

# BALLYBAY TO CASTLEBLAYNEY GREENWAY

## Option Selection Report

B2D-RP-AL-0003

Client: Monaghan County Council  
Date: 03/11/2023

[www.c3.ie](http://www.c3.ie)





## Table of Contents

<b>1. Executive Summary .....</b>	<b>6</b>
<b>2. Introduction and Description .....</b>	<b>7</b>
2.1 Description of the Project .....	7
2.2 Project Operational Goals .....	7
<b>3. Project Need, Strategic Fit and Priority .....</b>	<b>10</b>
3.1 Need for the Scheme .....	10
<b>3.1.1 Existing Roads .....</b>	<b>10</b>
<b>3.1.2 Existing Walkways, Trails, and Cycle Routes .....</b>	<b>10</b>
3.2 Policy and Planning Context .....	10
<b>3.3 International Policy .....</b>	<b>10</b>
<b>3.3.1 United Nations (UN) Sustainable Development Goals .....</b>	<b>10</b>
<b>3.3.2 European Commission – A European Green Deal .....</b>	<b>11</b>
<b>3.3.3 Sustainable and Smart Mobility Strategy – putting European transport on track for the future (2020) .....</b>	<b>11</b>
3.3.4 National Policy .....	12
3.3.5 Proposed National Cycle Network .....	13
3.3.6 National Investment Framework for Transport in Ireland (NIFTI) .....	13
3.3.7 CycleConnects .....	14
3.3.8 Regional Policy .....	15
3.3.9 Local Policy .....	15
3.3.10 Tourism Policy .....	17
3.4 Project Need and Planning Context Conclusion .....	18
<b>4. Greenway Use and Cross-Section .....</b>	<b>19</b>
<b>5. Constraints Study .....</b>	<b>19</b>
<b>6. Options Considered .....</b>	<b>20</b>
6.1 Global Options .....	20
6.2 Alignment Options .....	20
6.2.1 Ballybay to Dunmaurice .....	21
6.2.2 Dunmaurice to Tonyscallan .....	21
6.2.3 Tonyscallan to Brackagh .....	22
6.2.4 Brackagh to Corrinshigo .....	22
6.2.5 Corrinshigo to Castleblayney .....	23
<b>7. Public Consultation .....</b>	<b>23</b>
<b>8. Assessment of Options .....</b>	<b>25</b>
8.1 Common Appraisal Framework Multi-Criteria Analysis .....	25
8.2 Economy .....	26
8.3 Safety .....	26
8.4 Integration .....	27





8.5 Physical Activity .....	28
8.6 Accessibility and Social Inclusion .....	29
8.7 Environment.....	30
<b>9. Preferred Option and Preparation of PABS .....</b>	<b>32</b>
9.1 Description of the Preferred Option .....	32
9.1.1 Ballybay to Dunmaurice.....	32
9.1.2 Dunmaurice to Tonyscallan .....	32
9.1.3 Tonyscallan to Brackagh .....	32
9.1.4 Brackagh to Corrinshigo .....	32
9.1.5 Corrinshigo to Castleblayney.....	33
9.2 Review Preferred Option against 5s criteria.....	33
9.3 Review Preferred Option against Project Objectives .....	34
<b>10. Appendices .....</b>	<b>34</b>
Appendix C.1 – Options Assessment - Economy.....	41
10.1.1 Ballybay to Dunmaurice.....	41
10.1.2 Dunmaurice to Tonyscallan .....	43
10.1.3 Tonyscallan to Brackagh .....	45
10.1.4 Brackagh to Corrinshigo .....	47
10.1.5 Corrinshigo to Castleblayney.....	50
Appendix C.2 – Options Assessment - Safety .....	53
10.1.6 Ballybay to Dunmaurice.....	53
10.1.7 Dunmaurice to Tonyscallan .....	55
10.1.8 Tonyscallan to Brackagh .....	56
10.1.9 Brackagh to Corrinshigo .....	58
10.1.10 Corrinshigo to Castleblayney.....	60
Appendix C.3 – Options Assessment - Integration.....	63
10.1.11 Ballybay to Dunmaurice.....	63
10.1.12 Dunmaurice to Tonyscallan .....	65
10.1.13 Tonyscallan to Brackagh .....	67
10.1.14 Brackagh to Corrinshigo .....	70
10.1.15 Corrinshigo to Castleblayney.....	73
Appendix C.4 – Options Assessment – Physical Activity .....	77
10.1.16 Ballybay to Dunmaurice.....	77
10.1.17 Dunmaurice to Tonyscallan .....	78
10.1.18 Tonyscallan to Brackagh .....	79
10.1.19 Brackagh to Corrinshigo .....	80
10.1.20 Corrinshigo to Castleblayney.....	82
Appendix C.5 – Options Assessment – Accessibility and Social Inclusion .....	84
10.1.21 Ballybay to Dunmaurice.....	84



10.1.22 Dunmaurice to Tonyscallan .....	86
10.1.23 Tonyscallan to Brackagh .....	87
10.1.24 Brackagh to Corrinshigo .....	89
10.1.25 Corrinshigo to Castleblayney .....	91
Appendix C.6 – Options Assessment - Environment .....	93
10.1.26 Ballybay to Dunmaurice .....	93
10.1.27 Dunmaurice to Tonyscallan .....	96
10.1.28 Tonyscallan to Brackagh .....	98
10.1.29 Brackagh to Corrinshigo .....	101
10.1.30 Corrinshigo to Castleblaney .....	104

## Appendices

Appendix A - Study Area .....	36
Appendix B - Route corridor Options .....	38
Appendix C - Assessment of Options .....	40
Appendix D - Biodiversity of route options .....	110
Appendix E - Emerging preferred route option .....	112

## List of Figures

Figure 1: Map of Proposed National Cycle Network .....	13
Figure 2: Examples of active mode options within the NIFTI Intervention Hierarchy taken from TII Publication PE-PAG-02041 .....	14
Figure 3: Qualitive Scale for Scoring Options from TII Publication PE-PAG-02036 .....	26
Figure 4: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Economy .....	26
Figure 5: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Safety .....	27
Figure 6: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Integration .....	28
Figure 7: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Physical Activity .....	28
Figure 8: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Accessibility and Social Inclusion .....	29
Figure 9: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Environment .....	30



Issue and revision record

Date	Rev	Change Description	Author	Checker	Approver
03/11/2023	I00	First Draft	Multiple	SF	SC

Detailed Change Log

Rev	Change Description
I00	N/A



## 1. Executive Summary

The Ballybay to Castleblayney Greenway project is a proposal to create a 15km walking and cycling facility that will link the towns of Ballybay and Castleblayney in County Monaghan. This project aims to provide a safe and convenient transportation route between the two towns, while also connecting with nearby rural communities like Doohamlet and the surrounding countryside and enhancing the tourism appeal of the region.

