option will have land severance and impact on access to lands north of Rush North Beach.	The Orange Option will have land severance and impact on access to lands north of Rush North Beach.	The Pink Option will have land severance and impact on access to lands north of Rush North Beach.
		Key agricultural constraints	The Red Option will have a slight to moderate impact on a number of horticultural holdings in Rush that are involved in vegetable production. There may be a temporary impact on access to one horticultural business at the western end of Channel Road.	The Green Option will have a slight to moderate impact on a number of horticultural holdings in Rush that are involved in vegetable production. There may be a temporary impact on access to one horticultural business at the western end of Channel Road.	The Blue Option will have a slight to moderate impact on a number of horticultural holdings in Rush that are involved in vegetable production. There may be a temporary impact on access to one horticultural business at the western end of Channel Road.	The Yellow Option will have a slight to moderate impact on a number of horticultural holdings in Rush that are involved in vegetable production. There may be a temporary impact on access to one horticultural business at the western end of Channel Road.	The Orange Option will have a slight to moderate impact on a number of horticultural holdings in Rush that are involved in vegetable production. There may be a temporary impact on access to one horticultural business at the western end of Channel Road.	The Pink Option will have a slight to moderate impact on a number of horticultural holdings in Rush that involved in vegetable production. There may be a temporary impact on access to one horticultural business at the southern end of Channel Road.
	Noise, Vibration and Air Quality	Human health.	This route passes through the village of Rush which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationalee phase. Route is close to some schools and links could be provided to others.	This route passes through the village of Rush which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationalee phase. Route is close to some schools and links could be provided to others.	This route passes through the village of Rush which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationalee phase. Route is close to some schools and links could be provided to others.	This route passes through the village of Rush which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationalee phase. Route is close to some schools and links could be provided to others.	This route passes through the village of Rush which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationalee phase. Route is close to some schools and links could be provided to others.	This route passes through the village of Rush which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationalee phase. Route is close to some schools and links could be provided to others.
	Landscape and Visual	Landscape Character.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.
		Natural Features, Vegetation and Topography.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change on topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.
		Views and Visual Obstruction.	The route encounters a protected view to the eastern end and the western end. This route will be located predominantly along the existing road network and therefore will have no impact on existing views from the neighbouring properties.	The route encounters a protected view to the eastern end and the western end. This route will be located predominantly along the existing road network and therefore will have no impact on existing views from the neighbouring properties.	The route encounters a protected view to the eastern end. This route will be partly located away from the road network and will be located along a hedgerow and will also come within close proximity of a number of homes.	The route encounters a protected view to the eastern end. This route will be partly located away from the road network and will be located along a hedgerow and will also come within close proximity of a number of homes.	The route encounters a protected view to the eastern end. Given the nature of the proposed project, there are no long-term significant changes to views and visual obstructions anticipated from this route.	The route encounters a protected view to the eastern end and the western end. This route will be located predominantly along the existing road network and therefore will have no impact on existing views from the neighbouring properties.
Economy	Whole Life Costs (Elemental)	Land acquisition.	Private Urban (m2): 872 Private Farm Land (m2): 6267 Public Land (m2): 5846 Total Cost (€): 2,211,335	Private Urban (m2): 2044 Private Farm Land (m2): 6554 Public Land (m2): 1757 Total Cost (€): 5,142,770	Private Urban (m2): 1752 Private Farm Land (m2): 6554 Public Land (m2): 0 Total Cost (€): 4,412,770	Private Urban (m2): 1503 Private Farm Land (m2): 6554 Public Land (m2): 86 Total Cost (€): 3,790,270	Private Urban (m2): 26 Private Farm Land (m2): 6267 Public Land (m2): 4176 Total Cost (€): 96,335	Private Urban (m2): 1919 Private Farm Land (m2): 8291 Public Land (m2): 1757 Total Cost (€): 4,838,955
		Construction.	Cost Estimate: €8,230,257.34	Cost Estimate: €6,130,408.32	Cost Estimate: €6,148,192.72	Cost Estimate: €6,192,884.10	Cost Estimate: €8,438,059.56	Cost Estimate: €6,051,035.11
	Benefits	Tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 5.8% The route brings tourists to the town of Rush while avoiding the busy Main Street and R128. The route runs along Rush North Beach and up the dunes providing tourists with picteresque views while also providing direct access to Rush South Beach and its associated views. Use of South Shore Road rather than the Main Street is likely to provide a more attractive route for casual cyclisting/pedestrians.	Extent of route within direct proximity to town centres / major centres / district centres: 5.8% The route brings tourists to the town of Rush while avoiding the busy Main Street and R128. The route provides access to Rush North Beach while also providing direct access to Rush South Beach and its associated views. Use of South Shore Road rather than the Main Street is likely to provide a more attractive route for casual cyclisting/pedestrians.	Extent of route within direct proximity to town centres / major centres / district centres: 11.3% The route brings tourists to the town of Rush while avoiding the majority of the busy Main Street. However, the route follows the R128 for section reducing its overall attractiveness. Route provides access to Rush North Beach but does not give access to the South Beach.	Extent of route within direct proximity to town centres / major centres / district centres: 23.2% The route brings tourists directly through the town of Rush. However, the route follows the R128 for a significant section reducing its overall attractiveness. Route provides access to Rush North Beach but does not give access to the South Beach.	Extent of route within direct proximity to town centres / major centres / district centres: 26.6% The route brings tourists directly through the town of Rush. However, the route follows the R128 for a significant section reducing its overall attractiveness. Route runs along Rush North Beach, giving tourists an attractive coastal route with picturesque views but does not give access to the South Beach.	Extent of route within direct proximity to town centres / major centres / district centres: 5.8% The route brings tourists to the town of Rush while avoiding the busy Main Street and the R128. The route provides direct access to Rush South Beach and its associated views. Use of South Shore Road rather than the Main Street is likely to provide a more attractive route for casual cyclisting/pedestrians.
	Attractiveness	Ability of route to facilitate place function enhancements.	No. of locations where substantial public realm improvements can be incorporated: 8	No. of locations where substantial public realm improvements can be incorporated: 8	No. of locations where substantial public realm improvements can be incorporated: 8	No. of locations where substantial public realm improvements can be incorporated: 8	No. of locations where substantial public realm improvements can be incorporated: 8	No. of locations where substantial public realm improvements can be incorporated: 8
		Scenery and views.	Extent of route with direct coastal views: 51.9%	Extent of route with direct coastal views: 36.9%	Extent of route with direct coastal views: 25%	Extent of route with direct coastal views: 25.9%	Extent of route with direct coastal views: 41.8%	Extent of route with direct coastal views: 37.2%
		Proximity to high traffic volumes and speeds.	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 6.7%	Precentage length of route adjecent high speeds / volume road: 14.8%	Precentage length of route adjecent high speeds / volume road: 8.1%	Precentage length of route adjecent high speeds / volume road: 0%
OVERALL:								EMERGING PREFERRED ROUTE

	Significant advantages to other options
	Some advantages to other options
	Comparable to all other options
	Some disadvantages to other options
	Significant disadvantages to other options

SUB-SECTION 1D

Criteria	Sub-Criteria	Considerations	Red	Green	Blue	Yellow	Orange
			Rationale	Rationale	Rationale	Rationale	Rationale
Safety	Road Safety	Interaction with traffic at junctions.	No. of junctions per km: 0.6	No. of junctions per km: 0.7	No. of junctions per km: 1.2	No. of junctions per km: 0.7	No. of junctions per km: 0.3
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops)	No. of conflicts per km: 4.5	No. of conflicts per km: 4.5	No. of conflicts per km: 7.1	No. of conflicts per km: 3.5	No. of conflicts per km: 3.2
	Personal Safety	Passive surveillance - usership, overlooking.	Percentage of route under passive surveillance: 43.1%	Percentage of route under passive surveillance: 44.3%	Percentage of route under passive surveillance: 43.5%	Percentage of route under passive surveillance: 33.5%	Percentage of route under passive surveillance: 33.2%
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.	Precentage of route not shared street: 87.46%	Precentage of route not shared street: 88.38%	Precentage of route not shared street: 94.23%	Precentage of route not shared street: 84.81%	Precentage of route not shared street: 90.28%
		Extent of maximum gradients.	Percentage length above 5%: 3.82% Average Gradient above 5%: 7.16%	Percentage length above 5%: 5.19% Average Gradient above 5%: 7.95%	Percentage length above 5%: 14.1% Average Gradient above 5%: 7.29%	Percentage length above 5%: 12.93% Average Gradient above 5%: 8.26%	Percentage length above 5%: 1.88% Average Gradient above 5%: 8.02%
		Potential for flooding. (Assessment reference - OPW's National Flood Maps Viewer and Fingal County Council Draft FEMFRAMS Flood Mapping for Development Plan 2017 - 2023 Viewer)	Coastal Flooding Risk: From Northeastern Irish Sea directly at Holmpatrick Terrace (adjacent to Skerries RFC). Fluvial Flooding Risk: From Lane Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea directly at Holmpatrick Terrace (adjacent to Skerries RFC). Fluvial Flooding Risk: From Lane Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea directly at Holmpatrick Terrace (adjacent to Skerries RFC). Fluvial Flooding Risk: From Lane Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea directly at Holmpatrick Terrace (adjacent to Skerries RFC). Fluvial Flooding Risk: From Lane Stream (low risk - contained to channel).	Coastal Flooding Risk: From Northeastern Irish Sea directly at Holmpatrick Terrace (adjacent to Skerries RFC). Fluvial Flooding Risk: From Lane Stream (low risk - contained to channel).
	Social Inclusion	Proximity and catchment to residential areas.	Population within 10 minute walking: 2978 Population within 10 minute cycling: 8897	Population within 10 minute walking: 3450 Population within 10 minute cycling: 9145	Population within 10 minute walking: 3649 Population within 10 minute cycling: 9406	Population within 10 minute walking: 2816 Population within 10 minute cycling: 8668	Population within 10 minute walking: 2943 Population within 10 minute cycling: 8977
		Potential for route to connect to deprived geographical areas.	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 4 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 8	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 4 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 10	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 4 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 10	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 4 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 8	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 4 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 8
		Potential for route to facilitate community and recreational activity and participation.	No. of clubs / sports fields / schools etc. within 10 minute cycling: 19	No. of clubs / sports fields / schools etc. within 10 minute cycling: 21	No. of clubs / sports fields / schools etc. within 10 minute cycling: 21	No. of clubs / sports fields / schools etc. within 10 minute cycling: 21	No. of clubs / sports fields / schools etc. within 10 minute cycling: 21
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.	No of attractors that are directly accessed off the route: 3 : (Loughshinny Harbour, Loughshinny Beach, Drumanagh Martello Tower)	No of attractors that are directly accessed off the route: 3 : (Loughshinny Harbour, Loughshinny Beach, Drumanagh Martello Tower)	No of attractors that are directly accessed off the route: 3 : (Loughshinny Harbour, Loughshinny Beach, Drumanagh Martello Tower)	No of attractors that are directly accessed off the route: 3 : (Loughshinny Harbour, Loughshinny Beach, Drumanagh Martello Tower)	No of attractors that are directly accessed off the route: 3 : (Loughshinny Harbour, Loughshinny Beach, Drumanagh Martello Tower)
		Potential for route discontinuity in terms of link type.	No of transitions per km: 0.56 3 transitions/5.44km = 0.56	No of transitions per km: 0.52 3 transitions/5.73km = 0.52	No of transitions per km: 0.51 3 transitions/6.07km = 0.51	No of transitions per km: 0.51 3 transitions/5.92km = 0.51	No of transitions per km: 0.49 3 transitions/5.84km = 0.49
	Directness	Excessive or unnecessary detours.	Pedestrian Route Directness (PRD):1.30	Pedestrian Route Directness (PRD):1.40	Pedestrian Route Directness (PRD):1.48	Pedestrian Route Directness (PRD):1.45	Pedestrian Route Directness (PRD):1.43
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.	Route passes through a mixed use development consist of 24 no. houses and a two storey hotel which is granted by Fingal County Council 12/01/17 but Refuse Permission was made by An Bord Pleanala on 07/09/17. (Holmpatrick) Planning Reference:F16A/0085 *https://planning.agileapplications.ie/fingal/application-details/?ref=F16A/0085*	Route passes through a mixed use development consist of 24 no. houses and a two storey hotel which is granted by Fingal County Council 12/01/17 but Refuse Permission was made by An Bord Pleanala on 07/09/17. (Holmpatrick) Planning Reference:F16A/0085 *https://planning.agileapplications.ie/fingal/application-details/?ref=F16A/0085* Route passes through the construction of 4. no single storey boiler houses, 1 no. generator kiosk and 1 no. instrumentation kiosk (Loughshinny AGI, Ballustree) Planning Ref: F20A/0047 https://planning.agileapplications.ie/fingal/application-details/86024	Route passes through a mixed use development consist of 24 no. houses and a two storey hotel which is granted by Fingal County Council 12/01/17 but Refuse Permission was made by An Bord Pleanala on 07/09/17. Planning Reference:F16A/0085 https://planning.agileapplications.ie/fingal/application-details/?ref=F16A/0085 *Route passes through the construction of 4. no single storey boiler houses, 1 no. generator kiosk and 1 no. instrumentation kiosk (Loughshinny AGI, Ballustree) Planning Ref: F20A/0047* https://planning.agileapplications.ie/fingal/application-details/86024 Adjecent to committed development consist of 5 No. of houses with no significant impact on proposed route. (Loughshinny) Planning Ref: F14A/0299 *https://planning.agileapplications.ie/fingal/application-details/?ref=F14A/0299*	Route passes through a mixed use development consist of 24 no. houses and a two storey hotel which is granted by Fingal County Council 12/01/17 but Refuse Permission was made by An Bord Pleanala on 07/09/17. (Holmpatrick) Planning Reference:F16A/0085 *https://planning.agileapplications.ie/fingal/application-details/?ref=F16A/0085*	Route passes through a mixed use development consist of 24 no. houses and a two storey hotel which is granted by Fingal County Council 12/01/17 but Refuse Permission was made by An Bord Pleanala on 07/09/17. (Holmpatrick) Planning Reference:F16A/0085 *https://planning.agileapplications.ie/fingal/application-details/?ref=F16A/0085*
		Local policy and objectives.	Local Objective - Promote & Facilitate a walkway around Drumanagh Fort, Encourage restoration of the Martello Tower & Seek to establish a walking route from the village to the Martello Tower Specific Objective Points - Coastal Walk (Drumanagh, Loughsninny Beach)	Specific Objective Lines - Preserve Views Specific Objective Points - Loughsinny Beach	Specific Objective Lines - Preserve Views Specific Objective Points - Loughsinny Beach	Local Objective - Promote & Facilitate a walkway around Drumanagh Fort, Encourage restoration of the Martello Tower & Seek to establish a walking route from the village to the Martello Tower Specific Objective Points - Coastal Walk (Drumanagh, Loughsninny Beach, coastal walk to Skerries)	Local Objective - Promote & Facilitate a walkway around Drumanagh Fort, Encourage restoration of the Martello Tower & Seek to establish a walking route from the village to the Martello Tower Specific Objective Points - Coastal Walk (Drumanagh, Loughsninny Beach, coastal walk to Skerries)
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 Sites)	This route does not intercept any Natura 2000 sites. The closest Natura 2000 sites; Rockabill to Dalkey Island SAC is located ca. 1.1km east of the route which is located offshore.	This route does not intercept any Natura 2000 sites. The closest Natura 2000 sites; Rockabill to Dalkey Island SAC is located ca. 1.2km east/off shore of the route.	This route does not intercept any Natura 2000 sites. The closest Natura 2000 sites; Rockabill to Dalkey Island SAC is located ca. 1.2km east of the route / located offshore.	This route does not intercept any Natura 2000 sites. The closest Natura 2000 sites; Rockabill to Dalkey Island SAC is located ca. 1.2km east of the route / located offshore.	This route does not intercept any Natura 2000 sites. The closest Natura 2000 sites; Rockabill to Dalkey Island SAC is located ca. 1.2km east of the route / located offshore.
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).	This route does not intercept any site of National importance. The closest site; Loughshinny Coast pNHA is located ca. 100 east of the route.	This route does not intercept any site of National importance. The closest site; Loughshinny Coast pNHA is located ca. 100 east of the route.	This route does not intercept any site of National importance. The closest site; Loughshinny Coast pNHA is located ca. 100 east of the route.	This route does not intercept any site of National importance. Loughshinny Coast pNHA is located ca.30 east of the route. Whilst this route is closer to the pNHA than other options it is separated from the pNHA by field boundary hedgerows. The development of this route will not likely impact pNHA habitats.	This route does not intercept any site of National importance. Loughshinny Coast pNHA is located ca.30 east of the route. Whilst this route is closer to the pNHA than other options it is separated from the pNHA by field boundary hedgerows. The development of this route will not likely impact pNHA habitats.
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)	This route borders an area of high quality grassland habitat and borders an area of seacliff and estuarine habitat. There will be no loss of or impact on protected habitat. There will be no significant loss of hedgerow or treelines.	This route does not intersect or border any protected habitat. There will be no significant loss of hedgerow or treelines.	This route does not intersect or border any protected habitat. There will be no significant loss of hedgerow or treelines.	This route borders an area of high quality grassland habitat and borders an area of seacliff and estuarine habitat. There will be no loss of or impact on protected habitat. There will be no significant loss of hedgerow or treelines.	This route borders an area of high quality grassland habitat and borders an area of seacliff and estuarine habitat. There will be no loss of or impact on protected habitat. There will be no significant loss of hedgerow or treelines.
		Rare, Protected, Invasive Species.	This route borders a number of sites which have been reported as bird feeding and roosting areas. A number of rare plants have also been reported within vicinity of this route, however they are all located along the coast and are remote from this route. There are no invasive species reported within this area.	This route borders a number of sites which have been reported as bird feeding and roosting areas. A number of rare plants have also been reported within vicinity of this route, however they are all located along the coast and are remote from this route. There are no invasive species reported within this area.	This route borders a number of sites which have been reported as bird feeding and roosting areas. A number of rare plants have also been reported within vicinity of this route, however they are all located along the coast and are away from this route. Invasive species (Himalayan Balsam) has been reported ca. 250west of this route along watercourse.	This route borders a number of sites which have been reported as bird feeding and roosting areas. A number of rare plants have also been reported within vicinity of this route, however they are all located along the coast and are remote from this route. There are no invasive species reported within this area.	This route borders a number of sites which have been reported as bird feeding and roosting areas. A number of rare plants have also been reported within vicinity of this route, however they are all located along the coast and are remote from this route. There are no invasive species reported within this area.
	Soils and Geology	Bedrock and overburden. Alluvium Soils	This route intercepts/immediately borders ca. 440m of bedrock outcrop and ca. 20m of alluvium deposits.	This route intercepts/immediately borders ca. 210m of bedrock outcrop and ca. 20m of alluvium deposits.	This route intercepts/immediately borders ca 385m bedrock outcrop and 250m of alluvial sediments.	This route intercepts/immediately borders ca730m bedrock outcrop and ca70m of alluvial sediments.	This route intercepts/immediately borders ca 385m bedrock outcrop and ca70m of alluvial sediments.
		Karst features.	There are no karst features along this route.	There are no karst features along this route	There are no karst features along this route	There are no karst features along this route.	There are no karst features along this route.
		Landslide susceptibility.	1no. section of this route has been classified with moderately high - high landslide susceptibility.	1no. section of this route has been classified with moderately high - high landslide susceptibility.	1no. section of this route has been classified with moderately high - high landslide susceptibility.	3no. sections of this route has been classified with moderately high - high landslide susceptibility.	2no. sections of this route has been classified with moderately high - high landslide susceptibility.
		Contaminated land.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The proposed route passes close to 2 no. former copper mines.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The proposed route passes close to 2 no. former copper mines.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. Ground Investigations will be required along this route. The proposed route passes close to a former copper mine	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. Ground Investigations will be required along this route. The proposed route passes close to 2no. former copper mines.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. Ground Investigations will be required along this route. The proposed route passes close to 3no. former copper mines.
		Ground Investigation.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.
		Geological Heritage Areas.	This route runs for ca. 200m immediately west of Skerries to rush Geological Heritage Area, however it is unlikely to have any major impact.	This route does not intercept any Geological Heritage Sites.	This route does not intercept any Geological Heritage Sites.	This route does not intercept any Geological Heritage Sites.	This route runs for ca. 200m immediately west of Skerries to rush Geological Heritage Area, however it is unlikely to have any major impact.
		Quarries.	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme	There is a former quarry adjacent to this route.	There is a former quarry adjacent to this route.	There are no active quarries within the general area of this scheme
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)	There are no Source protection areas within vicinity of this route. There are no private wells located along this route.	There are no Source protection areas within vicinity of this route. There is 1no. Well potentially located along this route. Its reported to a 50m locational accuracy and therefore the exact location is unknown.	There are no Source protection areas within vicinity of this route. There is 1no. Well potentially located along this route. Its reported to a 50m locational accuracy and therefore the exact location is unknown.	There are no Source protection areas within vicinity of this route. There are no private wells located along this route.	There are no Source protection areas within vicinity of this route. There are no private wells located along this route.
		Groundwater Resources / Levels (Vulnerable Aquifers)	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst' immediately bordered by this route indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock, bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst' immediately bordered by this route indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock, bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst' intercepted and immediately bordered indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock, bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst' intercepted and immediately bordered indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock, bedrock which is moderately productive in local zones and also bedrock which is generally productive.	This route intercepts portions of groundwater classified with 'High' and 'Extreme' groundwater vulnerability with portions of 'Rock at or near surface or karst' intercepted and immediately bordered indicating that groundwater is shallow in these area. This route intercepts portions of karstified bedrock, bedrock which is moderately productive in local zones and also bedrock which is generally productive.
		Surface Water Quality and Flows.	The proposed route crosses the lane stream which has a 'Poor' EPA status.	This route crosses the lane stream which has a 'Poor' EPA status.	This route crosses the lane stream which has a 'Poor' EPA status.	This route crosses the lane stream which has a 'Poor' EPA status.	This route crosses the lane stream which has a 'Poor' EPA status.

Criteria	Sub-Criteria	Considerations	Red	Green	Blue	Yellow	Orange
			Rationale	Rationale	Rationale	Rationale	Rationale
Environment	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets	Total 14 no. heritage assets. Option has some advantages to other options as whilst it avoids direct impact on the location of a number of sensitive recorded archaeological and architectural heritage sites at Drumanagh headland, it also achieves project objectives in terms of provision of direct (and ease of) access to the coastal headland and its heritage assets as well offering positive opportunities via improved (existing) access which could enhance visitor and local experience alike. Furthermore, the option retains good coastal amenity value for this section location of the project, including access to and appreciation of the maritime and built heritage of Loughshinny harbour area. The c. 410 m N-S extending portion of option alignment which is set back (westwards) from the Drumanagh/Rush/Ballustree townland boundary is located within heavily ploughed fields which may still have potential to reveal sub-surface archaeological finds/features. The option traverses within the ZoN of a small enclosure cropmark and associated cluster grouping (enclosure and linear earthwork) features at Lane townland which is considered a significant impact with heightened archaeological sensitivity along the proposed route/ field boundary area. Similarly, the area at Holmpatrick has heightened sensitivities and archaeological risk due to the route traversing adjacent to a grouping of sites previously identified via archaeological testing (16E0286).	Total 4 no. heritage assets. Option has some advantages to other options. It avoids direct impact on the location of a number of sensitive recorded archaeological and architectural heritage sites within south end of the area (Drumanagh), although it does not offer direct access from Loughshinny cliff walk at the north or ease of direct access to Drumanagh headland (which form part of the overall project objectives). It is noted however that the alignment from the Loughshinny environs to its northern terminus retains good coastal amenity value, including access to and appreciation of the maritime and built heritage of Loughshinny harbour area. The option also traverses within the ZoN of a small enclosure cropmark and associated cluster grouping (enclosure and linear earthwork) features which is considered a significant impact with heightened archaeological sensitivity along the proposed route/ field boundary area. Similarly, the area at Holmpatrick has heightened sensitivities and archaeological risk due to the route traversing adjacent to a grouping of sites previously identified via archaeological testing (16E0286).	Total 2 no. heritage assets. Option has advantages to other options in that it has the least overall greenfield footprint and so reduced risk of impact on unknown sub-surface archaeological remains. Since it has less coastal aspect in this regard, it avoids any potential impact on a grouping of cropmark sites (three enclosures and a linear earthwork at Lane) when compared to all the other options, although there are heightened sensitivities noted at Popeshall where there is a cluster of ring-ditches to the west of the route. However, it is noted that does not offer access to Loughshinny cliff walk or ease of access to Drumanagh headland; and although access to the heritage amenity value of Loughshinny harbour/pier area is provided, it does not retain enhanced coastal heritage amenity value when compared with the other options.	Total 18 no. heritage assets. Option has significant disadvantages to other options. There is direct profound impact on a number of newly discovered and recorded SMR archaeological sites at Lane townland (two enclosure cropmarks plus cluster site grouping) and Holmpatrick townland (previously archaeologically tested area with prehistoric pits/heat affected stone and charcoal remains). This option also extends adjacent to a cluster grouping of ring-ditches at Popeshall and an enclosure (cropmark) site which heightens the overall archaeological sensitivities (potential sub-surface remains) in this area. It avoids direct impact on the location of a number of sensitive recorded archaeological and architectural heritage sites at Drumanagh headland, and it also achieves project objectives in terms of provision of direct (and ease of) access to the coastal headland and its heritage assets as well offering positive opportunities via improved (existing) access which could enhance visitor and local experience alike. It is noted that the option retains very good coastal amenity value for this section location of the project, including access to and appreciation of the maritime and built heritage of Loughshinny harbour area, and the coastline south of Skerries. There is heightened potential for unrecorded archaeological features all along the coastline.	Total 21 no. heritage assets. Option has disadvantages to other options. There is direct profound impact on a number of newly discovered and recorded SMR archaeological sites at Lane townland (two enclosure cropmarks) and Holmpatrick townland (previously archaeologically tested area with prehistoric pits/heat affected stone and charcoal remains). It avoids direct impact on the location of a number of sensitive recorded archaeological and architectural heritage sites at Drumanagh headland, it also achieves project objectives in terms of provision of direct (and ease of) access to the coastal headland and its heritage assets as well offering positive opportunities via improved (existing) access which could enhance visitor and local experience alike. It is noted that the option retains very good coastal amenity value for this section location of the project, including access to and appreciation of the maritime and built heritage of Loughshinny harbour area, and the coastline south of Skerries. It also traverses and area of industrial heritage including late eighteenth copper mining at Loughshinny (1777-1812). Overall, there is heightened potential for unrecorded archaeological features all along the coastline.
	Material Assets	Properties.	No. of residential properties directly impacted: 2	No. of residential properties directly impacted: 2	No. of residential properties directly impacted: 2	No. of residential properties directly impacted: 0	No. of residential properties directly impacted: 0
		Road network operation.	Length of Road Network not Type 7, Existing or Structure: 17.42% Removal of Parkng Provision: 0m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 16.14% Removal of Parkng Provision: 0m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 21.90% Removal of Parkng Provision: 0m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 19.56% Removal of Parkng Provision: 0m Implementation of One-way system: 0m	Length of Road Network not Type 7, Existing or Structure: 14.15% Removal of Parkng Provision: 0m Implementation of One-way system: 0m
		Public transport infrastructure impacted (rail, bus - existing and future)	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%	Percentage length of network potentially impacted: 0%
	Agronomy	Land cover	The Red Option in this section impacts on a high level of agricultural lands.	The Green Option in this section impacts on a high level of agricultural lands.	The Blue Option in this section impacts on a high level of agricultural lands.	The Yellow Option in this section impacts on a high level of agricultural lands.	The Orange Option in this section impacts on a high level of agricultural lands.
		Farm Type, Livestock and Operations.	Agricultural lands are comprised mainly of tillage lands used for cereal / vegetable production and a low level of grassland used for livestock grazing. The alignment follows the boundary of two equine holdings and may directly impact on one equine farm enterprise considered sensitive to development.	Agricultural lands are comprised mainly of tillage lands used for cereal / vegetable production and a low level of grassland used for livestock grazing. The alignment follows the boundary of two equine holdings and two horticultural glasshouse plots. The Green Option may directly impact on one equine farm enterprise considered sensitive to development.	Agricultural lands are comprised mainly of tillage lands used for cereal / vegetable production and a low level of grassland used for livestock grazing. The alignment follows the boundary of two horticultural glasshouse plots.	Agricultural lands are comprised mainly of tillage lands used for cereal / vegetable production and a low level of grassland used for livestock grazing. The alignment follows the boundary of two equine holdings and may directly impact on one equine farm enterprise considered sensitive to development.	Agricultural lands are comprised mainly of tillage lands used for cereal / vegetable production and a low level of grassland used for livestock grazing. The alignment follows the boundary of two equine holdings and will directly impact on one equine farm enterprise considered sensitive to development.
		Access to land	The Red Option will have land severance of fields and individual farm holdings and there will be an impact on access to some fields on the coastal side of this option.	The Green Option will have land severance of fields and individual farm holdings and there will be an impact on access to some fields on the coastal side of this option.	The Blue Option will have land severance of fields and individual farm holdings and there will be an access impact to lands.	The Yellow Option will have a low level of land severance of fields / individual farm holdings and impact on access due to a moderate section along the coast.	The Orange Option will have the lowest level of land severance of fields / individual farm holdings and impact on access due to a significant section along the coast.
		Key agricultural constraints	The Red Option will have a moderate impact on one equine farm and will have slight to moderate impact on a number of horticultural and tillage farms involved in vegetable and crop production. There may be a temporary impact on a second equine holding.	The Green Option will have a moderate impact on one equine farm and will have slight to moderate impact on a number of horticultural and tillage farms involved in vegetable and crop production. There may be a temporary impact on a second equine holding.	The Blue Option will have a slight to moderate impact on a number of horticultural and tillage farms involved in vegetable and crop production.	The Yellow Option will not directly impact on local agribusinesses. There may be a temporary impact on access to both equine holdings.	The Orange Option will not directly impact on local agribusinesses. There may be a temporary impact on access to one equine holding on Mine Road.
	Noise, Vibration and Air Quality	Human health.	This route passes through the village of Loughshinny which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality. There may be slight, short term noise and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the operational phase.	This route passes through the village of Loughshinny which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality. There may be slight, short term noise and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the operational phase.	This route passes through the village of Loughshinny which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality. There may be slight, short term noise and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the operational phase.	This route passes through the village of Loughshinny which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality. There may be slight, short term noise and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the operational phase.	This route passes through the village of Loughshinny which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality. There may be slight, short term noise and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the operational phase.
	Landscape and Visual	Landscape Character.	There will be no change to the landscape character and topography as a result of this scheme. Therefore, this aspect will not be considered further	There will be no change to the landscape character and topography as a result of this route. Therefore, this aspect will not be considered further	There will be negligible to no change to the landscape character as a result of this route. Therefore, this aspect will not be considered further.	There will be negligible to no change to the landscape character as a result of this route. Therefore, this aspect will not be considered further.	There will be negligible to no change to the landscape character as a result of this route. Therefore, this aspect will not be considered further.
		Natural Features, Vegetation and Topography.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features and therefore will be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features and therefore will be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this route. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this route. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this route. It is considered that all routes will have the same degree of impacts on these features and therefore will not be considered further.
		Views and Visual Obstruction.	The route encounters a protected view to the centre and to the north. Given the nature of the proposed project, there are no long-term significant changes to views and obstructions anticipated and therefore will not be considered further.	Given the nature of the proposed project, there are no long-term significant changes to views and obstructions anticipated and therefore will not be considered further.	Given the nature of the proposed project, there are no long-term significant changes to views and obstructions anticipated and therefore will not be considered further.	Given the nature of the proposed project, there are no long-term significant changes to views and obstructions anticipated and therefore will not be considered further.	Given the nature of the proposed project, there are no long-term significant changes to views and obstructions anticipated and therefore will not be considered further.
Economy	Whole Life Costs (Elemental)	Land acquisition.	Private Urban (m2): 0 Private Farm Land (m2): 30815 Public Land (m2): 899 Total Cost (€): 154,075	Private Urban (m2): 0 Private Farm Land (m2): 21227 Public Land (m2): 1185 Total Cost (€): 135,845	Private Urban (m2): 0 Private Farm Land (m2): 21275 Public Land (m2): 1185 Total Cost (€): 106,452	Private Urban (m2): 0 Private Farm Land (m2): 90547 Public Land (m2): 899 Total Cost (€): 452,740	Private Urban (m2): 0 Private Farm Land (m2): 115736 Public Land (m2): 899 Total Cost (€): 578,680
		Construction.	Cost Estimate: €5,516,259.58	Cost Estimate: €5,945,942.18	Cost Estimate: €6,402,859.35	Cost Estimate: €6,168,448.31	Cost Estimate: €6,072,775.89
	Benefits	Tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Red Route runs within direct proximity to Loughshinny Beach and the Martello Tower. The route uses field boundaries where possible, avoiding the road network. Views along the red route in the vicinity of Loughshinny beach are unmatched by the other route options.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Green Route runs within direct proximity to Loughshinny Beach. The route uses field boundaries where possible, avoiding the road network.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The route features interaction with the road network and gradients which may deter tourists.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Yellow Route runs within direct proximity to Loughshinny Beach and the Martello Tower. The route uses the nearest field boundaries along the coast where possible, avoiding the road network.	Extent of route within direct proximity to town centres / major centres / district centres: 0% The Orange Route runs within direct proximity to Loughshinny Beach and the Martello Tower. The route uses the nearest field boundaries along the coast where possible, avoiding the road network. Views along the Orange route along the coast going from Loughshinny towards Skerries are unmatched by the other route options.
	Attractiveness	Ability of route to facilitate place function enhancements.	No. of locations where substantial public realm improvements can be incorporated: 0	No. of locations where substantial public realm improvements can be incorporated: 0	No. of locations where substantial public realm improvements can be incorporated: 0	No. of locations where substantial public realm improvements can be incorporated: 0	No. of locations where substantial public realm improvements can be incorporated: 0
		Scenery and views.	Extent of route with direct coastal views: 83.2%	Extent of route with direct coastal views: 62.5%	Extent of route with direct coastal views: 51.1%, this route provides excellent views due to the steep gradients in part.	Extent of route with direct coastal views: 84.9%, this route provides excellent views due to the steep gradients in part.	Extent of route with direct coastal views: 84.7%
		Proximity to high traffic volumes and speeds.	Precentage length of route adjecent high speeds / volume road: 6.7%	Precentage length of route adjecent high speeds / volume road: 6.2%	Precentage length of route adjecent high speeds / volume road: 15.8%	Precentage length of route adjecent high speeds / volume road: 6%	Precentage length of route adjecent high speeds / volume road: 6.1%
OVERALL:							EMERGING PREFERRED ROUTE

(dark green)	Significant advantages to other options
(light green)	Some advantages to other options
(yellow)	Comparable to all other options
(amber)	Some disadvantages to other options
(orange)	Significant disadvantages to other options