The primary objective of the Ballybay to Castleblayney Greenway is to offer a high-quality, safe recreational experience for people of all ages and abilities. This initiative is designed to serve the local community's transportation needs, promote active travel, and attract tourism to the region. It aligns with national policies and objectives, such as Project Ireland 2040 and the National Cycle Policy Framework, to enhance sustainable transportation options and expand the network of greenways in Ireland. The project also recognizes the historical link between Ballybay and Castleblayney, as they were once connected by a section of the Great Northern Railway. The project explores the potential to reuse this existing route.

An options selection process has been completed that has resulted in the selection of a preferred route corridor, which is illustrated in Appendix E

The assessment of this preferred route against the "5s Criteria" highlights the routes contribution to the strategic and scenic elements, and its substantial segregation from vehicular traffic and its potential to offer various attractions and activities along the way. Furthermore, the preferred route aligns with the project objectives, such as supporting active travel, promoting sustainable transport, providing a tourism amenity, and serving as a recreational amenity. It connects the towns of Ballybay, Doohamlet, and Castleblayney, stimulating economic activity and enhancing the quality of life for local communities.

## 2. Introduction and Description

### 2.1 Description of the Project

The proposed Ballybay to Castleblayney Greenway is an approximately 15km walking and cycling path that would connect Ballybay and Castleblayney, Co Monaghan. The aim of the project is to provide a safe walking and cycling route between the 2 towns, connecting with other rural communities such as Doohamlet and the rural hinterlands of each town.

The vision for the Ballybay to Castleblayney greenway is to provide a link between the towns and provide a high quality and safe recreational experience for people of all ages and abilities that will serve the local community and attract tourism to the region. The greenway will be developed in accordance with the Code of Best Practice for National and Regional Greenways and will seek to integrate with and enhance the existing natural and built features of the region in cooperation with the communities which it passes through.

The Study Area considered for the project is illustrated in Appendix A of this report. Route options have been developed within the Study Area following the completion of a feasibility assessment. It is noted that Ballybay and Castleblayney were historically linked by a section of the Great Northern Railway. Although it is now abandoned, the remnants of the former rail line are still evident on the landscape and the potential to re-use the existing route will be given special attention in accordance with the National Cycle Policy Framework.

The purpose of this option selection report is to assess the options developed. Based on that assessment, a preferred option will be selected, which will be further assessed and brought forward for public consultation.

### 2.2 Project Operational Goals

The aim of the project is to provide a safe walking and cycling route between the 2 towns, connecting with other rural communities such as Doohamlet and the rural hinterlands of each town. Key objectives of the project are:

- Support active travel and promote sustainable transport by providing a safe and attractive option for local people to choose walking and cycling for their everyday journeys.
- Provide a tourism amenity to connect the towns of Ballybay and Castleblayney, which would expand the greenway provision in Co. Monaghan and add to and link into the growing network of greenways in Ireland in accordance with the policies and objectives set out in Project Ireland 2040, the National Cycle Policy Framework and the Monaghan County Development Plans.
- Provide a recreational amenity for the local population of Castleblayney and Ballybay and their rural communities, providing opportunities for fitness, recreation and community use.

In keeping with the Department of Transport, Tourism and Sport's 'Strategy for the Development of National and Regional Greenways', the greenway should be developed to be sustainable, strategic, substantially segregated, and shared use, scenic and offer lots to see and do. The greenway will be developed in accordance with the Code of Best Practice for National and Regional Greenways.

Based on the above broad objectives and by reference to the Common Appraisal Framework headings of Economy, Safety, Accessibility & Social Inclusion, Integration, Environment and Physical Activity, specific project objectives have been developed as outlined in *Table 1* below.

Table 1: Objectives for The Ballybay to Castleblayney Greenway

Category	No.	Objective
Economy	EC.01	Increase the number of (i) domestic and (ii) international tourists that visit the Ballybay-Castleblayney area.
	EC.02	Develop scheme with positive Net Present Value.
	EC.03	Consider likelihood of each route option developed to result in modal shift. Consider economic benefits of modal shift when selecting a preferred route option.
Safety (Substantially Segregated and Shared Use)	S.01	Provide active travel facility which complies with national standards and guidance.
	S.02	Carry out assessments on gradients as part of feasibility and options selection stage. Consider likely impact that options with higher gradients will have on safety as part of the Options Selection process.
	S.03	Carry out assessments on gradients as part of the design phases of the project. Design out sections of high gradients, insofar as possible. Incorporate mitigation where sections of high gradients are provided.
	S.04	Carry out assessment on interactions with existing road network and types of interactions as part of feasibility and options selection phases of the project. Consider potential for reduced collisions as part of the Option Selection process.
Accessibility & Social Inclusion	A.01	Provide active travel facility which complies with national standards and guidance.
	A.02	Connect to existing attractions and walks.
	A.03	Carry out assessments on gradients as part of feasibility and options selection stage. Consider likely impact that options with higher gradients will have on usage as part of the Options Selection process.
	A.04	Carry out assessments on gradients as part of the design phases of the project. Design out sections of high gradients insofar as possible. Incorporate mitigation where sections of high gradients are provided.
Integration (Strategic/ Offer Lots to See and Do)	I.01	Provide an active travel link between communities located between Ballybay, Doohamlet and Castleblayney
	I.02	Connect to existing attractions and walks.
Environment (Sustainable/ Scenic)	E.01	Carry out carbon audit on the scheme. Ensure the scheme is carbon neutral or carbon positive.
	E.02	Limit lengths of development within SACs, SPAs, pNHAs and the like to an absolute minimum (It is understood that crossing of environmentally sensitive areas cannot always be avoided in linear infrastructure development, but length of crossing can be minimised.)
	E.03	Use all land purchased for the development that is outside of the active footprint (severed land and land associated with visibility splays) as biodiversity habitat.
	E.04	Except where required to cross watercourses, avoid infringements into the riparian zone of all waterbodies.
	E.05	Except where necessary to cross field boundaries, avoid removal of hedgerows and trees.