SUB-SECTION 2A

			Red	Green	Blue	Yellow
Criteria	**Sub-Criteria**	**Considerations**	**Rationale**	**Rationale**	**Rationale**	**Rationale**
Safety	Road Safety	Interaction with traffic at junctions.	No. of junctions per km: 4.4	No. of junctions per km: 4.3	No. of junctions per km: 4.3	No. of junctions per km: 4.5
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops)	No. of other conflicts per km: 19.8	No. of other conflicts per km: 19.1	No. of other conflicts per km: 18.1	No. of other conflicts per km: 17.9
	Personal Safety	Passive surveillance - usership, overlooking.	Precentage of route under passive surveillance: 100%	Precentage of route under passive surveillance: 100%	Precentage of route under passive surveillance: 100%	Precentage of route under passive surveillance: 100%
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.	Precentage of route not shared street: 76.16%	Precentage of route not shared street: 77.55%	Precentage of route not shared street: 74.58%	Precentage of route not shared street: 74.22%
		Extent of maximum gradients.	Percentage length above 5%: 0% Average Gradient above 5%: 0%	Percentage length above 5%: 2.51% Average Gradient above 5%: 8.95%	Percentage length above 5%: 4.06% Average Gradient above 5%: 8.95%	Percentage length above 5%: 1.04% Average Gradient above 5%: 8.91%
		Potential for flooding. (Assessment reference - OPW's National Flood Maps Viewer and Fingal County Council Draft FEMFRAMS Flood Mapping for Development Plan 2017 - 2023 Viewer)	Coastal Flooding Risk: From Northeastern Irish Sea via Mill Stream. Fluvial Flooding Risk: From Mill Stream	Coastal Flooding Risk: From Northeastern Irish Sea via Mill Stream. Fluvial Flooding Risk: From Mill Stream	Coastal Flooding Risk: From Northeastern Irish Sea via Mill Stream. Fluvial Flooding Risk: From Mill Stream	Coastal Flooding Risk: From Northeastern Irish Sea via Mill Stream. Fluvial Flooding Risk: From Mill Stream
	Social Inclusion	Proximity and catchment to residential areas.	Population within 10 minute walking: 7436 Population within 10 minute cycling: 9770	Population within 10 minute walking: 7519 Population within 10 minute cycling: 9785	Population within 10 minute walking: 7622 Population within 10 minute cycling: 9783	Population within 10 minute walking: 7630 Population within 10 minute cycling: 9745
		Potential for route to connect to deprived geographical areas.	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 2 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 3	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 2 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 3	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 2 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 3	No. of very disadvantaged deprived areas within 10 minute cycling: 0 No. of disadvantaged deprived areas within 10 minute cycling: 2 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 3
		Potential for route to facilitate community and recreational activity and participation.	No. of clubs / sports fields / schools etc. within 10 minute cycling: 12	No. of clubs / sports fields / schools etc. within 10 minute cycling: 12	No. of clubs / sports fields / schools etc. within 10 minute cycling: 12	No. of clubs / sports fields / schools etc. within 10 minute cycling: 12
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.	No of attractors: 4 (Skerries Harbour, Skerirrres North Beach, Martello Tower, Skerries South Beach)	No of attractors: 4 (Skerries Harbour, Skerirrres North Beach, Martello Tower, Skerries South Beach)	No of attractors: 4 (Skerries Harbour, Skerirrres North Beach, Martello Tower, Skerries South Beach)	No of attractors: 4 (Skerries Harbour, Skerirrres North Beach, Martello Tower, Skerries South Beach)
		Potential for route discontinuity in terms of link type.	No of transitions per km: 0.69 3 transitions/4.34km = 0.54	No of transitions per km: 1.30 6 transitions/4.61km = 1.30	No of transitions per km: 1.49 7 transitions/4.69km = 1.49	No of transitions per km: 1.51 7 transitions/4.62km = 1.51
	Directness	Excessive or unnecessary detours.	Pedestrian Route Directness (PRD): 1.31	Pedestrian Route Directness (PRD):1.39	Pedestrian Route Directness (PRD):1.41	Pedestrian Route Directness (PRD): 1.39
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.	All routes are compatibile with committed and future schemes and land uses in particular Skerries Cycle Network Plan and Barnageeragh Cove development.	All routes are compatibile with committed and future schemes and land uses in particular Skerries Cycle Network Plan and Barnageeragh Cove development.	All routes are compatibile with committed and future schemes and land uses in particular Skerries Cycle Network Plan and Barnageeragh Cove development.	All routes are compatibile with committed and future schemes and land uses in particular Skerries Cycle Network Plan and Barnageeragh Cove development.
		Local policy and objectives.	In terms of providing the Fingal development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst all routes significantly facilitate this, the Red Route holds a slight advantage in that it does not deviate from the coast at all.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst all routes significantly facilitate this, the Green Route holds a slight advantage in that it does not deviate from the coast at all.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, the Blue Route is slightly disadvantaged in that it deviates from the coast at Kellys Lane towards its western end.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, the Blue Route is slightly disadvantaged in that it deviates from the coast at Kellys Lane towards its western end.
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 Sites)	This route does not cross any Natura 2000 sites. The closest International Site (Skerries Island) SPA Is located ca. 350m east of this route / off shore.	This route does not cross any Natura 2000 sites. The closest International Site (Skerries Island) SPA Is located ca. 350m east of this route / off shore.	This route does not cross any Natura 2000 sites. The closest International Site (Skerries Island) SPA Is located ca. 350m east of this route / off shore.	This route does not cross any Natura 2000 sites. The closest International Site (Skerries Island) SPA Is located ca. 350m east of this route / off shore.
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).	This route does not cross any nationally important sites. The closest national Site (Skerries Island NHA) Is located ca. 350m east of this route / off shore.	This route does not cross any nationally important sites. The closest national Site (Skerries Island NHA) Is located ca. 350m east of this route / off shore.	This route does not cross any nationally important sites. The closest national Site (Skerries Island NHA) Is located ca. 350m east of this route / off shore.	This route does not cross any nationally important sites. The closest national Site (Skerries Island NHA) Is located ca. 350m east of this route / off shore.
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)	One river is crossed by this route; Millstream (skerries). Annex I habitats; Dune and Estuarine are located along the shoreline, however, the route is entirely on roadways/pathways and therefore there will be no loss of annexed habitat.	One river is crossed by this route; Millstream (skerries). Annex I habitats; Dune and Estuarine are located along the shoreline. The route is largely on roadways/pathways with only 3 no, fields being crossed, there will be no loss of annexed habitat or significant loss of hedgerows/treelines.	One river is crossed by this route; Millstream (skerries). Annex I habitats; Dune and Estuarine are located along the shoreline. The route is largely on roadways/pathways with only 1 no, fields being crossed, there will be no loss of annexed habitat or significant loss of hedgerows/treelines.	One river is crossed by this route; Millstream (skerries). Annex I habitats; Dune and Estuarine are located along the shoreline, however, the route is entirely on roadways/pathways and therefore there will be no loss of annexed habitat.
		Rare, Protected, Invasive Species.	There are known bird foraging and roosting sites located along the shoreline alongside this route. Invasive species (Himalayan Balsam) is reported along the banks of the Millstream. Rare plants have been recorded along the shoreline.	There are known bird foraging and roosting sites located along the shoreline alongside this route. Invasive species (Himalayan Balsam) is reported along the banks of the Millstream. Rare plants have been recorded along the shoreline.	There are known bird foraging and roosting sites located along the shoreline alongside this route. Invasive species (Himalayan Balsam) is reported along the banks of the Millstream.	There are known bird foraging and roosting sites located along the shoreline alongside this route. Invasive species (Himalayan Balsam) is reported along the banks of the Millstream.
	Soils and Geology	Bedrock and overburden. Alluvium Soils	This route intercepts/immediately borders ca. 1800m bedrock outcrop and ca. 20m of alluvial soils.	This route intercepts/immediately borders ca. 1700m bedrock outcrop and 20m of alluvial soils.	This route intercept/immediately borders ca. 940m bedrock outcrop and 90m of alluvial soils.	This route intercepts/immediately borders ca. 940m bedrock outcrop and 140m of alluvial soils.
		Karst features.	There are no karst features within vicinity of this route	There are no karst features within vicinity of this route	There are no karst features within vicinity of this route	There are no karst features within vicinity of this route
		Landslide susceptibility.	Adjacent to but does not intercept Moderately high - high landslide susceptibility areas.	Adjacent to but does not intercept Moderately high - high landslide susceptibility areas.	Not within vicinity of Moderately high - high landslide susceptibility areas.	Not within vicinity of Moderately high - high landslide susceptibility areas.
		Contaminated land.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.
		Ground Investigation.	Ground investigations are required along this route.	Ground investigations are required along this route.	Ground investigations are required along this route.	Ground investigations are required along this route.
		Geological Heritage Areas.	The proposed route does not encounter any Geological Heritage Areas	The proposed route does not encounter any Geological Heritage Areas	The proposed route does not encounter any Geological Heritage Areas	The proposed route does not encounter any Geological Heritage Areas
		Quarries.	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme	There are no active quarries within the general area of this scheme
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)	There are no Source protection areas within the immediate vicinity of this route. Bog of the ring is located ca. 1.8km to the west. There are no wells within the immediate vicinity of this route. The closest EPA reported well is ca. 30m to the west.	There are no Source protection areas within the immediate vicinity of this route. Bog of the ring is located ca. 1.8km to the west. There are no wells within the immediate vicinity of this route. The closest EPA reported well is ca. 30m to the west.	There are no Source protection areas within the immediate vicinity of this route. Bog of the ring is located ca. 1.8km to the west. There are no wells within the immediate vicinity of this route. The closest EPA reported well is ca. 30m to the west.	There are no Source protection areas within the immediate vicinity of this route. Bog of the ring is located ca. 1.8km to the west. There are no wells within the immediate vicinity of this route. The closest EPA reported well is ca. 30m to the west.
		Groundwater Resources / Levels (Vulnerable Aquifers)	This route is predominantly underlain with 'High' groundwater vulnerability with ca. 2.1km of the route underlain by 'Extreme' vulnerability. Minor portions intercept vulnerability rating of 'Rock at or near Surface or Karst'. This indicates that groundwater is shallow in this area. This route is also partly located within a karstified bedrock.	This route is predominantly underlain with 'High' groundwater vulnerability with ca. 2.1km of the route underlain by 'Extreme' vulnerability. Minor portions intercept vulnerability rating of 'Rock at or near Surface or Karst'. This indicates that groundwater is shallow in this area. This route is also partly located within a karstified bedrock.	This route is predominantly underlain with 'High' groundwater vulnerability with ca. 1km of the route underlain by 'Extreme' vulnerability. Minor portions intercept vulnerability rating of 'Rock at or near Surface or Karst'. This indicates that groundwater is shallow in this area. This route is also partly located within a karstified bedrock.	This route is predominantly underlain with 'High' groundwater vulnerability with ca. 1km of the route underlain by 'Extreme' vulnerability. Minor portions intercept vulnerability rating of 'Rock at or near Surface or Karst'. This indicates that groundwater is shallow in this area. This route is also partly located within a karstified bedrock.
		Surface Water Quality and Flows.	The Mill Stream (Skerries) river has a 'Poor' EPA status.	The Mill Stream (Skerries) river has a 'Poor' EPA status.	The Mill Stream (Skerries) river has a 'Poor' EPA status.	The Mill Stream (Skerries) river has a 'Poor' EPA status.
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets	Total 12 no. heritage assets. Option extends along public roads along the coastal area of Skerries (except headland and harbour/pier area), and a section extends into the north end of the ACA around the settlement.	Total 13 no. heritage assets. Option has some disadvantages to other options as it includes a green field section which extends through the Zone of Notification around recorded archaeological sites and crosses a railway bridge (protected structure) – any interventions will require careful consideration.	Total 14 no. heritage assets. Option has some disadvantages to other options as it includes a green field section which extends through the Zone of Notification around two recorded archaeological sites and crosses a railway bridge (protected structure) – any interventions will require careful consideration.	Total 14 no. heritage assets. Option has some advantages to other options as while it extends through the Zone of Notification around two recorded archaeological sites, it follows existing routeways in these areas.
	Material Assets	Properties.	No. of residential properties directly impacted: 11	No. of residential properties directly impacted: 11	No. of residential properties directly impacted: 5	No. of residential properties directly impacted: 5
		Road network operation.	Length of Road Network not Type 7, Existing or Structure: 70.14% Removal of Parkng Provision: 15m (Quay Street) Implementetion one-way system: 830 m	Length of Road Network not Type 7, Existing or Structure: 60.80% Removal of Parkng Provision: 15m (Quay Street) Implementation one-way system: 830 m	Length of Road Network not Type 7, Existing or Structure: 50.82% Removal of Parkng Provision: 15m (Quay Street) Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 51.53% Removal of Parkng Provision: 15m (Quay Street) Implementation one-way system: 0 m
		Public transport infrastructure impacted (rail, bus - existing and future)	Precentage length of network potentially impacted: 18.6%	Precentage length of network potentially impacted: 18.6%	Precentage length of network potentially impacted: 0%	Precentage length of network potentially impacted: 0%
	Agronomy	Land cover	The Red Option in this section will not impact on agricultural lands.	The Green Option in this section impacts on a low level of agricultural lands.	The Blue Option in this section will not impact on agricultural lands.	The Yellow Option in this section will not impact on agricultural lands.
		Farm Type, Livestock and Operations.	The Red Option will not impact on agricultural lands.	The Green Option agricultural lands will be limited to a short section on grassland.	The Blue Option will not impact on agricultural lands.	The Yellow Option will not impact on agricultural lands.
		Access to land	The Red Option will not impact on access to lands.	The Green Option will not impact on access to lands.	The Blue Option will not impact on access to lands.	The Yellow Option will not impact on access to lands.
		Agribusinesses.	The Red Option will not impact on key agricultural constraints.	The Green Option will not impact on key agricultural constraints.	The Blue Option will not impact on key agricultural constraints.	The Yellow Option will not impact on key agricultural constraints.
	Noise, Vibration and Air Quality	Human health.	This route passes through the town of Skerries which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. It is further away from the Educate Together National School which may reduce school commute usage. There may be slight, short term noise and vibration impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationale phase.	This route passes through the town of Skerries which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. It is further away from the Educate Together National School which may reduce school commute usage. There may be slight, short term noise and vibration impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationale phase.	This route passes through the town of Skerries and passes 1 school which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationale phase.	This route passes through the town of Skerries and passes 1 school which may be sensitive to air and noise during construction. However long-term operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the opeRationale phase.
	Landscape and Visual	Landscape Character.	The route passes through Skerries architectural conservation area. There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking.	The route passes through Skerries architectural conservation area. There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking.	The route passes through Skerries architectural conservation area. There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking.	The route passes through Skerries architectural conservation area. There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking.
		Natural Features, Vegetation and Topography.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features.
		Views and Visual Obstruction.	The route passes in front of a protected view to the east of Skerries.	The route passes in front of a protected view to the east of Skerries.	The route passes in front of a protected view to the east of Skerries.	The route passes in front of a protected view to the east of Skerries.

			Red	Green	Blue	Yellow
Criteria	**Sub-Criteria**	**Considerations**	**Rationale**	**Rationale**	**Rationale**	**Rationale**
Economy	Whole Life Costs (Elemental)	Land acquisition.	Private Urban (m2): 978 Private Farm Land (m2): 0 Public Land (m2): 5519 Total Cost (€): 2,445,000	Private Urban (m2): 4173 Private Farm Land (m2): 0 Public Land (m2): 551 Total Cost (€): 10,432,460	Private Urban (m2): 3728 Private Farm Land (m2): 0 Public Land (m2): 6665 Total Cost (€): 9,320,000	Private Urban (m2): 592 Private Farm Land (m2): 0 Public Land (m2): 6665 Total Cost (€): 1,480,000
		Construction.	Cost Estimate: €6,873,385.43	Cost Estimate: €6,077,963.02	Cost Estimate: €5,742,500.25	Cost Estimate: €6,077,607.03
	Benefits	Tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 19.8% Route offers a varied and balanced experience resulting in exceptional tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 18.9% Route offers a varied and balanced experience resulting in exceptional tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 18.6% Route offers a varied and balanced experience resulting in exceptional tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 18.8% Route offers a varied and balanced experience resulting in exceptional tourism benefits.
	Attractiveness	Ability of route to facilitate place function enhancements.	No. of locations where substantial public realm improvements can be incorporated: 5	No. of locations where substantial public realm improvements can be incorporated: 5	No. of locations where substantial public realm improvements can be incorporated: 5	No. of locations where substantial public realm improvements can be incorporated: 5
		Scenery and views.	The majority of this route can avail of excellent scenery and views. Extent of route with direct coastal views; 77.8%	The majority of this route can avail of excellent scenery and views. Extent of route with direct coastal views; 65.3%	A large section of this route can avail of great views and scenery howver it differs from other routes towards its western end apart from where it routes along Kellys Lane and the Distributor Road and thus it is slightly disadvantaged compared to other routes. Extent of route with direct coastal views; 51.3%	A large section of this route can avail of great views and scenery howver it differs from other routes towards its western end apart from where it routes along Kellys Lane and the Distributor Road and thus it is slightly disadvantaged compared to other routes. Extent of route with direct coastal views; 55.8%
		Proximity to high traffic volumes and speeds.	Precentage length of route adjecent high speeds / volume road: 11.0%	Precentage length of route adjecent high speeds / volume road: 12.5%	Precentage length of route adjecent high speeds / volume road: 19.0%	Precentage length of route adjecent high speeds / volume road: 26.0%
OVERALL:			**EMERGING PREFERRED ROUTE**			

	Significant advantages to other options
	Some advantages to other options
	Comparable to all other options
	Some disadvantages to other options
	Significant disadvantages to other options

SUB-SECTION 2B

			Red	Green	Blue
Criteria	**Sub-Criteria**	**Considerations**	**Rationale**	**Rationale**	**Rationale**
Safety	Road Safety	Interaction with traffic at junctions.	No. of junctions per km: 0.4	No. of junctions per km: 0.5	No. of junctions per km: 0.3
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops)	No. of other conflicts per km: 1.7	No. of other conflicts per km: 3.2	No. of other conflicts per km: 3.1
	Personal Safety	Passive surveillance - usership, overlooking.	Precentage of route under passive surveillance: 76.3%	Precentage of route under passive surveillance: 100%	Precentage of route under passive surveillance: 85%
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.	Precentage of route not shared street: 100%	Precentage of route not shared street: 100%	Precentage of route not shared street: 100%
		Extent of maximum gradients.	Percentage length above 5%: 1.02% Average Gradient above 5%: 5.53%	Percentage length above 5%: 1.82% Average Gradient above 5%: 8.40%	Percentage length above 5%: 14.70% Average Gradient above 5%: 7.02%
		Potential for flooding. (Assessment reference - OPW's National Flood Maps Viewer and Fingal County Council Draft FEMFRAMS Flood Mapping for Development Plan 2017 - 2023 Viewer)	Coastal Flooding Risk: From Northeastern Irish Sea Low - Sections of route close to coastline (significantly greater than green and blue) are sufficiently elevated. Fluvial Flooding Risk: None	Coastal Flooding Risk: From Northeastern Irish Sea Low - Sections of route close to coastline are sufficiently elevated. Fluvial Flooding Risk: None	Coastal Flooding Risk: From Northeastern Irish Sea Low - Sections of route close to coastline are sufficiently elevated. Fluvial Flooding Risk: None
	Social Inclusion	Proximity and catchment to residential areas.	Population within 10 minute walking: 790 Population within 10 minute cycling: 7097	Population within 10 minute walking: 975 Population within 10 minute cycling: 7380	Population within 10 minute walking: 3701 Population within 10 minute cycling: 11430
		Potential for route to connect to deprived geographical areas.	No. of very disadvantaged deprived areas within 10 minute cycling: 1 No. of disadvantaged deprived areas within 10 minute cycling: 9 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 10	No. of very disadvantaged deprived areas within 10 minute cycling: 1 No. of disadvantaged deprived areas within 10 minute cycling: 9 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 10	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 9 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 16
		Potential for route to facilitate community and recreational activity and participation.	No. of clubs / sports fields / schools etc. within 10 minute cycling: 4	No. of clubs / sports fields / schools etc. within 10 minute cycling: 4	No. of clubs / sports fields / schools etc. within 10 minute cycling: 4
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.	No of attractors: 1 (Ardgilan Castle)	No of attractors: 1 (Ardgilan Castle)	No of attractors: 1 (Ardgilan Castle)
		Potential for route discontinuity in terms of link type.	No of transitions per km: 0.85 2 transitions/2.35km = 0.85	No of transitions per km: 0.92 2 transitions/2.17km = 0.92	No of transitions per km: 1.03 3 transitions/2.92km = 1.03
	Directness	Excessive or unnecessary detours.	Pedestrian Route Directness (PRD): 1.11	Pedestrian Route Directness (PRD): 1.07	Pedestrian Route Directness (PRD): 1.37
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.	No impact on significant committed or future SHDs,schemes, etc. along the Red Route.	No impact on significant committed or future SHDs,schemes, etc. along the Green Route.	The Blue Route will pass through the Castelands Masterplan and thus depending on timelines this potential route option could depedent on or be signifcantly impacted by these Masterplan Lands.
		Local policy and objectives.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst all routes significantly facilitate this, the Red Route holds a slight advantage in that it only deviates from the coast at one location.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst all routes significantly facilitate this, the Green Route holds a slight advantage as even though it is set back from the coast aligning with the regional road, it facilitates a connection to a full coastal route option in the subsequent sub-section.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst all routes significantly facilitate this, the Blue Route is slightly disadvantage as even though it is set back from the coast aligning with the regional road, it does not facilitate a connection to a full coastal route option in the subsequent sub-section.
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 Sites)	There are no International sites within vicinity of this route	There are no Interational sites within vicinity of this route	There are no Interational sites within vicinity of this route
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).	There are no National sites within vicinity of this route	There are no National sites within vicinity of this route	There are no National sites within vicinity of this route
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)	This route borders an Annex 1 Estuarine Habitat, no impact is anticipated on this habitat. There are no watercourses crossed by this route. The route crosses 2 no. small ravines/depressions, however, there will be no significant loss of habitat in these areas.	This route borders an Annex 1 Estuarine Habitat, no impact is anticipated on this habitat. There are no watercourses crossed by this route. This route will involve the removal of the roadside verge/bank, however there is no hedgerows or treelines along the verge.	This route borders an Annex 1 Estuarine Habitat, no impact is anticipated on this habitat. There are no watercourses crossed by this route. This route will involve the reoval of the roadside verge/bank, however there is no hedgerows or treelines along the verge. This route traverses 2 no. arable fields with no loss of ecologically important habitat.
		Rare, Protected, Invasive Species.	The coastline has a number of bird roosting sites, however, these are largely confined to the coastline/water's edge and are unlikely to be negatively impacted. This route is aligned closer to the coastline / bird roosting areas and crosses more green field areas that the other options. There are no records of rare, protected or invasive species along this route.	The coastline has a number of bird roosting sites, however, these are largely confined to the coastline/water's edge and are unlikely to be negatively impacted. There are no records of rare, protected or invasive species along this route.	The coastline has a number of bird roosting sites, however, these are largely confined to the coastline/water's edge and are unlikely to be negatively impacted. There are no records of rare, protected or invasive species along this route.
	Soils and Geology	Bedrock and overburden. Alluvium Soils	This route intercepts ca. 400m of bedrock outcrop	There are no bedrock outcrops reported within vicinity of this route.	This route intercepts ca. 30m of bedrock outcrop
		Karst features.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.
		Landslide susceptibility.	This route intercepts a portion of land which has been identified as having moderately high - high landslide susceptibility for ca. 100m.	There is no moderately high - high landslide susceptibility reported within vicinity of this route.	There is no moderately high - high landslide susceptibility reported within vicinity of this route.
		Contaminated lands.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. Route passes across a historic landfill area in Balbriggan
		Ground Investigation.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.
		Geological Heritage Areas.	This route borders Fancourt Shore Geological Heritage Area for ca. 570m.	There are no geological heritage areas intercepted by this route.	There are no geological heritage areas intercepted by this route.
		Quarries.	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)	Bog of the ring PWS is located ca. 1.8km to the west. There are no wells within the vicinity of this route.	Bog of the ring PWS is located ca. 1.8km to the west. There are no wells within the vicinity of this route.	Bog of the ring PWS is located ca. 1.8km to the west. There are no wells within the vicinity of this route.
		Groundwater Resources / Levels (Vulnerable Aquifers)	This route partly lies within areas which have been identified as having 'High' and 'Extreme' groundwater vulnerability and borders areas of 'Rock at or near Surface or Karst' indicating that groundwater is shallow in this area.	This route partly lies within areas which have been identified as having 'High' and 'Extreme' groundwater vulnerability and borders areas of 'Rock at or near Surface or Karst' indicating that groundwater is shallow in this area.	This route partly lies within areas which have been identified as having 'High' and 'Extreme' groundwater vulnerability and borders areas of 'Rock at or near Surface or Karst' indicating that groundwater is shallow in this area.
		Surface Water Quality and Flows.	There are no surface water features crossed by this route	There are no surface water features crossed by this route	There are no surface water features crossed by this route
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets	Total 4 no. heritage assets. Option has some disadvantages to other option as it includes an approx. 1.4km long section in undeveloped green field areas, along the coastline, that may contain unrecorded, sub-surface archaeological sites.	Total 3 no. heritage assets. Option has slight advantage to other options as it avoids undeveloped green field areas that may contain unrecorded, sub-surface archaeological sites.	Total 3 no. heritage assets. Option has disadvantage to other options as it extends into undeveloped green field areas, also in proximity to a recorded enclosure site (DU005-075---) that may contain unrecorded, sub-surface archaeological features.
	Material Assets	Properties.	No. of residential properties directly impacted: 1, this route passess through the lands of one residential property	No. of residential properties directly impacted: 1, this route passess through a private driveway adjacent the road carriageway in proximity to one residential property	No. of residential properties directly impacted: 1, this route passess through a private driveway adjacent the road carriageway in proximity to one residential property
		Road network operation.	Length of Road Network not Type 7, Existing or Structure: 17.64% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 19.09% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 14.16% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m
		Public transport infrastructure impacted (rail, bus - existing and future)	Precentage length of network potentially impacted: 2.8%	Precentage length of network potentially impacted: 2.9%	Precentage length of network potentially impacted: 3.4%
	Agronomy	Land cover	The Red Option in this section impacts on a medium level of agricultural lands.	The Green Option in this section impacts on a medium level of agricultural lands.	The Blue Option in this section impacts on a medium level of agricultural lands.
		Farm Type, Livestock and Operations.	The Red Option agricultural lands are grassland and tillage used for cereal production.	The Green Option agricultural lands are grassland and tillage used for cereal production.	The Blue Option in this section is predominantly on agricultural lands comprised of grassland and tillage used for cereal production. There is no impact on livestock enterprises considered sensitive to development.
		Access to land	The Red Option will not impact on access to lands.	The Green Option will have a slight impact on access to fields east of the R127.	The Blue Option will have land severance on lands used for tillage and there will be a slight impact on access to fields east of the R127.

			Red	Green	Blue
Criteria	**Sub-Criteria**	**Considerations**	**Rationale**	**Rationale**	**Rationale**
		Agribusinesses.	The Red Option will not impact on key agricultural constraints.	The Green Option will not impact on key agricultural constraints.	The Blue Option will not impact on key agricultural constraints.
Environment	Noise, Vibration and Air Quality	Human health.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and improvement in air quality during the operational phase.	This route passes through the town of Balbriggan and passes 3 schools which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be a slight reduction in noise and an improvement in air quality during the operational phase.
	Landscape and Visual	Landscape Character.	There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking. The route passes through Ardgillan architectural conservation area.	There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking. The route passes through Ardgillan architectural conservation area.	There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking. The route passes through Ardgillan architectural conservation area.
		Natural Features, Vegetation and Topography.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features.
		Views and Visual Obstruction.	The route passes in front of a protected view between Ardgillan and Balbriggan. This route will intercept a private access path to a residential property and is entirely located within agricultural fields along the coast.	This route is located entirely along the existing road network with no residential properties within the immediate vicinity of this route.	This route is located entirely along the existing road network with no residential properties within the immediate vicinity of this route.
Economy	Whole Life Costs (Elemental)	Land acquisition.	Private Urban (m2): 407 Private Farm Land (m2): 23567 Public Land (m2): 12095 Total Cost (€): 1,135,725	Private Urban (m2): 363 Private Farm Land (m2): 4051 Public Land (m2): 4723 Total Cost (€): 927,755	Private Urban (m2): 363 Private Farm Land (m2): 4051 Public Land (m2): 4113 Total Cost (€): 927,755
		Construction.	Cost Estimate: €3,361,728.02	Cost Estimate: €2,880,870.47	Cost Estimate: €2,749,960.59
	Benefits	Tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 0%	Extent of route within direct proximity to town centres / major centres / district centres: 0%	Extent of route within direct proximity to town centres / major centres / district centres: 0%
	Attractiveness	Ability of route to facilitate place function enhancements.	No. of locations where substantial public realm improvements can be incorporated: 5	No. of locations where substantial public realm improvements can be incorporated: 5	No. of locations where substantial public realm improvements can be incorporated: 5
		Scenery and views.	The full extent of this route can avail of excellent scenery and views. Extent of route with direct coastal views; 99.3%	Whilst set back from the coast this route option still presents excellentviews and scenery. Extent of route with direct coastal views; 99.2%	This route is set back from the coast and whilst it still offers greta views for the majority of its length , it diverts inland towards its northern end along resdiential and town areas resulting it it being slightly disadvantaged compared to other options. Extent of route with direct coastal views; 70.1%
		Proximity to high traffic volumes and speeds.	Precentage length of route adjecent high speeds / volume road: 17.4%	Precentage length of route adjecent high speeds / volume road: 18.8%	Precentage length of route adjecent high speeds / volume road: 15.8%
OVERALL:				**EMERGING PREFERRED ROUTE**	

Significant advantages to other options
Some advantages to other options
Comparable to all other options
Some disadvantages to other options
Significant disadvantages to other options

SUB-SECTION 2C

			Red	Green	Blue	Yellow	Orange	Pink
Criteria	Sub-Criteria	Considerations	Rationale	Rationale	Rationale	Rationale	Rationale	Rationale
Safety	Road Safety	Interaction with traffic at junctions.	No. of junctions per km: 1.4	No. of junctions per km: 2	No. of junctions per km: 2.6	No. of junctions per km: 2.2	No. of junctions per km: 3.5	No. of junctions per km: 3.1
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops)	No. of other conflicts per km: 12.4	No. of other conflicts per km: 15.7	No. of other conflicts per km: 15.1	No. of other conflicts per km: 19.1	No. of other conflicts per km: 26.6	No. of other conflicts per km: 7.4
	Personal Safety	Passive surveillance - usership, overlooking.	Precentage of route under passive surveillance: 85.6%	Precentage of route under passive surveillance: 86.5%	Precentage of route under passive surveillance: 91.9%	Precentage of route under passive surveillance: 92.1%	Precentage of route under passive surveillance: 96.1%	Precentage of route under passive surveillance: 90.4%
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.	Precentage of route not shared street: 98.96%	Precentage of route not shared street: 89.59%	Precentage of route not shared street: 99.05%	Precentage of route not shared street: 90.04%	Precentage of route not shared street: 82.53%	Precentage of route not shared street: 98.87%
		Extent of maximum gradients.	Percentage length above 5%: 0.94% Average Gradient above 5%: 7.87%	Percentage length above 5%: 4.68% Average Gradient above 5%: 8.19%	Percentage length above 5%: 4.08% Average Gradient above 5%: 9.18%	Percentage length above 5%: 5.45% Average Gradient above 5%: 7.20%	Percentage length above 5%: 2.97% Average Gradient above 5%: 9.17%	Percentage length above 5%: 5.65% Average Gradient above 5%: 6.49%
		Potential for flooding. (Assessment reference - OPW's National Flood Maps Viewer and Fingal County Council Draft FEMFRAMS Flood Mapping for Development Plan 2017 - 2023 Viewer)	Coastal Flooding Risk: From Northeastern Irish Sea directly at coastline between Francourt Heights and The Bower and north of Martello Tower. Fluvial Flooding Risk: From Bremore River	Coastal Flooding Risk: From Northeastern Irish Sea directly at the Balbriggan Harbour (low) and north of Martello Tower. Fluvial Flooding Risk: From Matt River (low) and Bremore River	Coastal Flooding Risk: From Northeastern Irish Sea directly at coastline between Francourt Heights and The Bower, the Balbriggan Harbour (low) and north of Martello Tower. Fluvial Flooding Risk: From Matt River (low) and Bremore River	Coastal Flooding Risk: From Northeastern Irish Sea directly at the Balbriggan Harbour (low) and north of Martello Tower. Fluvial Flooding Risk: From Matt River (low) and Bremore River.	Coastal Flooding Risk: From Northeastern Irish Sea directly at the Balbriggan Harbour (low). Fluvial Flooding Risk: From Matt River (low) and Bremore River (low at railway underpass).	Coastal Flooding Risk: From Northeastern Irish Sea directly at the north of Martello Tower and via Matt River at Quay Street car park. Fluvial Flooding Risk: From Matt River and Bremore River.
	Social Inclusion	Proximity and catchment to residential areas.	Population within 10 minute walking: 6502 Population within 10 minute cycling: 19156	Population within 10 minute walking: 6499 Population within 10 minute cycling: 19157	Population within 10 minute walking: 6503 Population within 10 minute cycling: 19162	Population within 10 minute walking: 6414 Population within 10 minute cycling: 19178	Population within 10 minute walking: 7419 Population within 10 minute cycling: 19629	Population within 10 minute walking: 7311 Population within 10 minute cycling: 19830
		Potential for route to connect to deprived geographical areas.	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 7 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 35	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 7 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 35	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 7 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 35	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 7 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 35	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 7 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 35	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 7 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 35
		Potential for route to facilitate community and recreational activity and participation.	No. of clubs / sports fields / schools etc. within 10 minute cycling: 16	No. of clubs / sports fields / schools etc. within 10 minute cycling: 16	No. of clubs / sports fields / schools etc. within 10 minute cycling: 16	No. of clubs / sports fields / schools etc. within 10 minute cycling: 16	No. of clubs / sports fields / schools etc. within 10 minute cycling: 16	No. of clubs / sports fields / schools etc. within 10 minute cycling: 16
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.	No of attractors: 3 (Balbriggan Harbour, Balbriggan Beach, Martello Tower)	No of attractors: 3 (Balbriggan Harbour, Balbriggan Beach, Martello Tower)	No of attractors: 3 (Balbriggan Harbour, Balbriggan Beach, Martello Tower)	No of attractors: 3 (Balbriggan Harbour, Balbriggan Beach, Martello Tower)	No of attractors: 3 (balbriggan Harbour, Balbriggan Beach, Martello Tower)	No of attractors: 3 (Balbriggan Harbour, Balbriggan Beach, Martello Tower)
		Potential for route discontinuity in terms of link type.	No of transitions per km: 0.71 2 transitions/2.86km = 0.71	No of transitions per km: 1.33 4 transitions/2.99km = 1.33	No of transitions per km:0.98 3 transitions/3.05km = 0.98	No of transitions per km:0.98 3 transitions/3.13km = 0.98	No of transitions per km: 1.16 3 transitions/2.60km = 1.16	No of transitions per km: 1.97 5 transitions/2.54km = 1.97
	Directness	Excessive or unnecessary detours.	Pedestrian Route Directness (PRD): 1.31	Pedestrian Route Directness (PRD): 1.40	Pedestrian Route Directness (PRD): 1.42	Pedestrian Route Directness (PRD): 1.46	Pedestrian Route Directness (PRD): 1.21	Pedestrian Route Directness (PRD): 1.60
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.	All routes are compatibile with committed and future schemes and land uses in particular Balbriggan Cycle Network Plan, Our Balbriggan, Bremore Park etc.	All routes are compatibile with committed and future schemes and land uses in particular Balbriggan Cycle Network Plan, Our Balbriggan, Bremore Park etc.	All routes are compatibile with committed and future schemes and land uses in particular Balbriggan Cycle Network Plan, Our Balbriggan, Bremore Park etc.	All routes are compatibile with committed and future schemes and land uses in particular Balbriggan Cycle Network Plan, Our Balbriggan, Bremore Park etc.	All routes are compatibile with committed and future schemes and land uses in particular Balbriggan Cycle Network Plan, Our Balbriggan, Bremore Park etc.	All routes are compatibile with committed and future schemes and land uses in particular Balbriggan Cycle Network Plan, Our Balbriggan, Bremore Park etc.
		Local policy and objectives.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst most routes facilitate this, the Red Route holds a significant advantage in that it aligns most to the coast.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst most routes facilitate this, the Green Route holds a slight advantage in that it aligns to the coast at key locations.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst most routes facilitate this, the Blue Route holds a slight advantage in that it aligns to the coast at key locations.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, whilst most routes facilitate this, the Yellow Route holds an advantage in that it aligns to the coast at key locations and will tie in with future objectives along the Harbour Area of Balbriggan.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, the Orange Route is slightly disadvantaged in that it aligns with inland roads with no sense of a coastal experience for a majority of its length.	In terms of providing the Fingal Development Plan Objective of a coastal greenway route and in terms of aligning with the Vision of the proposed project, the Pink Route is significantly disadvantaged in that it aligns with inland streets and roads with no sense of a coastal experience for a significant majority of its length.
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 Sites)	There are no international sites within vicinity of this route	There are no international sites within vicinity of this route	There are no international sites within vicinity of this route	There are no international sites within vicinity of this route	There are no international sites within vicinity of this route	There are no international sites within vicinity of this route
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).	There are no national sites within vicinity of this route	There are no national sites within vicinity of this route	There are no national sites within vicinity of this route	There are no national sites within vicinity of this route	There are no national sites within vicinity of this route	There are no national sites within vicinity of this route
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)	This route crosses a small area of Annex I dune habitat in the area of Balbriggan beach, however, the route will be along an existing pathway in the area of the beach. A small section of this route borders Annex 1 Estuarine habitat, however, there will be no loss of habitat and no impact is anticipated.	This route crosses a small area of Annex I dune habitat in the area of Balbriggan beach, however, the route will be along an existing pathway in the area of the beach. A small section of this route borders Annex 1 Estuarine habitat, however, there will be no loss of habitat and no impact is anticipated.	This route crosses a small area of Annex I dune habitat in the area of Balbriggan beach, however, the route will be along an existing pathway in the area of the beach. A small section of this route borders Annex 1 Estuarine habitat, however, there will be no loss of habitat and no impact is anticipated.	This route crosses a small area of Annex I dune habitat in the area of Balbriggan beach, however, the route will be along an existing pathway in the area of the beach. A small section of this route borders Annex 1 Estuarine habitat, however, there will be no loss of habitat and no impact is anticipated.	This route crosses a small area of Annex I dune habitat in the area of Balbriggan beach, however, the route will be along an existing pathway in the area of the beach. A small section of this route borders Annex 1 Estuarine habitat, however, there will be no loss of habitat and no impact is anticipated. This route is aligned through green field sites less than all other options.	This route crosses a small area of Annex I dune habitat in the area of Balbriggan beach, however, the route will be along an existing pathway in the area of the beach. A small section of this route borders Annex 1 Estuarine habitat, however, there will be no loss of habitat and no impact is anticipated. This route is largely aligned along existing paths/roads more so than other route options (with the exception of orange route).
		Rare, Protected, Invasive Species.	This route crosses 2 no. watercourses; Matt River and Bremore River. This route comes in close proximity to an area of invasive species; Japanese knotweed. Rare plants have been recorded along the coastline adjacent to this route.	This route crosses 2 no. watercourses; Matt River and Bremore River. This route comes in close proximity to an area of invasive species; Japanese knotweed. Rare plants have been recorded along the coastline adjacent to this route.	This route crosses 2 no. watercourses; Matt River and Bremore River. Rare plants have been recorded along the coastline adjacent to this route.	This route crosses 2no. Watercourses; Matt River and Bremore River. Rare plants have been recorded along the coastline adjacent to this route.	This route crosses 2 no. watercourses; Matt River and Bremore River.	This route crosses 2 no. watercourses; Matt River and Bremore River.
	Soils and Geology	Bedrock and overburden. Alluvium Soils	This route intercepts/immediately borders ca 600m of bedrock outcrop along the coast and ca. 120m of alluvial soils.	This route intercepts/immediately borders ca 600m of bedrock outcrop along the coast and ca. 120m of alluvial soils.	This route intercepts/immediately borders ca 600m of bedrock outcrop along the coast and ca. 120m of alluvial soils.	This route intercepts/immediately borders ca 600m of bedrock outcrop along the coast and ca. 120m of alluvial soils.	This route intercepts ca 850m of bedrock outcrop and ca. 120m of alluvial soils.	This route intercepts ca. 640m of alluvial soils.
		Karst features.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.
		Landslide susceptibility.	There are 7 areas within vicinity of this route which hav been identified as having moderately high - high landslide susceptibility.	There are 7 areas within vicinity of this route which hav been identified as having moderately high - high landslide susceptibility.	There are 7 areas within vicinity of this route which hav been identified as having moderately high - high landslide susceptibility.	There are 7 areas within vicinity of this route which hav been identified as having moderately high - high landslide susceptibility.	There are no areas within vicinity of this route which have been identified as having moderately high - high landslide susceptibility.	There are no areas within vicinity of this route which have been identified as having moderately high - high landslide susceptibility.
		Contaminated lands.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area. The proposed route passes adjacent to a former brick field.	Given the urban environment within vicinity of this route, the potential exists for contaminated land to be identified within the area.The proposed route passes immediately adjacent to a former Gasworks site in Balbriggan.
		Ground Investigation.	Ground investigations are required along this route	Ground investigations are required along this route	Ground investigations are required along this route	Ground investigations are required along this route	Ground investigations are required along this route	Ground investigations are required along this route
		Geological Heritage Areas.	This route borders Fancourt Shore Geological Heritage Area for ca. 600m.	This route borders Fancourt Shore Geological Heritage Area for ca. 600m.	This route borders Fancourt Shore Geological Heritage Area for ca. 250m.	This route borders Fancourt Shore Geological Heritage Area for ca. 250m.	There are no geological heritage areas within vicinity of this route	There are no geological heritage areas within vicinity of this route
		Quarries.	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)	There are no Source protection areas within vicinity of this route. There are no private wells located along this route.	There are no Source protection areas within vicinity of this route. There are no private wells located along this route.	There are no Source protection areas within vicinity of this route. There are no private wells located along this route.	There are no Source protection areas within vicinity of this route. There are no private wells located along this route.	There are no Source protection areas within vicinity of this route. There are no private wells located along this route.	There are no Source protection areas within vicinity of this route. There are 3no. private wells potentially located along this route. They are reported to a 200m and 500m locational accuracy and therefore the exact locations are unknown.
		Groundwater Resources / Levels (Vulnerable Aquifers)	This route partly lies within areas which have been identified as having 'High', 'Extreme' groundwater vulnerability. Areas of 'Rock at or near surface or karst' are bordered and intercepted by this route. These vulnerabilities indicate that groundwater is shallow in this area.	This route partly lies within areas which have been identified as having 'High', 'Extreme' groundwater vulnerability. Areas of 'Rock at or near surface or karst' are bordered and intercepted by this route. These vulnerabilities indicate that groundwater is shallow in this area.	This route partly lies within areas which have been identified as having 'High', 'Extreme' groundwater vulnerability. Areas of 'Rock at or near surface or karst' are bordered and intercepted by this route. These vulnerabilities indicate that groundwater is shallow in this area.	This route partly lies within areas which have been identified as having 'High', 'Extreme' groundwater vulnerability. Areas of 'Rock at or near surface or karst' are bordered and intercepted by this route. These vulnerabilities indicate that groundwater is shallow in this area.	This route partly lies within areas which have been identified as having 'High', 'Extreme' groundwater vulnerability. Areas of 'Rock at or near surface or karst' are bordered and intercepted by this route. These vulnerabilities indicate that groundwater is shallow in this area.	This route partly lies within areas which have been identified as having 'High', 'Extreme' groundwater vulnerability. Areas of 'Rock at or near surface or karst' are bordered and intercepted by this route. These vulnerabilities indicate that groundwater is shallow in this area.
		Surface Water Quality and Flows.	Both the Matt and Bremore rivers have 'Poor' EPA status.	Both the Matt and Bremore rivers have 'Poor' EPA status.	Both the Matt and Bremore rivers have 'Poor' EPA status.	Both the Matt and Bremore rivers have 'Poor' EPA status.	Both the Matt and Bremore rivers have 'Poor' EPA status.	Both the Matt and Bremore rivers have 'Poor' EPA status. This route runs along the Matt River and crosses it at 1no. Location.
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets	Total 11 no. heritage assets. Option has disadvantages to other options as it largely avoids amenity value of historic harbour pier/structures area (extends along quayside only) and extends into green field area at north portion which contains a number of archaeological sites that are sensitive to direct impact. Heritage amenity value appreciation of Martello tower at Balbriggan is offered via alternative (not direct) access to this nearby monument and headland, without direct impact to recorded sensitive archaeological sites. Additional widening of the existing pedestrian bridge deck at the viaduct will require careful consideration in the context of direct/indirect impact to the built heritage fabric/integrity of the structure.	Total 13 No. heritage assets. Option has advantages to other options as it attracts amenity access to historic harbour pier/structures area, and although it extends into a green field headland area which contains a number of recorded archaeological sites, these sites are avoided save for close proximity to a mound DU002-003--- (uses existing trackway). At the same time, heritage amenity value appreciation of Martello tower at Balbriggan is offered via alternative (not direct) access to this nearby monument and headland, without direct impact to recorded sensitive archaeological sites.	Total 12 no. heritage assets. Option has some disadvantage to other options as it does not attract access to historic harbour pier/structures area. Heritage amenity value appreciation of Martello tower at Balbriggan is offered via alternative (not direct) access to this nearby monument and headland, without direct impact to recorded sensitive archaeological sites.	Total 14 no. heritage assets. Option has advantages to other options as it attracts amenity access to historic harbour pier/structures area, and although it extends into a green field headland area which contains a number of recorded archaeological sites, these sites are avoided save for close proximity to a mound DU002-003--- (uses existing trackway). At the same time, heritage amenity value appreciation of Martello tower at Balbriggan is offered via alternative (not direct) access to this nearby monument and headland, without direct impact to recorded sensitive archaeological sites.	Total 18 no. heritage assets. Option has advantage to other options as it attracts amenity access to historic harbour pier/structures incl. Balbriggan lighthouse and avoids footprint at sensitive locations of recorded archaeological sites within green field area in north end. It is noted that there is less overall greenfield coastal amenity aspect to this option when compared to some other options. Option diverges at an existing infrastructural road/pathway to Martello Tower but still offers some direct access to this nearby monument and headland, without direct impact to recorded sensitive archaeological sites.	Total 12 no. heritage assets. Option has some advantage to other options as it does extend along the north perimeter of Ballbriggan ACA, potentially offering direct access to same. However it has less coastal opportunity compared to other options, and it does not offer direct access amenity value of historic harbour pier/structures area. Although it extends into a green field headland area which contains a number of recorded archaeological sites, these sites are avoided save for close proximity to a mound DU002-003--- (uses existing trackway). At the same time, heritage amenity value appreciation of Martello tower at Balbriggan is offered via alternative (not direct) access to this nearby monument and headland, without direct impact to recorded sensitive archaeological sites.
	Material Assets	Properties.	No. of residential properties directly impacted: 16 (including Hampton Cove back gardens)	No. of residential properties directly impacted: 16 (including Hampton Cove back gardens)	No. of residential properties directly impacted: 12	No. of residential properties directly impacted: 12	No. of residential properties directly impacted: 14	No. of residential properties directly impacted: 0
		Road network operation.	Length of Road Network not Type 7, Existing or Structure: 16.35% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 24.78% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 38.55% Removal of Parkng Provision: 0 m Implementation one-way system: 212 m	Length of Road Network not Type 7, Existing or Structure: 39.20% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 66.68% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 8.83% Removal of Parkng Provision: 88 m Implementation one-way system: 0 m
		Public transport infrastructure impacted (rail, bus - existing and future)	Precentage length of network potentially impacted: 17.2%	Precentage length of network potentially impacted: 9.0%	Precentage length of network potentially impacted: 12.2%	Precentage length of network potentially impacted: 8.6%	Precentage length of network potentially impacted: 11.1%	Precentage length of network potentially impacted: 10.5%
	Noise, Vibration and Air Quality	Human health.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan and passes 4 schools which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.