Category	No.	Objective
	E.06	Identify features of cultural heritage significance as part of preliminary design. Provide links to features of interest and information boards to inform visitors of their significance.
	E.07	Carry out public consultations in accordance with Code of Best Practice.
	E.08	Develop route options that follow farm/property boundaries where practicable. Where not practicable develop a written report explaining why it has not been possible to follow the farm/property boundary.
	E.19	Consider likelihood of each route option developed to result in modal shift. Consider environmental benefits of modal shift when selecting a preferred route option.

### 3. Project Need, Strategic Fit and Priority

This chapter explores the need for the scheme along with national, regional, and local planning policies in existence to determine if they support the development of the proposed greenway.

#### 3.1 Need for the Scheme

In assessing the need for the scheme, a review has been undertaken of existing walking and cycling recreational infrastructure in the study area and region.

##### 3.1.1 Existing Roads

Prominent existing roads in the study area include the R183 which connects Ballybay to Castleblayney, via Doohamlet. The N2 is also within the study area, which connects Dublin to Derry. This road is significant in the region and cannot be accessed by pedestrians and cyclists.

The R183 is approximately 12km long within the study area. The R183 is a regional road with a narrow cross-section and no hard-shoulder or hardstrip. There are no active travel facilities along this route and the cross-section and horizontal geometry of the road are below national standards through a number of sections. The posted speed limit on the road is 80 kph. The standard, design speed and traffic on the road make it unsuitable, in its current form, to facilitate significant numbers of cyclists or walkers. There are currently no active travel facilities present to accommodate walking and/or cycling between Ballybay and Doohamlet, which are 6km apart. Similarly, there are no facilities between Doohamlet and Castleblayney, which are approximately 7km apart.

##### 3.1.2 Existing Walkways, Trails, and Cycle Routes

There are a number of prominent walking trails within the Study Area. In Ballybay, there is the Town Park Walk (0.5km), the Lough Major Walk (4.2km) and the Corbrack Lane Walk (4.5km). Each of these walks are very accessible for most users. There are also a number of proposed routes in the Ballybay area, which can be seen on the drawing in Appendix B. The proposed greenway however may provide greater attraction and accessibility to the towns walking trails. Outside of the Study Area is the existing Muckno Loop to the east of Castleblayney. The Muckno Loop is approximately 5km in length and forms part of the wider Lough Muckno Leisure Park.

With regards to existing cycling infrastructure, Castleblayney has on-road mandatory cycle paths along the Monaghan Road. There are no existing cycling facilities in Doohamlet or Ballybay.

### 3.2 Policy and Planning Context

This chapter explores the International, National, Regional, and Local planning policies in existence to determine if they support the development of the proposed greenway.

#### 3.3 International Policy

##### 3.3.1 United Nations (UN) Sustainable Development Goals

In 2015, the 2030 Agenda for Sustainable Development received unanimous approval from the United Nations Member States, including Ireland. This comprehensive agenda presents a collectively designed framework aimed at fostering global peace and prosperity, both presently and in the years ahead.

The 2030 Agenda revolves around a set of 17 Sustainable Development Goals (SDGs), serving as an immediate and pressing call to action for all nations. The Irish government has developed National

Policies in line with the SDGs, notably through the alignment of the National Planning Framework and the National Development Plan.

The Ballybay to Castleblayney Greenway supports policies set out by Government, as well as the UN in its development. Our Rural Future identifies<sup>1</sup> that greenways are directly supported by 3 UN Sustainable Development Goals (SDGs). These are:

- **SDG 3 – Good health and Wellbeing**
  - Ensure healthy lives and promote well-being for all at all ages,
- **SDG 11 – Sustainable Cities and Communities**
  - Make cities and human settlements inclusive, safe, resilient, and sustainable.
- **SDG 15 – Life on Land**
  - Protect, restore, and promote sustainable use of terrestrial ecosystems, sustainably manage forests, combat desertification, and halt and reverse land degradation and halt biodiversity loss.

### 3.3.2 European Commission – A European Green Deal

The European Union Green Deal is a framework for achieving climate goals across the union. Specific aims of the European Green Deal include a 90% reduction in greenhouse gas emissions by 2050<sup>2</sup> as a means of becoming the first climate neutral continent. The European Green Deals' primary purpose is to ensure that the EU develops in a way that is positive for climate neutrality, including reducing greenhouse emissions and improving sustainable transportation. The transportation goals of the European Union Green Deal include creating a sustainable transportation and tourism sector across Europe, which the Ballybay to Castleblayney Greenway embodies.