Criteria	Sub-Criteria	Considerations	Red	Green	Blue	Yellow	Orange	Pink
			Rationale	Rationale	Rationale	Rationale	Rationale	Rationale
Environment	Landscape and Visual	Landscape Character.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking.
		Natural Features, Vegetation and Topography.	Given the location of this route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of this route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of this route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of this route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of this route within a coastal area (albeit for a shorter distance than the rest of the routes, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.
		Views and Visual Obstruction.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted. The route passes in front of a protected view to the south of Balbriggan.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted. The route passes in front of a protected view to the south of Balbriggan.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted. The route passes in front of a protected view to the south of Balbriggan.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted. The route passes in front of a protected view to the south of Balbriggan.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted.	This route cuts through an amenity park area. A walking / cycling path already exists in this area and there are no houses within the immediate vicinity of this park area.
	Noise, Vibration and Air Quality	Human health.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. It is further away from the schools which may reduce school comute usage. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.	This route passes through the town of Balbriggan and passes 4 schools which may be sensitive to air and noise during construction. However longterm operation may result in more cycling improving air quality and noise. There may be slight, short term noise and vibration and impacts and Air Quality impacts from this scheme during the construction phase. However, given the nature of the project, it is anticipated that there may be slight reduction in noise and an improvement in air quality during the operational phase.
	Landscape and Visual	Landscape Character.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be no change to the landscape character and topography as a result of this scheme and therefore all routes will be given the same ranking.	There will be negligible to no change to landscape character as a result of this scheme and therefore all routes will be given the same ranking.
		Natural Features, Vegetation and Topography.	Given the location of this route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of this route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of this route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of this route within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.	Given the location of this route within a coastal area (albeit for a shorter distance than the rest of the routes, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features.
		Views and Visual Obstruction.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted. The route passes in front of a protected view to the south of Balbriggan.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted. The route passes in front of a protected view to the south of Balbriggan.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted. The route passes in front of a protected view to the south of Balbriggan.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted. The route passes in front of a protected view to the south of Balbriggan.	This route will be partly located away from the road network and within an amienity area for a housing development and agricultural fields. The views from the residential properties may be impacted.	This route cuts through an amenity park area. A walking / cycling path already exists in this area and there are no houses within the immediate vicinity of this park area.
Economy	Whole Life Costs (Elemental)	Land acquisition.	Private Urban (m2): 8970 Private Farm Land (m2): 0 Public Land (m2): 12754 Total Cost (€): 22,425,000	Private Urban (m2): 5730 Private Farm Land (m2): 0 Public Land (m2): 12754 Total Cost (€): 14,325,000	Private Urban (m2): 5152 Private Farm Land (m2): 0 Public Land (m2): 7331 Total Cost (€): 12,880,000	Private Urban (m2): 1887 Private Farm Land (m2): 0 Public Land (m2): 7331 Total Cost (€): 4,717,500	Private Urban (m2): 400 Private Farm Land (m2): 0 Public Land (m2): 5081 Total Cost (€): 1,000,000	Private Urban (m2): 0 Private Farm Land (m2): 0 Public Land (m2): 4959 Total Cost (€): 0
		Construction.	Cost Estimate: €5,930,661.01	Cost Estimate: €3,432,646.42	Cost Estimate: €3,503,648.51	Cost Estimate: €3,629,703.70	Cost Estimate: €3,174,856.50	Cost Estimate: €1,483,914.15
	Benefits	Tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 7.8% Whilst this route results in just under 8% of its length within the town centre, it progresses over the Viaduct which affords it a whow factor and is an attraction in itself. Access to the town centre and train station can be easily obtained through the underpass onto Convent Lane. As such substantial toursim benefits can be provided by this route.	Extent of route within direct proximity to town centres / major centres / district centres: 10.6% Route is advantageous as it connects directly with the car park which provides an ideal location to stop, park up and explore the town centre. Route also incorporates excellent views and coastal exposure resulting in a balanced experience with substantial tourism benefits. Route can also be incoporated into future Public Realm as part of the Our Balbriggan Plan.	Extent of route within direct proximity to town centres / major centres / district centres: 10.8% Route is advantageous as it connects directly with the car park which provides an ideal location to stop, park up and explore the town centre. Route also incorporates excellent views and coastal exposure resulting in a balanced experience with substantial tourism benefits. Route can also be incoporated into future Public Realm as part of the Our Balbriggan Plan.	Extent of route within direct proximity to town centres / major centres / district centres: 10.1% Route is advantageous as it connects directly with the car park which provides an ideal location to stop, park up and explore the town centre. Route also incorporates excellent views and coastal exposure resulting in a balanced experience with substantial tourism benefits. Route can also be incoporated into future Public Realm as part of the Our Balbriggan Plan.	Extent of route within direct proximity to town centres / major centres / district centres: 15.6% Whilst this route exnds more than others within the town centre, its inland progression results it a disadvantage due to a lack of views and potentially uncomfortable interaction with more roads and streets, particulary where it runs adjacne the R127. Ultimately it doesn't provide any more exposure to toursim benefits than opther routes but may impact negatively on the tourism experience.	Extent of route within direct proximity to town centres / major centres / district centres: 32.2% Whilst this route extends the most within the town centre, its inland progression results it a disadvantage due to a lack of views and potentially uncomfortable interaction with more roads and streets. This route is furthest from teh town centre and Balbriggan Harbour. Ultimately it doesn't provide any more exposure to toursim benefits than other routes but may impact negatively on the tourism experience.
	Attractiveness	Ability of route to facilitate place function enhancements.	No. of locations where substantial public realm improvements can be incorporated: 4	No. of locations where substantial public realm improvements can be incorporated: 4	No. of locations where substantial public realm improvements can be incorporated: 4	No. of locations where substantial public realm improvements can be incorporated: 4	No. of locations where substantial public realm improvements can be incorporated: 4	No. of locations where substantial public realm improvements can be incorporated: 4
		Scenery and views.	Extent of route with direct coastal views; 73.1%	Extent of route with direct coastal views; 75.9%	Extent of route with direct coastal views; 58.9%	Extent of route with direct coastal views; 64.9%	Extent of route with direct coastal views; 38.7%	Extent of route with direct coastal views; 24.6%
		Proximity to high traffic volumes and speeds.	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 0%	Precentage length of route adjecent high speeds / volume road: 6.6%	Precentage length of route adjecent high speeds / volume road: 6.4%	Precentage length of route adjecent high speeds / volume road: 24.3%	Precentage length of route adjecent high speeds / volume road: 21.5%
OVERALL:						EMERGING PREFERRED ROUTE		

Legend (colour)	Meaning
Dark green	Significant advantages to other options
Light green	Some advantages to other options
Yellow	Comparable to all other options
Amber	Some disadvantages to other options
Orange	Significant disadvantages to other options

SUB-SECTION 2D

Criteria	Sub-Criteria	Considerations	Red	Green	Blue	Yellow
			Rationale	Rationale	Rationale	Rationale
Safety	Road Safety	Interaction with traffic at junctions.	No. of junctions per km: 0.3	No. of junctions per km: 0.3	No. of junctions per km: 1.3	No. of junctions per km: 0.4
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops)	No. of other conflicts per km: 0.6	No. of other conflicts per km: 0.7	No. of other conflicts per km: 2.7	No. of other conflicts per km: 0.7
	Personal Safety	Passive surveillance - usership, overlooking.	Precentage of route under passive surveillance: 6.5%	Precentage of route under passive surveillance: 9.2%	Precentage of route under passive surveillance: 26.9%	Precentage of route under passive surveillance: 18.9%
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.	Precentage of route not shared street: 100%	Precentage of route not shared street: 100%	Precentage of route not shared street: 100%	Precentage of route not shared street: 100%
		Extent of maximum gradients.	Percentage length above 5%: 0.00% Average Gradient above 5%: 0.00%	Percentage length above 5%: 1.11% Average Gradient above 5%: 5.41%	Percentage length above 5%: 3.78% Average Gradient above 5%: 7.61%	Percentage length above 5%: 3.29% Average Gradient above 5%: 8.57%
		Potential for flooding. (Assessment reference - OPW's National Flood Maps Viewer and Fingal County Council Draft FEMFRAMS Flood Mapping for Development Plan 2017 - 2023 Viewer)	Coastal Flooding Risk: From Northeastern Irish Sea via Devlin River at northern section. Fluvial Flooding Risk: From Devlin River and potentially Knocknagin stream and Flemingtown River.	Coastal Flooding Risk: From Northeastern Irish Sea via Devlin River at northern section. Fluvial Flooding Risk: From Devlin River and potentially Knocknagin stream (crossing point) and Flemingtown River.	Coastal Flooding Risk: From Northeastern Irish Sea via Devlin River at northern section (crossing point). Fluvial Flooding Risk: From Devlin River (crossing point) and potentially Knocknagin stream (crossing point) and Flemingtown River (crossing point).	Coastal Flooding Risk: From Northeastern Irish Sea via Devlin River at northern section. Fluvial Flooding Risk: From Devlin River and potentially Knocknagin stream (crossing point) and Flemingtown River.
	Social Inclusion	Proximity and catchment to residential areas.	Population within 10 minute walking: 5139 Population within 10 minute cycling: 17917	Population within 10 minute walking: 5537 Population within 10 minute cycling: 18006	Population within 10 minute walking: 5537 Population within 10 minute cycling: 18013	Population within 10 minute walking: 5715 Population within 10 minute cycling: 18006
		Potential for route to connect to deprived geographical areas.	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 5 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 33	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 5 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 33	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 5 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 33	No. of very disadvantaged deprived areas within 10 minute cycling: 2 No. of disadvantaged deprived areas within 10 minute cycling: 5 No. of marginally below average disadvantaged deprived areas within 10 minute cycling: 33
		Potential for route to facilitate community and recreational activity and participation.	No. of clubs / sports fields / schools etc. within 10 minute cycling: 13	No. of clubs / sports fields / schools etc. within 10 minute cycling: 13	No. of clubs / sports fields / schools etc. within 10 minute cycling: 13	No. of clubs / sports fields / schools etc. within 10 minute cycling: 13
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.	No of attractors: 1 (Bremore Castle)	No of attractors: 1 (Bremore Castle)	No of attractors: 1 (Bremore Castle)	No of attractors: 1 (Bremore Castle)
		Potential for route discontinuity in terms of link type.	No of transitions per km: 0 0 transitions/3.49km = 0	No of transitions per km: 0 0 transitions/2.78.km = 0	No of transitions per km: 0.33 1 transitions/3.00.km = 0.33	No of transitions per km: 0 0 transitions/2.83.km = 0
	Directness	Excessive or unnecessary detours.	Pedestrian Route Directness (PRD): 1.29	Pedestrian Route Directness (PRD): 1.06	Pedestrian Route Directness (PRD): 1.11	Pedestrian Route Directness (PRD): 1.05
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.	This route will be compatible with the future Bremore Park scheme. This route diverts away from the railway line with more exposure to the coast and therefore will not impact on future plans by Irish Rail for track and sidings infrastructure.	This route will be compatible with the future Bremore Park scheme. This route follows the railway line for an extensive length and therefore will be dependant on and impacted by future plans by Irish Rail for track and sidings infrastructure.	This route will be compatible with the future Bremore Park scheme. This route follows the railway line for an extensive length and therefore will be dependant on and impacted by future plans by Irish Rail for track and sidings infrastructure.	This route will be compatible with the future Bremore Park scheme. This route follows the railway line for an extensive length and therefore will be dependant on and impacted by future plans by Irish Rail for track and sidings infrastructure.
		Local policy and objectives.	This route best deliveres on the Fingal Development Plan objective of providing a coastal greenway and fully delivers on the scheme vision and objectives as determined through consultation with the Steering Group.	This route is substantially set back from the coast and does not deliver fully on the Fingal Development Plan objective of a coastal greenway and does not fully deliver on the scheme vision and objectives as determined through consultation with the Steering Group.	This route is substantially set back from the coast and does not deliver fully on the Fingal Development Plan objective of a coastal greenway and does not fully deliver on the scheme vision and objectives as determined through consultation with the Steering Group.	This route is substantially set back from the coast behind the rail line and does not deliver on the Fingal Development Plan objective of a coastal greenway and does not deliver on the scheme vision and objectives as determined through consultation with the Steering Group.
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 Sites)	There are no international sites within vicinity of this route	There are no international sites within vicinity of this route	There are no international sites within vicinity of this route	There are no international sites within vicinity of this route
		Conservation Sites of National Importance (National Heritage Areas, Nature Reserves).	There are no national sites within vicinity of this route	There are no national sites within vicinity of this route	There are no national sites within vicinity of this route	There are no national sites within vicinity of this route
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands)	The route is almost entirely along edges of arable fields. This route is located alongside an area of Annex 1 Estuarine Habitat. 2 no. watercourses are intercepted by this route (Unnamed stream, Flemingstown River) with the route terminating just south of the Delvin River. This route is aligned through more green field areas that any other route.	The route is almost entirely along edges of arable fields. 2 no. watercourses are intercepted by this route (Unnamed stream, Flemingstown River) with the route terminating just south of the Delvin River.	The route is almost entirely along edges of arable fields. 2 no. watercourses are intercepted by this route (Unnamed stream, Flemingstown River) with the route terminating just south of the Delvin River.	The route is almost entirely along edges of arable fields. 2 no. watercourses are intercepted by this route (Unnamed stream, Flemingstown River) with the route terminating just south of the Delvin River.
		Rare, Protected, Invasive Species.	This is the most coastal route within this section with 3 no. rare plant records located along the coast. No invasive species are reported within vicinity of this route.	This route is located within vicinity of 1 no. rare plant record. No invasive species are reported within vicinity of this route.	This route is located within vicinity of 1 no. rare plant record. No invasive species are reported within vicinity of this route.	This route is located within vicinity of 1 no. rare plant record. No invasive species are reported within vicinity of this route.
	Soils and Geology	Bedrock and overburden. Alluvium Soils	This route intercepts/immediately borders ca. 160m bedrock outcrop and ca. 190m of alluvial soils.	This route intercepts/immediately borders ca. 460m bedrock outcrop and ca. 190m of alluvial soils.	This route intercepts/immediately borders ca. 445m bedrock outcrop and ca. 90m of alluvial soils.	This route intercepts/immediately borders ca. 445m bedrock outcrop and ca. 190m of alluvial soils.
		Karst features.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.	There are no karst features within vicinity of this route.
		Landslide susceptibility.	There are no areas of moderately high - high landslide susceptibility reported within vicinity of this route.	There are no areas of moderately high - high landslide susceptibility reported within vicinity of this route.	There are no areas of moderately high - high landslide susceptibility reported within vicinity of this route	There are no areas of moderately high - high landslide susceptibility reported within vicinity of this route
		Contaminated lands.	This route is aligned along ca.0.6km of a railway line and crosses it at 1no. Location which has potential for contamination.	This route is primarily aligned along a railway line and crosses it at 1no. Location which has potential for contamination.	This route is primarily aligned along a railway line and crosses it at 1no. Location which has potential for contamination.	This route is primarily aligned along a railway line and crosses it at 1no. Location which has potential for contamination.
		Ground Investigation.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.	Ground Investigations will be required along this route.
		Geological Heritage Areas.	This route partly lies within the Laytown to Gormanstown Geological Heritage Area.	This route partly lies within the Laytown to Gormanstown Geological Heritage Area.	This route partly lies within the Laytown to Gormanstown Geological Heritage Area.	This route partly lies within the Laytown to Gormanstown Geological Heritage Area.
		Quarries.	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme	There are no quarries within the general area of this scheme
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTEs)	There are no Source protection areas within vicinity of this route. There are no private wells within vicinity of this route.	There are no Source protection areas within vicinity of this route. There are no private wells within vicinity of this route.	There are no Source protection areas within vicinity of this route. There are no private wells within vicinity of this route.	There are no Source protection areas within vicinity of this route. There are no private wells within vicinity of this route.
		Groundwater Resources / Levels (Vulnerable Aquifers)	This route intercepts areas which have been assigned with 'Extreme' groundwater vulnerability and an area of ca.420m has been classified 'Rock at or near surface or karst'.	This route intercepts 'High' groundwater vulnerability and an area of 'Extreme' vulnerability.	This route intercepts 'High' groundwater vulnerability and an area of 'Extreme' vulnerability with a very minor portion of 'Rock at or near surface or karst' also intercepted.	This route intercepts 'High' groundwater vulnerability and an area of 'Extreme' vulnerability.
		Surface Water Quality and Flows.	The Knocknagin stream, Flemingtown River and Devlin River have been assigned a 'Poor' WFD status. This route follows the Knocknagin Stream for ca.250m and the Flemingtown River for 140m.	The Knocknagin stream, Flemingtown River and Devlin River have been assigned a 'Poor' WFD status. This route follows the Flemingtown River for 140m and crosses the Knockagain Stream via. a new bridge crossing.	The Knocknagin stream, Flemingtown River and Devlin River have been assigned a 'Poor' WFD status. This route crosses the Knockagain River via. a new bridge structure and the Flemingtown Stream and Delvin River via. existing bridge structures.	The Knocknagin stream, Flemingtown River and Devlin River have been assigned a 'Poor' WFD status. This route follows Flemingtown River for ca. 140m and crosses the Knockagain Stream and Delvin River via. a new bridge structure and existing bridge respectively.
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets	Total 15 no. heritage assets. Option has advantages to other options as it attracts amenity access to lands within 160m from Bremore archaeological complex and has without resulting in potential significant impacts. Noted that the greenfield areas have archaeological potential, including that adjacent mound site.	Total 7 no. heritage assets. Option has disadvantage to other option as it does not facilitate amenity access to lands in general environs of Bremore archaeological complex. Greenfield areas adjacent railway line retain archaeological potential.	Total 9 no. heritage assets. Option has disadvantage to other options as it does not facilitate amenity access to lands in general environs of Bremore archaeological complex and also extends into Zone of Notification around a levelled barrow site (DU001-019----). Greenfield areas retain archaeological potential.	Total 7 no. heritage assets. Option has disadvantage to other option as it does not facilitate amenity access to lands in general environs of Bremore archaeological complex. Greenfield areas retain archaeological potential.
	Material Assets	Properties.	No. of residential properties directly impacted: 0	No. of residential properties directly impacted: 0	No. of residential properties directly impacted: 0	No. of residential properties directly impacted: 0
		Road network operation.	Length of Road Network not Type 7, Existing or Structure: 1.29% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 1.56% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 22.16% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m	Length of Road Network not Type 7, Existing or Structure: 1.59% Removal of Parkng Provision: 0 m Implementation one-way system: 0 m
		Public transport infrastructure impacted (rail, bus existing and future)	This route will not impact on existing or future Irish Rail infrastructure plans.	This route will not impact on existing or future Irish Rail infrastructure plans.	This route will not impact on existing or future Irish Rail infrastructure plans.	This route will not impact on existing or future Irish Rail infrastructure plans.
	Agronomy	Land cover	The Red Option in this section impacts on a high level of agricultural lands.	The Green Option in this section impacts on a high level of agricultural lands.	The Blue Option in this section impacts on a medium level of agricultural lands.	The Yellow Option in this section impacts on a high level of agricultural lands.
		Farm Types, Livestock and Operations.	The Red Option agricultural lands comprise mainly of tillage lands used for cereal / vegetable production and a low level of grassland used for livestock grazing including an equine farm enterprise considered sensitive to development.	The Green Option agricultural lands are comprised of tillage lands used for cereal / vegetable production and a low level of grassland used for livestock grazing including an equine farm enterprise considered sensitive to development.	The Blue Option agricultural lands are comprised of tillage lands used for cereal / vegetable production.	The Yellow Option agricultural lands are comprised of tillage lands used for cereal / vegetable production and a low level of grassland used for livestock grazing including an equine farm enterprise considered sensitive to development.
		Access to land	The Red Option will have land severance on fields and individual farm holdings and there will be an impact on access to fields on the coastal side of this option. The Red Option will impact on existing access to lands on the equine farm.	The Green Option will impact on existing access to lands on the equine farm.	The Blue Option will not significantly impact on existing access to lands.	The Yellow Option will impact on existing access to lands on the equine farm.
		Key agricultural constraints	The Red Option have a slight to moderate impact on the equine farm holding.	The Green Option have a slight to moderate impact on the equine farm holding.	The Blue Option will not directly impact on key agricultural constraints.	The Yellow Option have a slight to moderate impact on the equine farm holding.
	Noise, Vibration and Air Quality	Human health.	This route is located in a rural area. There is unlikely to be noticeable impacts on air and noise during construction.	This route is located in a rural area. There is unlikely to be noticeable impacts on air and noise during construction.	This route is located in a rural area. There is unlikely to be noticeable impacts on air and noise during construction.	This route is located in a rural area. There is unlikely to be noticeable impacts on air and noise during construction.
	Landscape and Visual	Landscape Character and Topography.	There will be no change to the landscape character and topography as a result of this scheme.	There will be no change to the landscape character and topography as a result of this scheme.	There will be negligible to no change to the landscape character as a result of this scheme.	There will be negligible to no change to the landscape character as a result of this scheme.
		Natural Features, Vegetation and Topography.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features and therefore will be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. It is considered that all routes will have the same degree of impacts on these features and therefore will be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features and therefore will be considered further.	Given the location of all routes within a coastal area, the potential exists for natural features and vegetation to be impacted. There will be negligible to no change to topography as a result of this scheme. It is considered that all routes will have the same degree of impacts on these features and therefore will be considered further.
		Views and Visual Obstruction.	The route passes across significant extents of agricultural land and in front of a protected view to the north of Balbriggan. Given the nature of the proposed project, there are no long-term significant changes to views and obstructions anticipated.	The route runs mainly adjacent to the existing railway line and therefor the impact on the protected views is reduced.	The route runs mainly adjacent to the existing railway line and therefore the impact on the protected views is reduced.	The route runs mainly adjacent to the existing railway line and therefore the impact on the protected views is reduced.

			Red	Green	Blue	Yellow
Criteria	**Sub-Criteria**	**Considerations**	**Rationale**	**Rationale**	**Rationale**	**Rationale**
Economy	Whole Life Costs (Elemental)	Land acquisition.	Private Urban (m2): 0 Private Farm Land (m2): 19775 Public Land (m2): 30517 Total Cost (€): 98,875	Private Urban (m2): 0 Private Farm Land (m2): 9165 Public Land (m2): 4882 Total Cost (€): 45,825	Private Urban (m2): 0 Private Farm Land (m2): 6803 Public Land (m2): 4882 Total Cost (€): 34,015	Private Urban (m2): 0 Private Farm Land (m2): 9882 Public Land (m2): 3957 Total Cost (€): 49,410
		Construction.	Cost Estimate: €4,233,630.72	Cost Estimate: €3,427,040.10	Cost Estimate: €3,728,328.86	Cost Estimate: €3,381,678.02
	Benefits	Tourism benefits.	Extent of route within direct proximity to town centres / major centres / district centres: 0%	Extent of route within direct proximity to town centres / major centres / district centres: 0%	Extent of route within direct proximity to town centres / major centres / district centres: 0%	Extent of route within direct proximity to town centres / major centres / district centres: 0%
	Attractiveness	Ability of route to facilitate place function enhancements.	No. of locations where substantial public realm improvements can be incorporated: 1	No. of locations where substantial public realm improvements can be incorporated: 1	No. of locations where substantial public realm improvements can be incorporated: 1	No. of locations where substantial public realm improvements can be incorporated: 1
		Scenery and views.	Extent of route with direct coastal views; 88.3%	Extent of route with direct coastal views: 85.8%	Extent of route with direct coastal views: 67.9%	Extent of route with direct coastal views: 0%
		Proximity to high traffic volu+M54+D32:D49+D30:D+D32:D49	Precentage length of route adjecent high speeds / volume road: 1.1%	Precentage length of route adjecent high speeds / volume road: 1.4%	Precentage length of route adjecent high speeds / volume road: 22.1%	Precentage length of route adjecent high speeds / volume road: 1.4%
OVERALL:				**EMERGING PREFERRED ROUTE**		

	Significant advantages to other options
	Some advantages to other options
	Comparable to all other options
	Some disadvantages to other options
	Significant disadvantages to other options

Appendix G. Emerging Preferred Route Overall Map

Work Package 2
Sub-Section 2D

Work Package 2
Sub-Section 2C

Work Package 2
Sub-Section 2B

Work Package 2
Sub-Section 2A

Work Package 1
Sub-Section 1D

Work Package 1
Sub-Section 1C

Work Package 1
Sub-Section 1B

Work Package 1
Sub-Section 1A

N

Emerging Preferred Route

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2022-11-16
Rev C

Emerging Preferred Route
MAP EPR-Overview

Appendix H. Emerging Preferred Route by Sub-Section Maps

DRAFT

Rogerstown Park

Rogerstown Estuary

Beaverstown Road

Newbridge House

Donabate Train Station

Donabate Town Centre

Legend

Emerging Preferred Route

New Bridge Structure

Emerging Preferred Route
Work Package 1
Sub-Section 1A
MAP EPR-WP1-SS-1A

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0 200 400 600 800 1,000 m

2022-08-16
Rev -

DRAFT

Rush/Lusk Train Station

S Shore Road

Rogerstown Park

Rogerstown Estuary

Beaverstown Road

Emerging Preferred Route
Work Package 1
Sub-Section 1B
MAP EPR-WP1-SS-1B

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Legend

Emerging Preferred Route

New Bridge Structure

0 200 400 600 800 1,000 m

2022-08-16
Rev -

Loughshinny

Mine Road

Loughshinny Beach

DRAFT

Rush North Beach

Rush Harbour

Rush Town Centre

Bawn Road

S Shore Road

Rush South Beach

Emerging Preferred Route
Work Package 1
Sub-Section 1C
MAP EPR-WP1-SS-1C

ATKINS
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Legend

Emerging Preferred Route

New Bridge Structure

0 200 400 600 800 1,000 m

2022-08-16
Rev -

Quay Street

Skerries South Beach

Skerries Town centre

DRAFT

Skerries Mills

R128

Mine Road

Loughshinny

Loughshinny Beach

Legend

Emerging Preferred Route

New Bridge Structure

Emerging Preferred Route
Work Package 1
Sub-Section 1D
MAP EPR-WP1-SS-1D

ATKINS
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0 200 400 600 800 1,000 m

2022-08-16
Rev -

DRAFT

Barnageera Beach

R127

R127

Skerries Harbour

Quay Street

Skerries South Beach

Skerries Town centre

Skerries Train Station

Skerries Mills

R128

Legend

Emerging Preferred Route

New Bridge Structure

Emerging Preferred Route
Work Package 2
Sub-Section 2A
MAP EPR-WP2-SS-2A

ATKINS
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0 200 400 600 800 1,000 m

2022-08-16
Rev -

DRAFT

Balbriggan Beach

Balbriggan Harbour

Balbriggan Town Centre

R127

The Bower

Fancourt Heights

R127

Barnageera Beach

R127

Ardgillian Castle

Legend

Emerging Preferred Route

New Bridge Structure

Emerging Preferred Route
Work Package 2
Sub-Section 2B
MAP EPR-WP2-SS-2B

ATKINS
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0 200 400 600 800 1,000 m

2022-08-16
Rev -

DRAFT

Bremore Park

Balbriggan Beach

Balbriggan Train Station

Balbriggan Harbour

Balbriggan Town Centre

R127

The Bower

Fancourt Heights

R127

Legend

Emerging Preferred Route

New Bridge Structure

Emerging Preferred Route
Work Package 2
Sub-Section 2C
MAP EPR-WP2-SS-2C

ATKINS
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0 200 400 600 800 1,000 m

2022-08-16
Rev -

DRAFT

Fingal/Meath Boundary

Bremore Park

Balbriggan Beach

Balbriggan Train Station

Balbriggan Town Centre

Legend

Emerging Preferred Route

New Bridge Structure

Emerging Preferred Route
Work Package 2
Sub-Section 2D
MAP EPR-WP2-SS-2D

ATKINS
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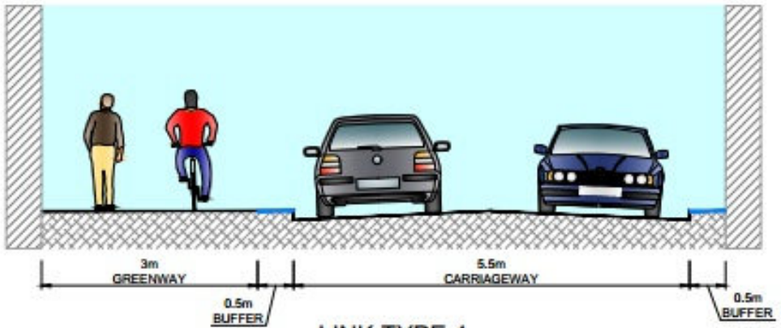
0 200 400 600 800 1,000 m

2022-08-16
Rev -

Appendix I. Emerging Preferred Route Link Types Maps

Typical Link Types



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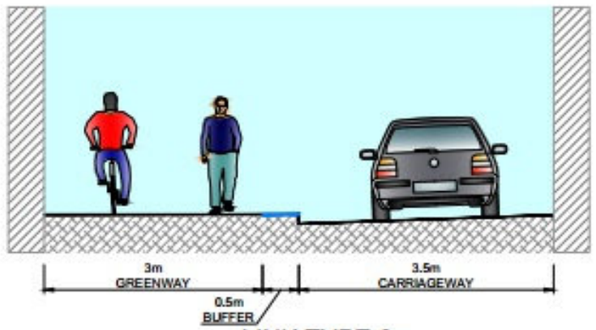

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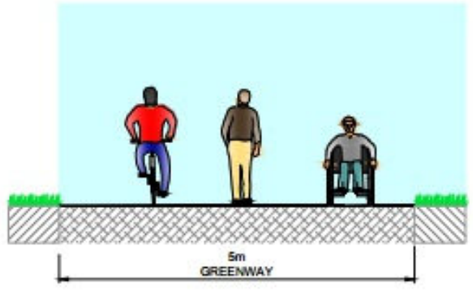

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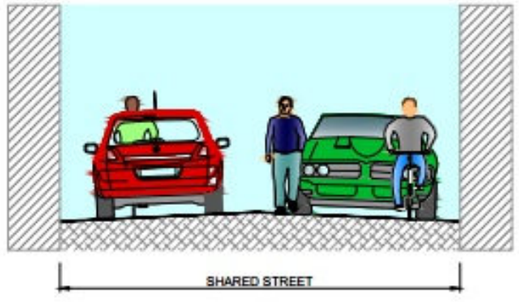

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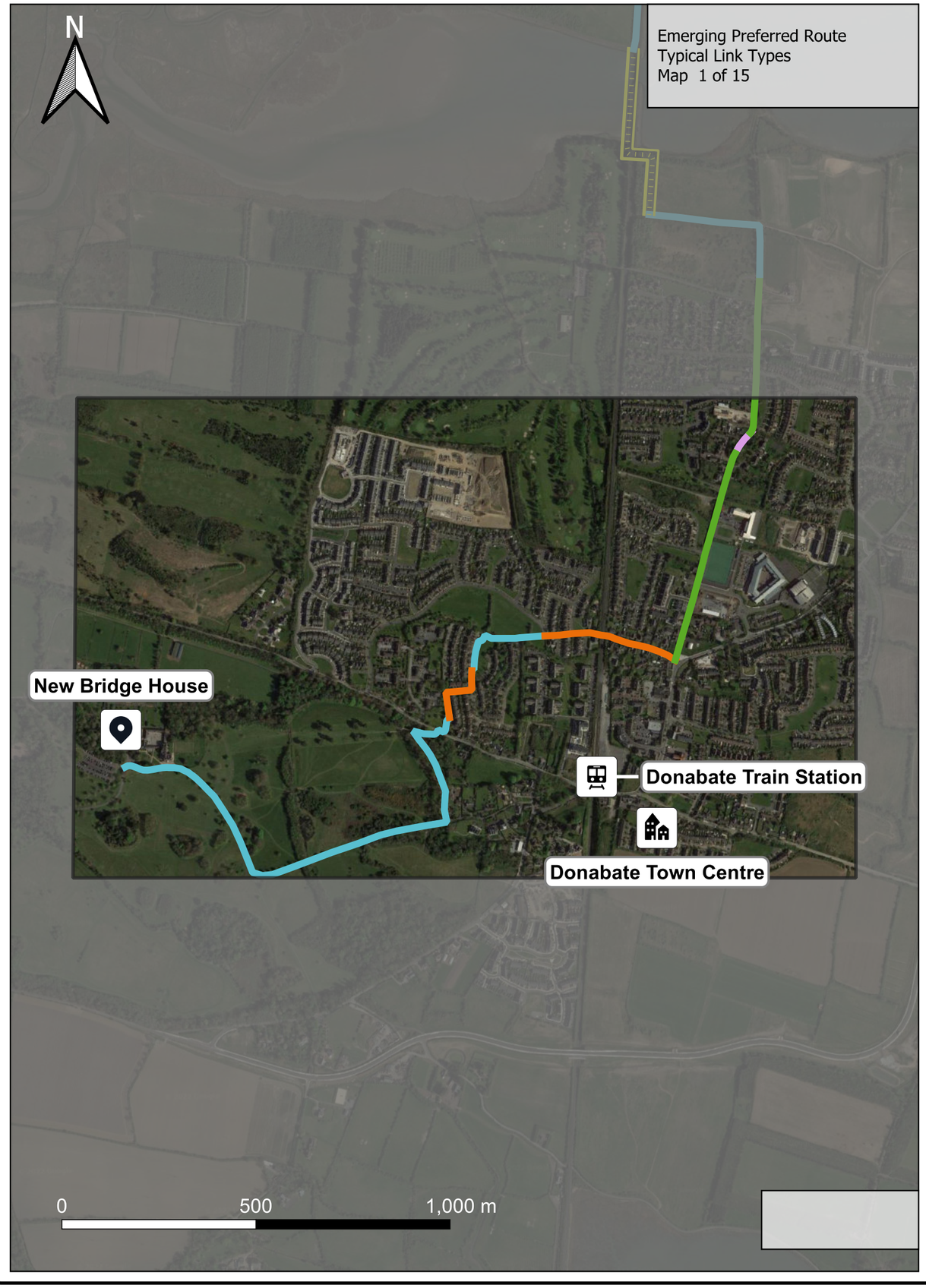

Legend

- Link Type 4
- Link Type 6
- Link Type 7
- Link Type 8

Greenways Ireland

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Fingal County Council

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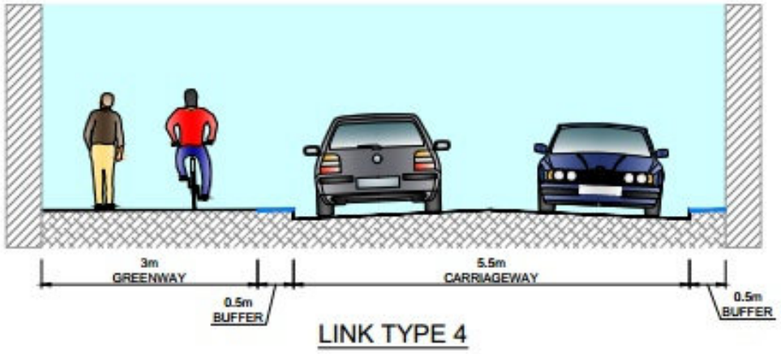
Typical Link Types



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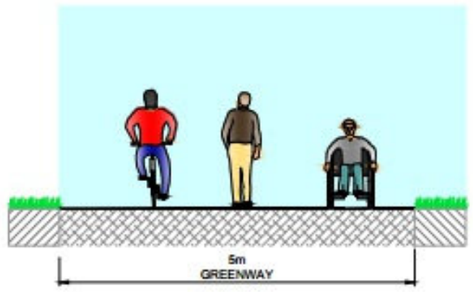

LINK TYPE 7

Legend

- Link Type 4
- Link Type 7
- Structure

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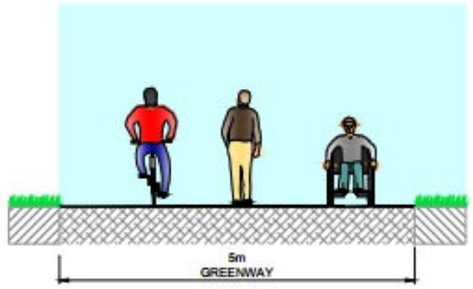
Typical Link Types



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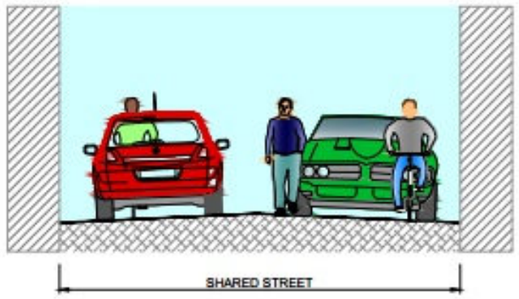

LINK TYPE 8

Legend

Link Type 7

Link Type 8

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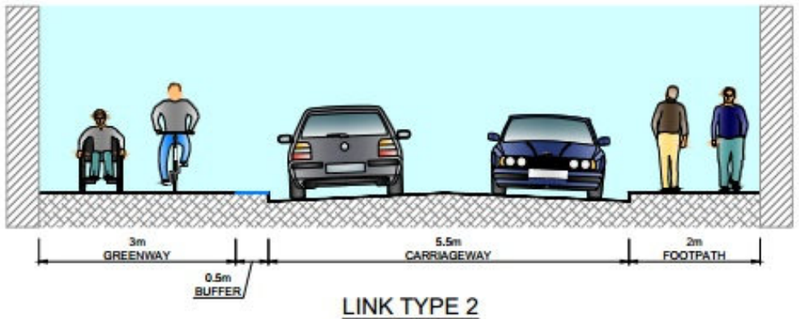
Typical Link Types