### 3.3.3 Sustainable and Smart Mobility Strategy – putting European transport on track for the future (2020)

The purpose of this policy developed by the EU has been to actively work on promoting sustainable and smart mobility solutions to address various challenges such as congestion, pollution, and the need for more efficient transportation systems. These strategies often aim to reduce carbon emissions, improve transportation efficiency, and enhance the overall quality of transportation services. The Ballybay to Castleblayney Greenway will provide an active-travel transportation link to these two areas, which is directly supported by section 35 of the Sustainable and Smart Mobility Strategy:

*As set out in the 2030 climate target plan, increasing the modal shares of collective transport, walking, and cycling, as well as automated, connected and multimodal mobility will significantly lower pollution and congestion from transport, especially in cities and improve the health and well-being of people.*

*European policies and financial support should also reflect the importance of urban mobility for the overall functioning of the TEN-T, with provisions for first/last mile solutions that include multimodal mobility hubs, park-and-ride facilities, and safe infrastructure for walking and cycling.*

---

<sup>1</sup> <https://www.gov.ie/en/publication/4c236-our-rural-future-vision-and-policy-context/#our-rural-future-rural-development-policy-2021-2025>

<sup>2</sup> <https://www.transport-community.org/wp-content/uploads/2021/01/Smart-and-Sustainable-Mobility-Strategy-presentation.pdf>



Offering high quality, attractive and safe walking and cycling infrastructure is at the core of the Ballybay to Castleblayney Greenway, and Connecting to towns and villages along its route will improve the provisions for multi-modal transport in the region.

### 3.3.4 National Policy

On a national level, the development of greenway projects is identified as a policy objective within the Department of Transport, Tourism and Sport's, "*Strategy for the Future Development of National and Regional Greenways*" published in 2018 and referred to in The National Development Plan 2021-2030. The development of greenways is also supported within the National Planning Framework (Project Ireland 2040), the National Cycle Policy Framework (2009), Rural Development Policy 2021-2025 (Our Rural Future), the National Physical Activity Plan for Ireland (Get Ireland Active), the Climate Action Plan (2021), the Tourism Action Plan and the National Outdoor Recreation Strategy. The following extracts from each policy refer:



National Planning Framework Objective 21: *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.*

National Planning Framework 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.*

National Planning Framework Objective 64: *Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.*

National Sustainable Mobility Policy (2022): *Goal 1 aims to improve the safety of all mobility options including active travel, road, and rail and to prioritise the safety and security of those working on/travelling by sustainable mobility.*

National Sustainable Mobility Policy (2022): *Goal 4 aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes.*

Rural Development Policy 2021-2025 Policy Measure 36: *Invest in Greenways, Blueways, walking trails and other outdoor recreation infrastructure to support the growth in outdoor recreational tourism.*

Rural Development Policy 2021-2025 Policy Measure 102: *Invest in high-quality walking and cycling infrastructure specifically targeted at towns and villages across the country.*

National Physical Activity Plan for Ireland Objective 36: *Prioritise the planning and development of walking and cycling and general recreational /physical activity infrastructure.*

National Physical Activity Plan for Ireland Objective 37: *Explore opportunities to maximise physical activity and recreation amenities in the natural environment.*

Climate Action Plan Action Number 225: *Continue the improvement and expansion of the Active Travel and Greenway Network.*

Climate Action Plan Action Number 227: *Encourage an increased level of modal shift towards Active Travel (walking and cycling) and away from private car use.*

National Outdoor Recreation Strategy Action 4.8: *Develop a coherent and connected cycling network, through the National Cycle Network Plan and CycleConnects, which would provide a connection into other sustainable transport modes, enabling further onward travel using bus, train and by walking to enable access to outdoor recreation opportunities.*

The proposed national cycle network illustrated in Figure 1 is a 3,500km long network of greenways and cycleways, designed to connect towns, villages, and cities all over Ireland. The aim of the National Cycle Network is to enable people to travel between villages, towns, and cities without having to rely on a private motorcar. The network aims to improve the overall health and wellbeing of the population and the environment, as well as to provide a tourism pull factor to more rural regions which would receive a local economic boost.

Monaghan is a Key Hub for the proposed National Cycle Network. The proposed Ballybay to Castleblayney greenway has the potential to form a crucial link of the section of the network between Dundalk and Enniskillen via Clones.



Figure 1: Map of Proposed National Cycle Network

### 3.3.6 National Investment Framework for Transport in Ireland (NIFTI)

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.
- 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:

The development of the Ballybay to Castleblayney Greenway is well aligned with NIFTI priorities. In developing route options, consideration will be given to the availability and adequacy of existing infrastructure. Maintain (Do-Nothing) and Optimise/Improve (Do-Minimum) Options will be included as part of the Options Selection process and these options will be considered against the New (Do-Something) Options developed using the Common Appraisal Framework.

Figure 2 below, extracted from TII Publication PE-PAG-02041 provides guidance on Do-Minimum and Do-Something options which should be considered.

NIFTI Hierarchy	Examples of active mode options to consider
Maintain (Do Minimum)	<ul style="list-style-type: none"> <li>• Maintenance and renewal of existing infrastructure.</li> </ul>
Optimise (Do Something)	<ul style="list-style-type: none"> <li>• Signage / wayfinding / branding measures on the existing network.</li> <li>• Designation of quiet routes on the existing network (e.g., low speeds, traffic volumes, filtered permeability, etc.).</li> <li>• Urban demand management (e.g., user charging, parking supply, etc.).</li> <li>• Integration with other modes (e.g., integrated ticketing, active mode accessibility at stops/stations, bike spaces on alternative modes, etc.).</li> <li>• Minor accessibility and permeability improvements (e.g., opening new entrances, reducing barriers, etc.).</li> </ul>
Improve (Do Something)	<ul style="list-style-type: none"> <li>• Adding segregated cycling infrastructure to existing roads.</li> <li>• Improvement/repurposing of historic infrastructure including the existing stock of structures such as viaducts, bridges and tunnels (e.g., along railways, waterways, bog railways).</li> <li>• Significant upgrades to existing active travel routes (e.g., widening, resurfacing, access).</li> <li>• Junction improvements for active modes.</li> <li>• Improvements to existing public transport infrastructure.</li> </ul>
New (Do Something)	<ul style="list-style-type: none"> <li>• Development of new greenway / active travel alignments.</li> <li>• Major new bridges, underpasses or structures.</li> <li>• New ancillary infrastructure such as trail heads, carparks etc.</li> </ul>

Figure 2: Examples of active mode options within the NIFTI Intervention Hierarchy taken from TII Publication PE-PAG-02041

### 3.3.7 CycleConnects

CycleConnects is the National Transport Authority's strategy to improve sustainable travel by providing the potential for more trips on a safe, accessible, and convenient cycling network, connecting more people to more places. The strategy envisages an extensive cycling network across the 22 counties, complementing the cycling plans already developed for the Greater Dublin Area (Meath, Kildare, Wicklow, and Dublin) that will create a comprehensive cycle network for Ireland.