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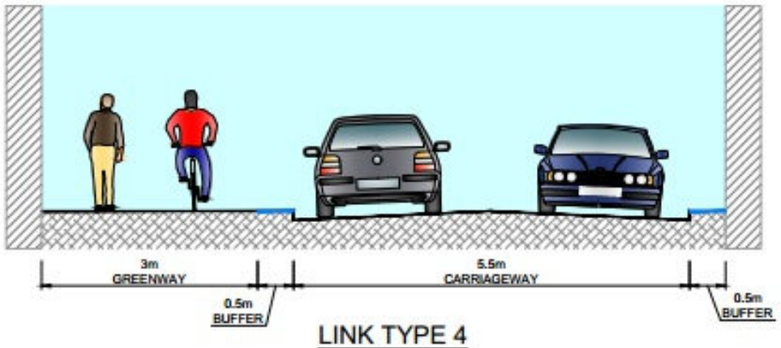

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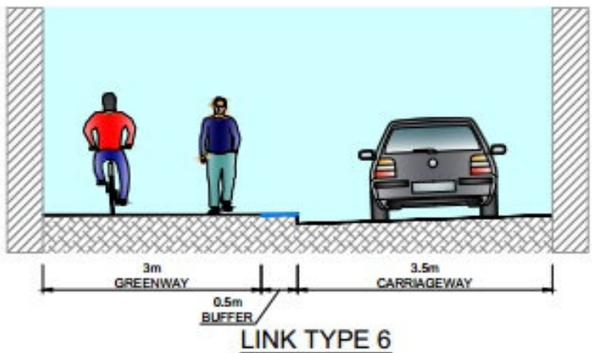

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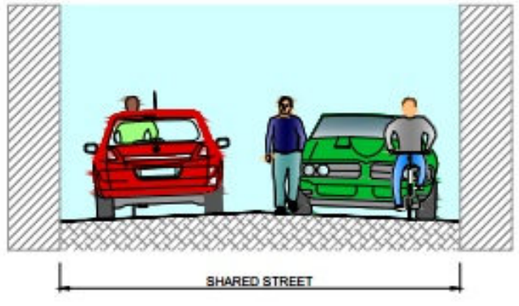

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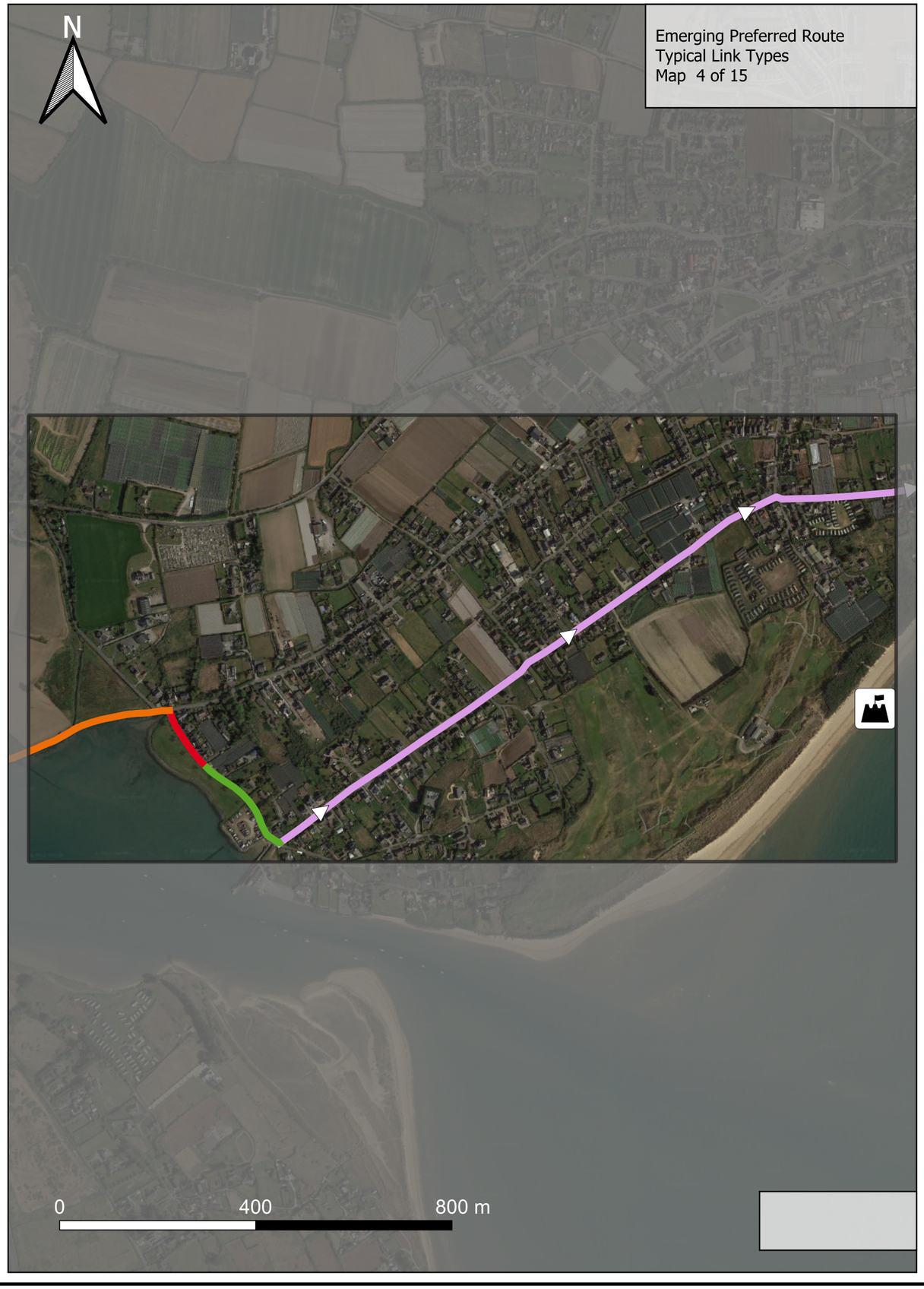

Legend

- Link Type 1
- Link Type 4
- Link Type 6
- Link Type 8

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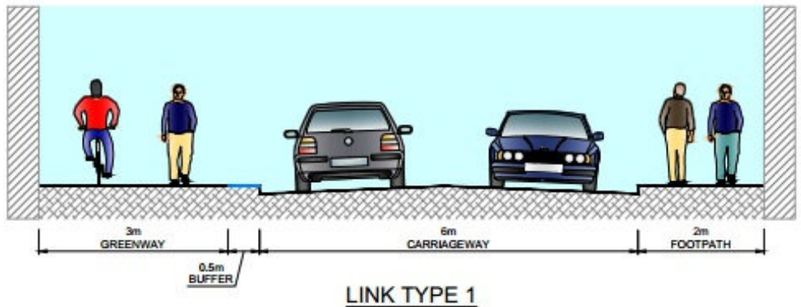
Typical Link Types



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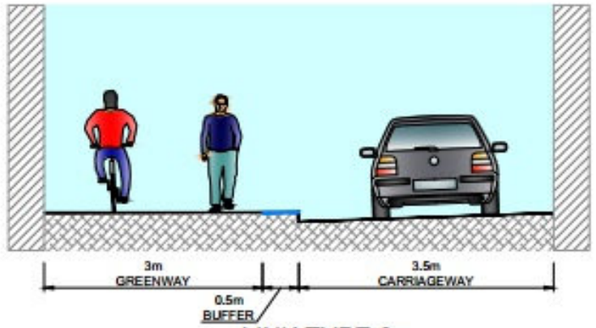

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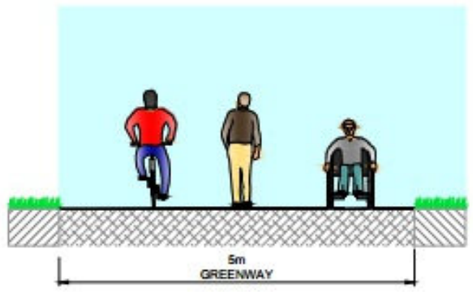

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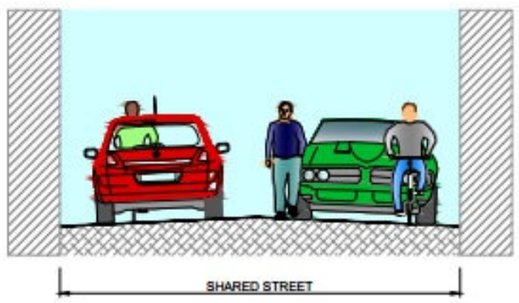

LINK TYPE 8

Legend

- Link Type 1
- Link Type 6
- Link Type 7
- Link Type 8

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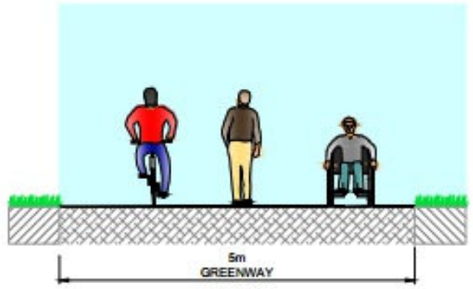
Typical Link Types



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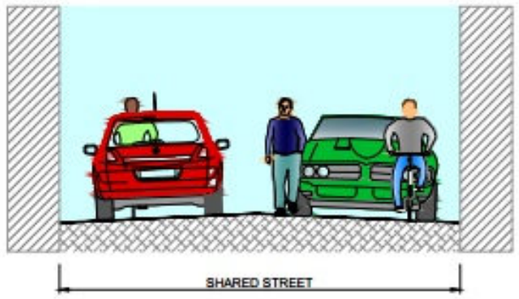

LINK TYPE 8

Legend

- Link Type 7
- Link Type 8
- Structure

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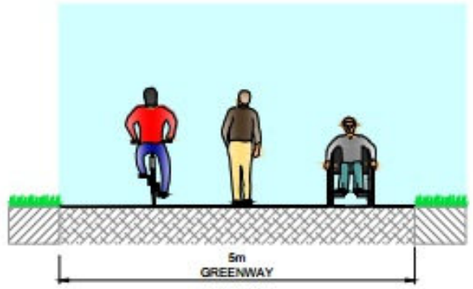
Typical Link Types



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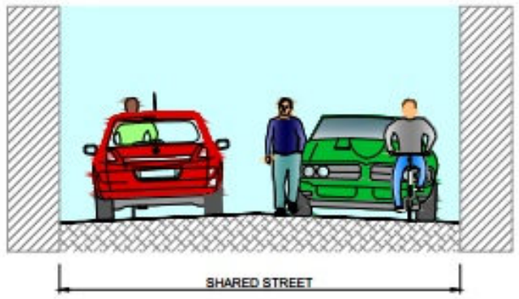

LINK TYPE 8

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Link Type 8

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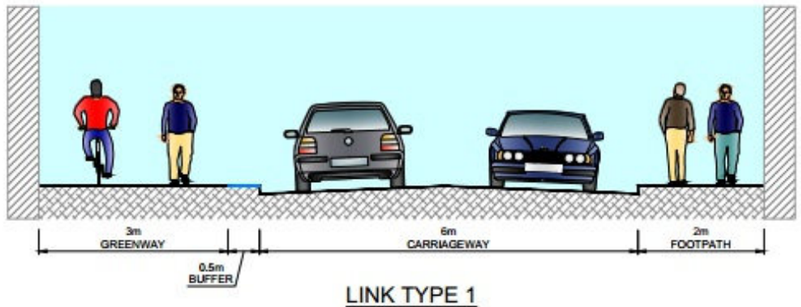
Typical Link Types



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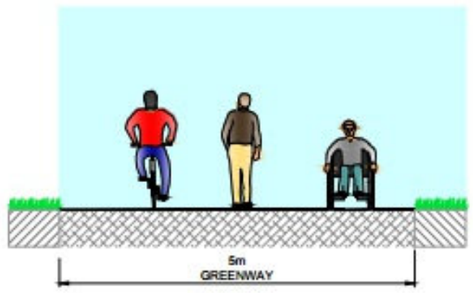

LINK TYPE 7

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- Link Type 1
- Link Type 7

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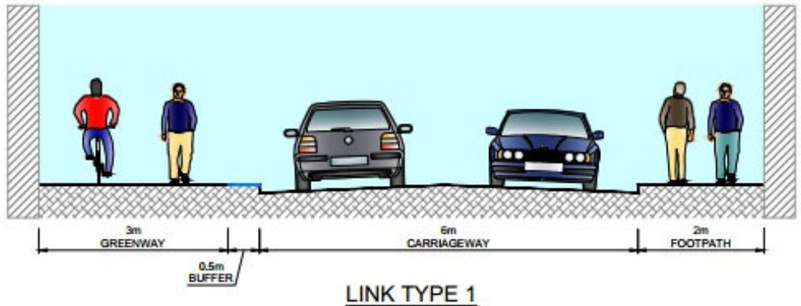
Typical Link Types



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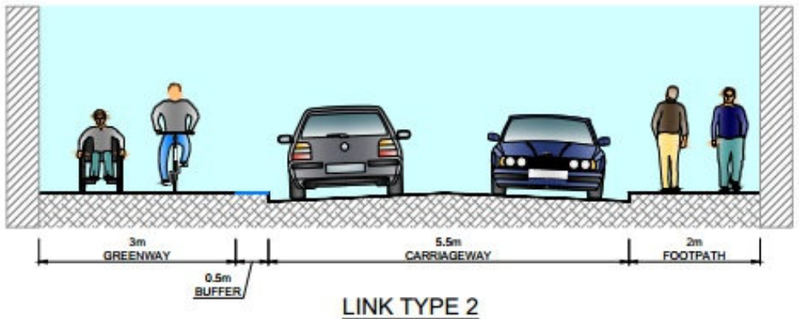

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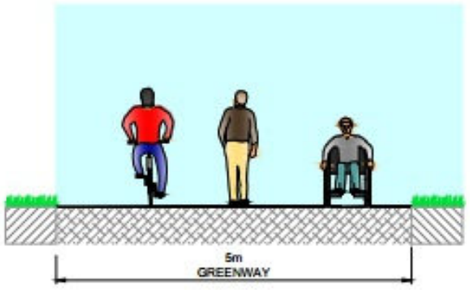

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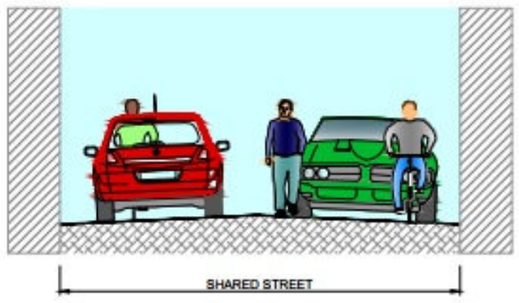

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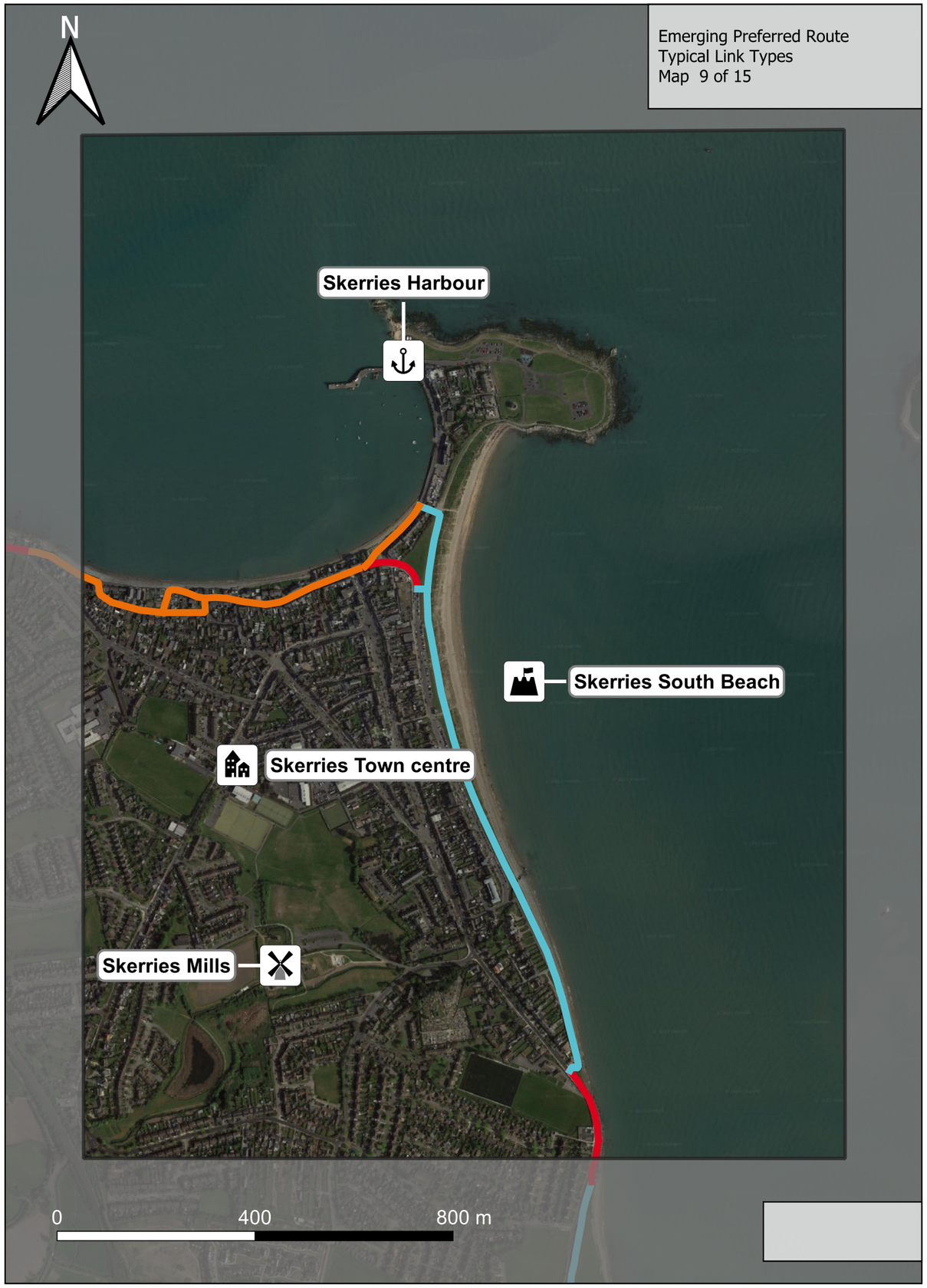

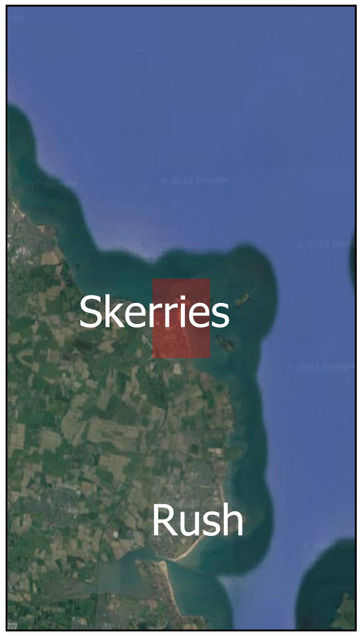

Legend

- Link Type 1
- Link Type 7
- Link Type 8

Greenways Ireland

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Fingal County Council

ATKINS
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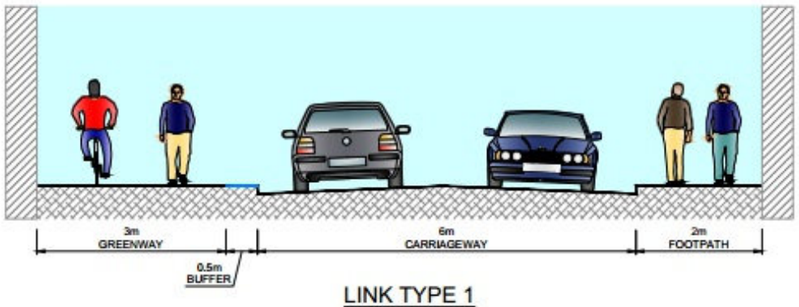
Typical Link Types



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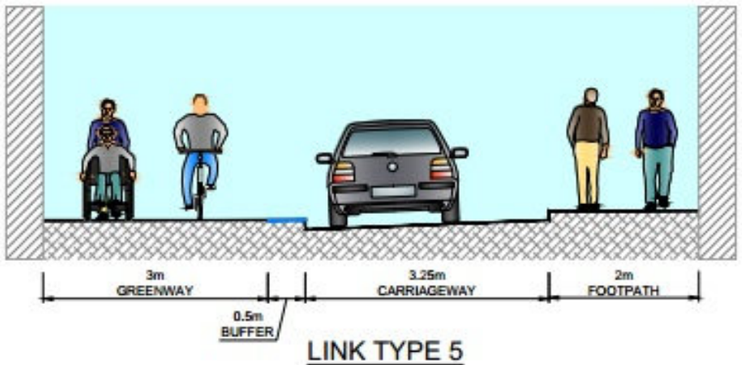

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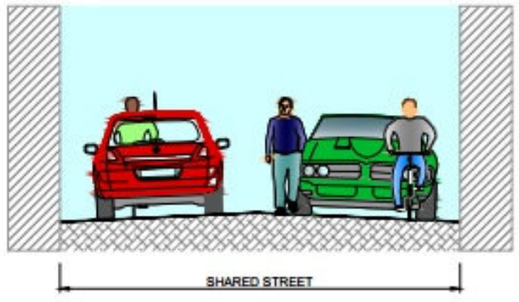

LINK TYPE 8

Legend

- Link Type 1
- Link Type 5
- Link Type 6
- Link Type 8

Greenways Ireland

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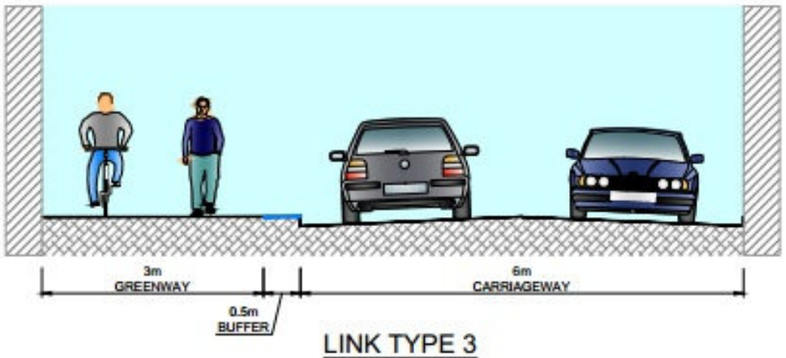
Fingal County Council

ATKINS
Member of the SNC-Lavalin Group

Typical Link Types



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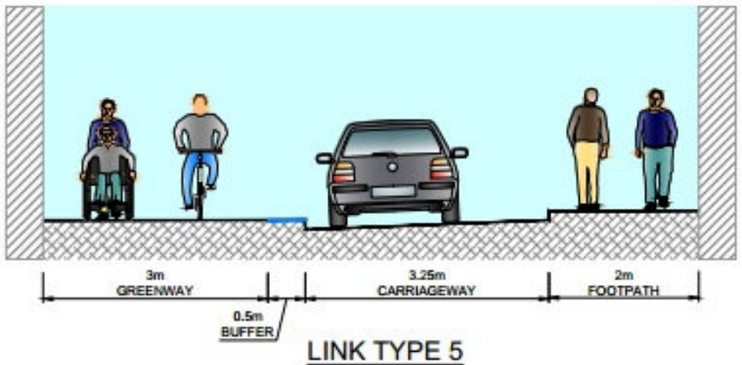

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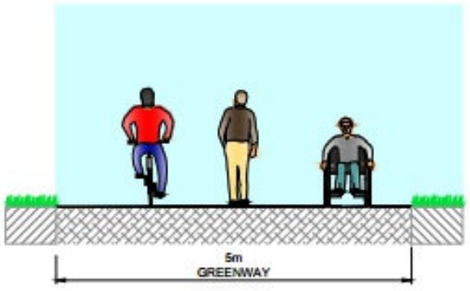

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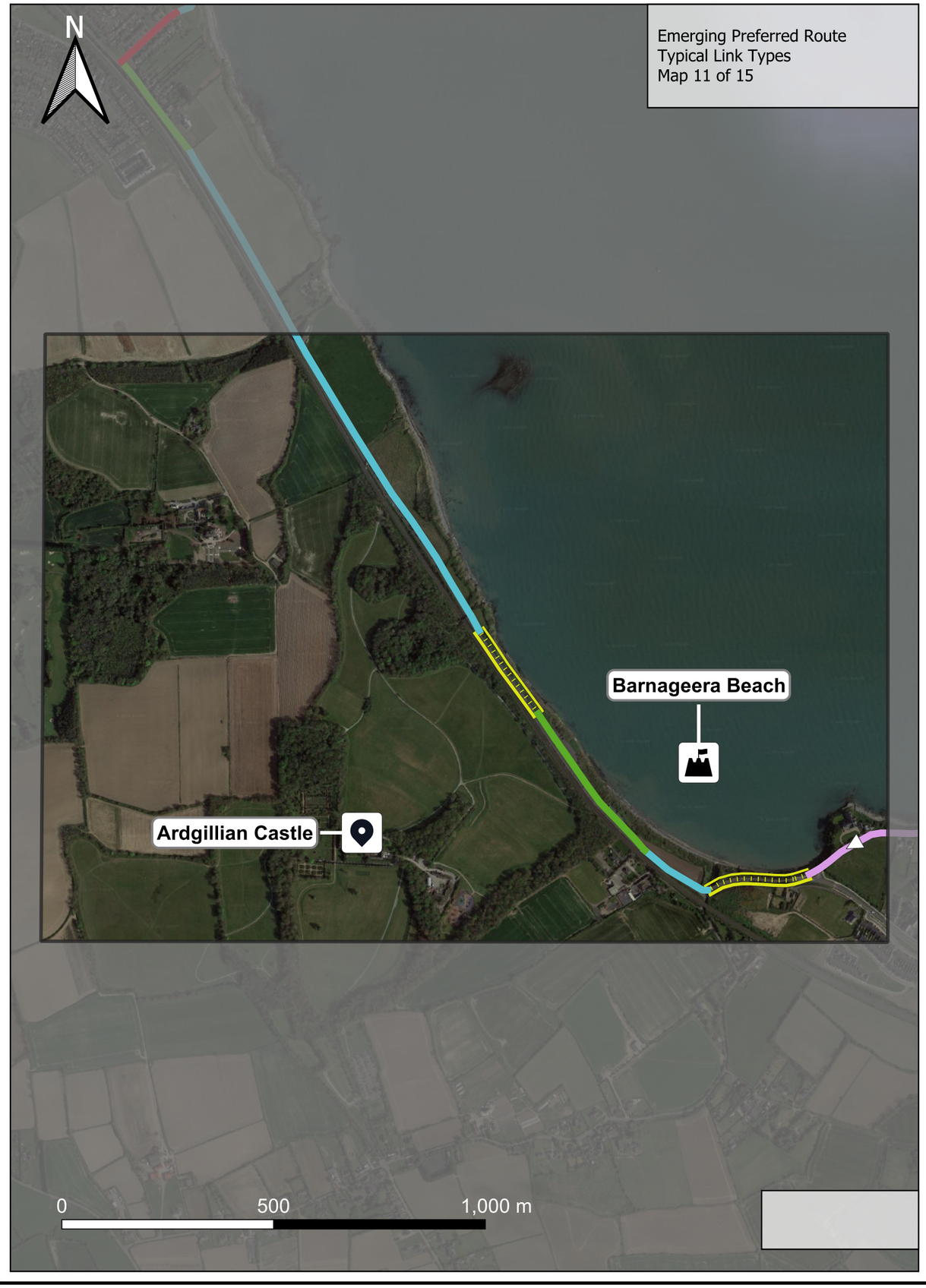

Legend

- Link Type 4
- Link Type 6
- Link Type 7
- Structure

Greenways Ireland

Comhairle Contae Fhine Gall
Fingal County Council

ATKINS
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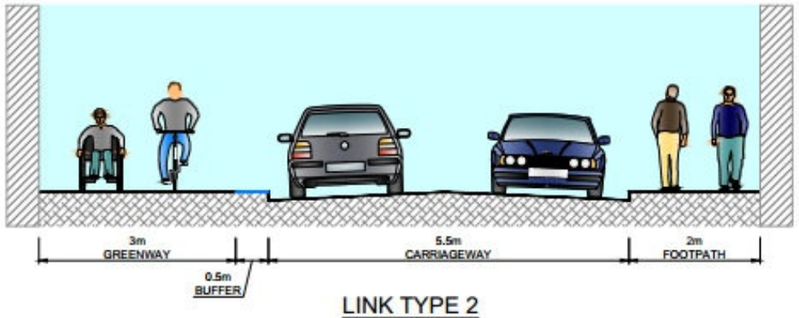
Typical Link Types



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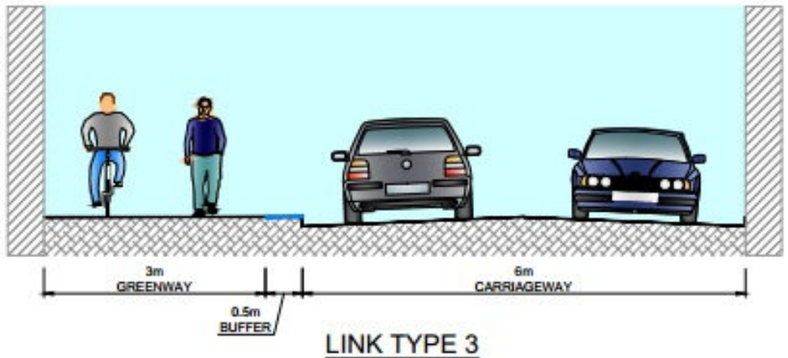

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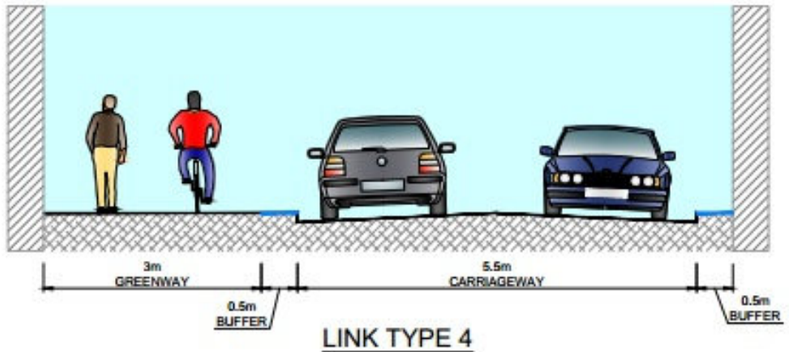

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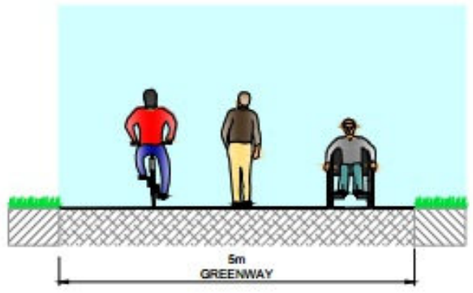
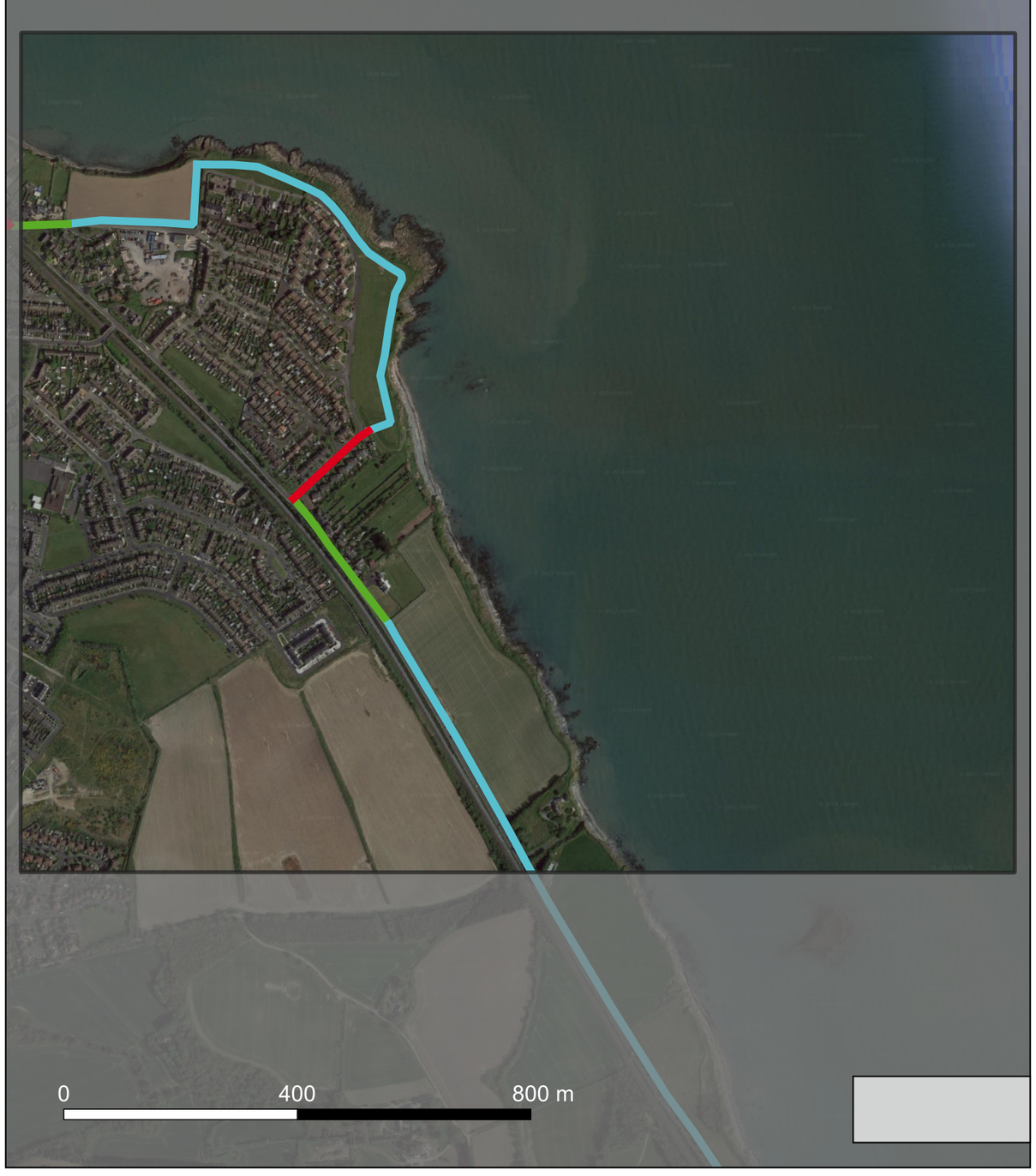


LINK TYPE 7

N

Emerging Preferred Route
Typical Link Types
Map 12 of 15



Legend

- Link Type 1
- Link Type 4
- Link Type 7

Greenways Ireland

Comhairle Contae Fhine Gall
Fingal County Council

ATKINS
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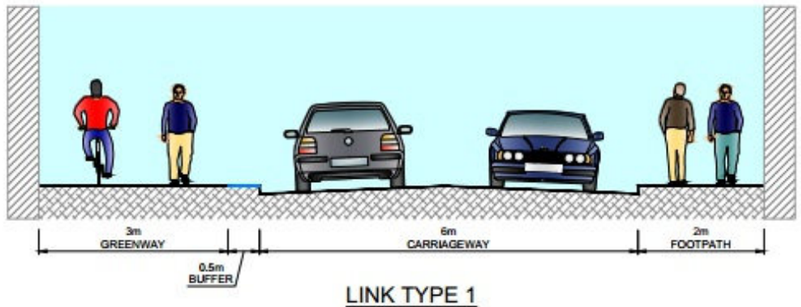
Typical Link Types



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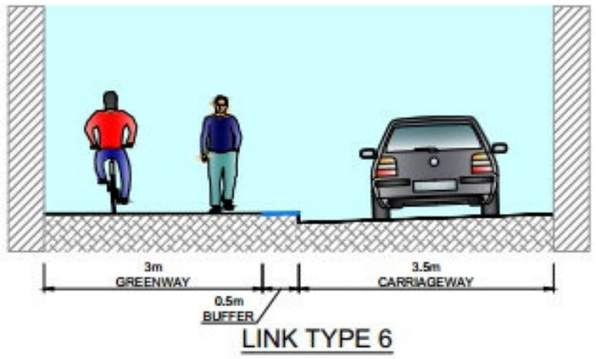

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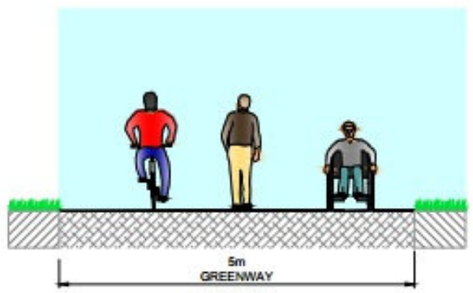

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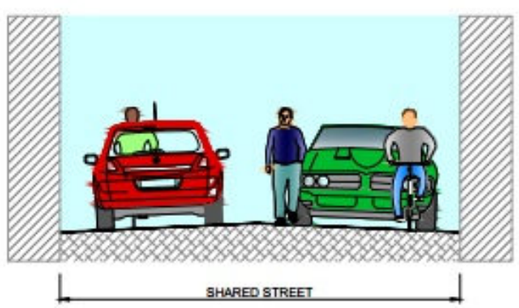

LINK TYPE 8

Legend

- Link Type 1
- Link Type 6
- Link Type 7
- Link Type 8
- Structure

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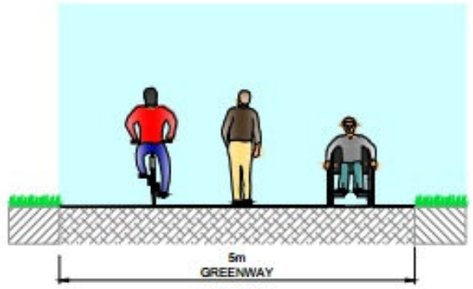
Typical Link Types



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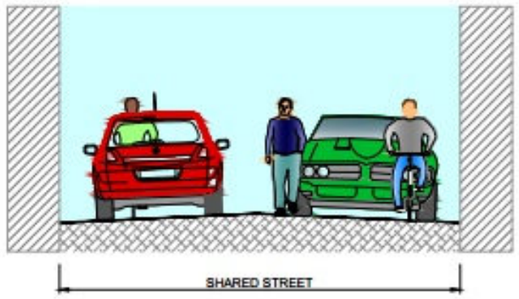

LINK TYPE 8

Legend

- Link Type 7
- Link Type 8
- Structure

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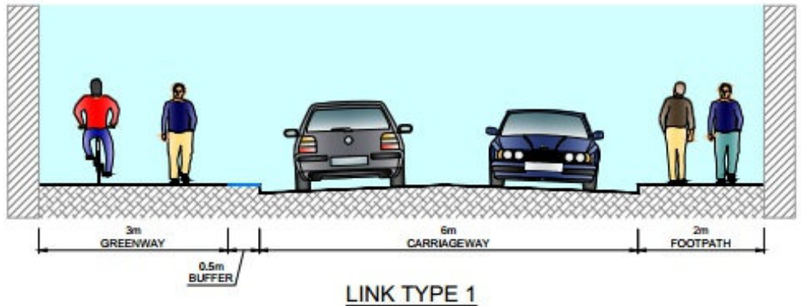
Typical Link Types



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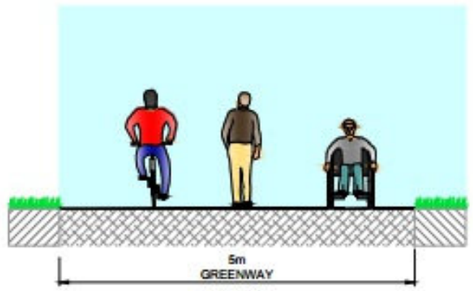

LINK TYPE 7

Legend

Link Type 7

Greenways Ireland

Comhairle Contae Fhine Gall
Fingal County Council

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