The strategy sets out that the Monaghan CycleConnects network will consist of an urban cycle network for Monaghan, with interurban connectors between the towns of Castleblayney, Clones and Ballybay. These then extend into adjoining counties forming a comprehensive and connecting cycle network nationally. A proposed greenway between Clones and Castleblayney (via Ballybay) is highlighted within the strategy as one of several proposed inter-urban links.

*“An indicative greenway route has been selected between Clones and Castleblayney Greenway (via Ballybay). The finalised route for the greenway is still unknown at this stage so it is shown as being indicative only on the relevant maps and may be subject to change at once the finalised route is known.”*

### 3.3.8 Regional Policy

#### The Northern & Western Regional Assembly (NWRA)

The Northern & Western Regional Assembly (NWRA) was established on 1<sup>st</sup> January 2015. It encompasses Galway City & County, Roscommon, Leitrim, Sligo, Donegal, Monaghan, Mayo, and Cavan. The Northern and Western Regional Assembly aims to play a transformative role in the success of the region. Their vision is to craft a creative, vibrant and low-carbon regional economy.

The NWRA Regional Spatial & Economic Strategy (RSES) lists Regional Policies (RPOs) for this region and RPO 5.18 states:

*(a) The advancement and growth of Greenways through several Key National and Regional Greenway Projects, which are high capacity, and which can in the medium/long term be extended and inter-linked across County Boundaries and with Local Greenways, and other cycling/walking infrastructure.*

*(b) Prioritisation of Greenways of scale and appropriate standard that have significant potential to deliver an increase in activity tourism to the region and are regularly used by overseas and domestic visitors, and locals, thereby contributing to a healthier society through increased physical activity.*

*(c) The appropriate development of local businesses, and start-ups in the vicinity of Greenway Projects.*

*(d) The development of Greenways in accordance with an agreed code of practice.*

*(e) Collaborative development of Greenways and Blueways, including feasibility and route selection studies to minimise impacts on environmentally sensitive areas*

### 3.3.9 Local Policy

#### Monaghan County Development Plan 2019-2025

The promotion of walking and cycling and the development of greenways are identified as policy objectives within MCC's county development plan under the headings of Community Facility Policies and Cycling and Walking Policies. *Table 1* below is an extract from the Monaghan County Development Plan 2019-2025, which sets out the objectives identified.

*Table 1: Monaghan County Development Plan 2019-2025 Greenway Objectives Extract*

Extracted Text	
Cycling and Walking Policy	Policy/Objective
CFP 11	To promote and facilitate the development of walkways, cycleways, and recreational routes in appropriate locations throughout the County to deliver

Extracted Text	
	the objectives of the County Walking and Cycling Strategy and any subsequent strategy document.
CFP 12	To promote and encourage the development of walks and cycle ways in accordance with the Smarter Travel Policy and to protect established routes from development which would adversely impact upon them.

### County Walking & Cycling Strategy 2021-2026

In addition to the Monaghan County Development Plan, MCC have developed a walking and cycling strategy. With the vision:

- *“Monaghan is a county which is safe and welcoming to walkers and people on bikes. It is easy to get around by foot or bike, and the number of people of all ages choosing to walk and cycle as part of an active lifestyle is above the national average and continues to grow. There is a good range of walking and cycling amenities, and the county enjoys a positive reputation amongst the walking and cycling community for modern, well designed, connected and maintained amenities and infrastructure. The positive culture in the county around walking and cycling, coupled with the high quality of infrastructure provided, adds to the high quality of life enjoyed by the people of Co. Monaghan.”*

MCC have a mission:

1. To develop safe and appealing walking & cycling Strategy infrastructure in Co. Monaghan.
2. To create an environment in which people will find it easy and attractive to walk and cycle, both recreationally, and for everyday journeys.

Table 4: Extract from Monaghan County Council Walking and Cycling Strategy 2021-2026

Extracted Text	
<ul style="list-style-type: none"> <li>• Monaghan County Council Walking and Cycling Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Policy/Objective</li> </ul>
3.2	Provide dedicated, protected cycle lanes connecting residential areas to town centres and key destinations such as workplaces and public amenities.
3.7	Apply best practice from DMURS, National Cycle Manual and Safer Routes to School Design Guide to create safer, calmer, more attractive routes.
3.8	Seek to develop connectivity to every community centre and sports facility
3.9	Take personal safety into account when designing walking and cycling infrastructure, and design in features such as CCTV, passive oversight, and lighting to provide an enhanced feeling of safety to users.
4.1	Support communities the development of off-road trails
4.2	Support communities and clubs to develop walking and cycling amenities
4.4	Develop walking and cycling facilities to and within amenity areas, e.g., Lough Muckno, Rossmore Park
5.5	Keep up to date with national, European, and international policy on active travel, greenways development and related areas.

### Healthy Monaghan Plan 2019 – 2022

The Healthy Monaghan Plan supports the implementation of Healthy Ireland, the national health and wellbeing framework at the local level, to improve health and wellbeing of all in County Monaghan. The plan has a number of actions and goals which this project supports, including:

Goal – *To increase physical activity levels in the County thereby improving the health and wellbeing of people living in County Monaghan*”.

Action 1.2 – *“Promote where required an appropriate capital investment programme to address gaps in infrastructure that promote physical activity.*

Action 1.3 – *Support the development of SMARTER travel initiatives amongst workplaces and education campuses to promote walking and cycling in the County.*

Action 1.7– *Promote walking, cycling and other physical activities targeting families and all ages, and develop capacity and skills in the community to organise on a regular basis.*

### 3.3.10 Tourism Policy

Greenways are increasingly becoming a key part of regional and local tourism policies and have been shown to have the potential to attract tourism and promote employment in rural areas. Tourism policy documents relevant to this scheme include the Tourism Action Plan 2019 – 2021, the Tourism Recovery Plan 2020 – 2023 along with local tourism plans and policies.

#### Tourism Action Plan

Tourism Action Plan Policy Action 7 – *“Building on existing partnerships, and within the framework of Project Ireland 2040, Fáilte Ireland will continue to develop enhanced tourism experiences with a view to optimising key assets for the benefit of tourism and economic development through increasing regional spread, season extension and promoting sustainable growth management. This will initially involve the examination of new tourism experiences and/or an optimisation of existing tourism experiences or clusters.”*

Tourism Action Plan Policy Action 21 – *“Fáilte Ireland will continue to work with other state agencies such as the OPW and NPWS, through strategic partnership agreements, to optimise their assets for the benefit of tourists and maximise the potential contribution of their respective work programmes to the development of the tourism sector.”*

#### Tourism Recovery Plan 2020 - 2023

The Tourism Recovery Plan 2020 – 2023 developed during the Covid pandemic recommended as follows:

“Government should support capital investment projects to improve the quality of tourism assets and to drive innovation within the sector. Greenways should be further developed, as well as indoor facilities to cope with “rainy day” occurrences. In order to retain the existing level and further grow market share it is vital that Ireland continues to develop new and enhanced product offerings to attract visitors to Ireland....

Key areas of focus should include:

- Expansion of the existing incentive schemes or alternative models to encourage landowners to open up their lands to walking trails (i.e., Reps model)
- Introduction of a National Indemnity Scheme for Walking and Activities as enjoyed in other jurisdictions.....
- Increased funding and co-ordinated development of Greenways, Blueways, Trails and supporting infrastructure across the country as per the Programme for Government.”

### The Vision for the Lough Muckno Estate

Lough Muckno Estate is a significant attraction on Castleblayney. Fáilte Ireland and Monaghan County Council wish to create a vision for the Lough Muckno Estate that is a *“game changing visitor attraction for Castleblayney, Monaghan and Ireland’s Ancient East.” “The overall aim is to build a credible, achievable, and realistic vision for the Estate that has a compelling narrative that matches the strategic goals of Ireland in a post-COVID19 environment and can become an exemplar of a new type of tourism development that will be required by communities and tourists in the near future. At the same time, it must ensure the retention of access for the local community.”*

The development of a greenway that connected to this facility, were it to be developed would complement the development and provide an additional attraction to visitors.

### Monaghan County Council Tourism Statement of Strategy and Work Programme 2017-2022

“County Monaghan’s visitor appeal is largely based on its natural resources which provide the county with activities such as angling, outdoor pursuits, golf, equestrian, parks and amenity areas.”

Table 5: Extract from Monaghan County Council Walking and Cycling Strategy 2021-2026

Extracted Text	
Monaghan County Council Tourism Statement of Strategy and Work Programme	Policy/Objective
LECP Strategic Objective 6.2	Improve access to water resources within the county
LECP Strategic Objective 6.7	To improve the accessibility to and awareness of the key archaeological and heritage sites in the county.
Tourism Strategy Priority 1	Focus on the development of the key Amenity sites and on Walking and Cycling Trails

## 3.4 Project Need and Planning Context Conclusion

Based on the above review, it is evident that the development of the proposed greenway would be well aligned with local, regional, and national planning and policy objectives and associated tourism policies.

## 4. Greenway Use and Cross-Section

Table 2 below provides a summary of estimated demand volumes over a year which have been calculated as part of a preliminary demand analysis. The analysis was developed using data adapted from traffic figures associated with the Ulster Canal Phase 1 Greenway.

Table 2: Project Demand Scenarios

Scenario	All Traffic	Bicycles	Pedestrians
High Volume Scenario	202,381	101,190	101,190
Central Scenario	166,964	83,482	83,482
Low Volume Scenario	131,548	65,774	65,774

The predicted demand is such that the greenway is likely to be defined as a 'Low Volume' greenway in accordance with DN-GEO-03047,<sup>3</sup> i.e. have a greenway that has fewer than 300 users per hour.<sup>4</sup> On the basis that the proposed greenway would be a shared use facility, the minimum width of the greenway, as per Table 4.8 of DN-GEO-03047 is 3.0m.

In certain instances, where the greenway follows the local road network, it may be worthwhile considering the potential to use the existing road to cater for greenway traffic along with the road traffic. Section 3.4 of DN-GEO-03047 set outs what measures must be taken in order for this option to be considered. Section 3.4 also advises that the pursuit of such an option would require a departure from standard. As a result, it is not considered as part of the Options Selection Process and all options developed are assumed to be entirely segregated from traffic. Further discussion on the use of 'maintain, optimise or improve' options is contained within Chapter 6 of this report.

## 5. Constraints Study

A feasibility and constraints study has been undertaken in respect of the proposed scheme. During the course of the studies undertaken, some key constraints emerged which resulted in the ruling out of preliminary route options which had been developed for consideration. A summary of prominent constraints for the options which remain is set out below:

- Geometry** – Several of the route options traverse areas of steep topography. Notwithstanding potential mitigation measures which can be applied, this may influence the accessibility of certain options and the number of users on the greenway. Cross-Section geometry poses a constraint, as a number of areas along route options are constrained by property boundary walls, buildings, and limited cross section adjacent to public roads.
- Land Ownership** – Throughout the scheme, the availability of Public Land is limited and hence the scheme will have to traverse privately-owned land, which may have an impact on landowners in the area.

<sup>3</sup> Refer to paragraph 4.5.5 of TII Publication DN-GEO-03047

<sup>4</sup> A rough estimate of peak traffic is taken to be 122 users per hour. This is calculated as half the annual traffic associated with the high-volume scenario (to reflect an estimated total weekend traffic volume), divided by the number of weekend days in a year (104), divided by eight hours to give a likely maximum hourly figure.



- c) Flooding – Certain route options in the Ballybay area encroach on flood plains. While greenways can be considered to be flood compatible developments, which do not necessarily impact on flooding regimes, their location within floodplains may impact on the availability of the greenway to potential users throughout the year.
- d) Ecology – Constraints in respect of ecology will need to be considered for each option. Certain options traverse areas of greater ecological sensitivity.
- e) Agronomy - The greenway has the potential to negatively impact on farm operations. Impacts on agronomy should be considered as part of the Options Selection phase and, where impacts are significant, alternative options should be developed and incorporated.
- f) Material Assets – The potential for disturbance of homeowners was identified as a constraint. It is recommended that route options brought forward to the Options Selection phase should aim to avoid, insofar as possible, running through lands that are directly behind domestic properties or running adjacent domestic properties in a manner that would impact the privacy of the dwelling.
- g) Road Interface – The towns of Ballybay to Castleblayney are connected by road via the R183 regional road and the development of a greenway between the two towns will likely involve an interface with this road, along with several local roads located within the Study Area. It will also be necessary for the greenway to cross the N2 motorway, which is a national primary route.

Further details of these constraint can be found in the feasibility report.

## 6. Options Considered

This section of the report outlines the route options which are brought forward for assessment.

### 6.1 Global Options

Options which are typically considered fall into four categories; Maintain, Optimise, Improve and New

- **Maintain** – The Maintain or Do-Minimum scenario would involve maintaining the status-quo without any intervention other than regular maintenance. There are existing designated on-road cycling trails that cater to some extent for experienced cyclists along with other walks and trails, and footpaths within the urban areas of Ballybay, Doohamlet and Castleblayney.
- **Optimise** (Do-Something) – The optimise option would involve amending existing infrastructure to better accommodate active travel modes. This may include designation of quiet routes on the existing network. The exact nature of an Optimise scenario would likely vary from section to section, but globally, this may involve out carrying out works along the R183 between Ballybay and Castleblayney to improve accessibility and safety along these sections.
- **Improve** (Do-Something) – The Improve scenario would typically involve the development of intervention works that would improve on existing facilities. This may include adding segregated cycling infrastructure to existing roads or developing upgrades to existing active travel routes.
- **New** (Do-Something) – The New scenario to be considered is the development of a greenway in accordance with national standards along a specified route and/or with a specified cross-section where there is no existing infrastructure.
- **Blended** – A blended option would involve some combination of the above four options.

### 6.2 Alignment Options

The process of selecting alignment options commenced with the development of a Study Area, the extent of which was determined through the development of several preliminary route options. Following the completion of the feasibility study, a number of these route options were amended to avoid or minimise the impact on identified constraints. To make a comparison of route options, the route has been broken into five sections from West to East:

- Ballybay to Dunmaurice;
- Dunmaurice to Tonyscallan;
- Tonyscallan to Brackagh;
- Brackagh to Corrinshigo
- Corrinshigo to Castleblayney

A description of the routes identified for each section is set out below. Route options are illustrated in Appendix B.

### 6.2.1 Ballybay to Dunmaurice

Between Ballybay and the townland of Dunmaurice, three alignment options have been developed as described in Table 3 below as well as the 'Maintain' option.

Table 3 Ballybay to Dunmaurice

Route Option	Option Type	Description
Maintain	Maintain	The current infrastructure and conditions along the R183 does not sufficiently meet the requirements of cyclists or pedestrians. This is primarily due to the absence of dedicated cycling lanes and footpaths, limited shoulder space, and potential safety concerns. However, there is a footpath in the town of Ballybay.
Red	Improve	This section of the route follows the existing R183 Castleblayney Road. It then continues along the path of the old train line before joining the banks of the Lough Major Stream. The route then follows the bank of the stream for approximately 800 meters.
Green	Blended	The route begins at Lough Major Avenue/R162 Road Junction. From there, it follows Lough Mor Avenue through the townland of Knappagh, south of Lough Major. It then crosses the R183 and follows field boundaries to the alignment of the former railway line.
Blue	Improve	In this section, the route follows the path of the former railway line, which has undergone significant removal and alteration over time. It takes a course behind several residential properties along the R183, along agricultural grassland field boundaries.

### 6.2.2 Dunmaurice to Tonyscallan

Between Dunmaurice and Tonyscallan, up to four alignment options have been identified as described in Table 4 below. The 'Maintain' option is also described in Table 4.

Table 4: Dunmaurice to Tonyscallan

Route Option	Option Type	Description
Maintain	Maintain	The current infrastructure and conditions along the R183, does not sufficiently meet the requirements of cyclists or pedestrians. This is primarily due to the absence of

Route Option	Option Type	Description
		dedicated cycling lanes and footpaths, limited shoulder space, and potential safety concerns. However, there is a footpath in the town of Ballybay.
Red	Improve	The red route option in this section follows field boundaries and streams which feed the Dromore River in the Dunmaurice/Terrygreeghan townlands and linking back to the original alignment of the former railway in Tonyscallan.
Green	Blended	The green route option traverses through Dunmaurice/Terrygreeghan to the Northeast of Ballybay,

### 6.2.3 Tonyscallan to Brackagh

Four alignment options have been identified as described in Table 5 below. The 'Maintain' option is also described in Table 5.

Table 5: Tonyscallan to Brackagh

Route Option	Option Type	Description
Maintain	Maintain	Currently there is no existing infrastructure for pedestrian or cycle access to Doohamlet on the R183
Red	Improve	The red route option follows the alignment of the preexisting railway line, before it crosses the L3430 to the north of Doohamlet. Following this, the red route option continues along the former alignment of the railway to the north of Doohamlet GAA club, and towards the Brackagh townland
Green	New	The green route option follows field boundaries in the Tonyscallan area before crossing the L3430 to the north of Doohamlet, and following field boundaries and streams through Doohamlet and on to Brackagh
Blue	Improve	The blue route option follows field boundaries through the Tonyscallan area, before joining the R183 and following this alignment through Doohamlet as far as Doohamlet GAA club. It then enters the club grounds and follows field boundaries to the north of the pitches to Brackagh.
Purple	Optimise	The purple option follows a stream to the West of Doohamlet and joins the alignment of the R183 at Doohamlet Community Centre. It then follows this alignment through Doohamlet as far as Doohamlet GAA club. It then enters the club grounds and follows field boundaries to the north of the pitches to Brackagh.

### 6.2.4 Brackagh to Corrinshigo

Between the Brackagh and Corrinshigo up to four alignment options have been identified as described in Table 6 below. The 'Maintain' option is also described in Table 6.

Table 6 Brackagh to Corrinshigo

Route Option	Option Type	Description
Maintain	Maintain	The current infrastructure and conditions along the R183, does not sufficiently meet the requirements of cyclists or pedestrians. This is primarily due to the absence of dedicated cycling lanes and footpaths, limited shoulder space, and potential safety concerns.

Route Option	Option Type	Description
Red	Blended	The Red Route option follows the alignment of the former railway line as far as Tonyglasson, where it then follows the alignment of the R183 for this section as far as Corrinshigo to before the N2 crossing
Green	Improve	The green route option follows the L7220 towards the L3210, also known as the mile hill Rd. From here, it continues adjacent to the L3210 towards Castleblayney.
Blue	Improve	The blue route follows adjacent to the R183 towards Castleblayney in this section as far as Corrinshigo N2 Crossing.
Purple	Improve	The purple route option follows the R183 into Tonyglasson, before continuing adjacent to the L7220 towards Modesse. From here, it leaves the L7220 and follows field boundaries towards the N2/R183 Junction in Corrinshigo.

### 6.2.5 Corrinshigo to Castleblayney

Between the Corrinshigo and Castleblayney up to four alignment options have been identified as described in Table 7 below. The 'Maintain' option is also described in Table 7.

Table 7 Corrinshigo to Castleblayney

Route Option	Option Type	Description
Maintain	Maintain	The current infrastructure and conditions along the R183, does not sufficiently meet the requirements of cyclists or pedestrians. This is primarily due to the absence of dedicated cycling lanes and footpaths, limited shoulder space, and potential safety concerns. Upon reaching Castleblayney cyclists and pedestrians are provided with a footpath and cycle lane.
Red	Blended	The red route follows the path of the old railway line after the intersection. It briefly deviates onto the road to bypass a house, but soon returns to the railway line. The route runs alongside a hedgerow before turning north to meet the blue route at the proposed crossing point for the N2. Upon reaching the eastern edge of the N2, the route heads south for a short stretch along an access road, passing an underpass for the N2. From there, it turns eastward to reconnect with the old railway line. Moving along, the route skirts around the south and east sides of a quarry site. Continuing south, it passes by an abandoned farm building then the section concludes as it joins the Killycard Manor Road (L7220).
Green	Improve	The green route option continues adjacent to the L3210, crossing the N2 at an underpass located in Killycard (MN-M02-030.00). It continues adjacent to the L3210 and concludes in Castleblayney
Blue	Improve	The blue route follows the R183 and passes under the N2 at the R183 bridge (MN-N02-029.00) and continues along the R183. Just past Malones lake, it enters field boundaries to the West of the quarry and follows these boundaries into Castleblayney
Purple	Improve	The purple route option follows field boundaries and travels under the N2 at (MN-N02-029.00) before crossing the R183 at Malones Lake and following its northern banks/field boundaries towards Castleblayney.

## 7. Public Consultation

A public consultation was carried out in respect of the Study Area that was developed for the scheme. The consultation was held online with advertisements placed in the local newspaper and through Monaghan County Council social media channels. A project website was also set up which provided information in respect of the scheme and a number of in-person. As part of the public consultation a survey questionnaire was provided that asked potential users if they would use the greenway for recreation, fitness, commuting or day-to-day journeys. While the consultation event was well attended, there were 15 responses to the survey. Table 8 below provides a summary of the responses, which indicates that up to 93.3% of respondents would use the greenway.

Table 8: Results of Public Consultation Survey

Type of Users	% of Affirmative Responses
Recreation	93.3%
Fitness	93.3%
Commuting	53.3%
Day-to-Day Journeys	60%

A second public consultation event was held on August 17<sup>th</sup> and September 14<sup>th</sup>. The consultation was held in person, with advertisements placed in the local newspaper and through Monaghan County Council social media channels. The consultation event consisted of two open evenings held in Doohamlet, where members of the public were invited to attend, review route option drawings, address questions to the project team and provide feedback via a survey. An online public consultation was also held via the project website. Over the course of the two evenings, 47 people signed in. A total of 8 submissions were received from individuals, couples, or groups via the website, by mail, by e-mail or by hard copy submission to one of the collection points provided. A statistical summary of the questions asked, and the responses received is provided in Table 9 below.

Table 9: Summary of Second Public Consultation Responses

Question	% Yes	% No	No. Response
Do you own land, lease or rent property along the Route Corridor Options associated with the proposed Greenway	62.5%	37.5%	8
Do you support the project concept/vision of a greenway between Ballybay and Castleblayney	87.5%	12.5%	8
Would you use the greenway for recreation?	62.5%	37.5%	8
Would you use the greenway for fitness?	62.5%	37.5%	8
Would you use the greenway for Commuting/Day to Day Journeys	12.5%	87.5%	8



As set out in Table 9, 62.5% of respondents to the survey were landowners located along one of the route options presented to the public. Of those who identified as landowners, 80% were in favour of the greenway concept while 20% were against. Of those who did not identify as landowners, 100% were in favour of the greenway. However, landowners in favour of the greenway concept were in favour of on the basis of certain conditions.

There were a number of prominent themes and concerns expressed, both during the public consultation events and within the submissions made by the public, as summarised below.

- Privacy concerns with respect to the proximity of the greenway to homes and farmyards
- Concerns regarding farm access and land severance
- Concerns for the welfare of livestock in close proximity to dogs who may be on the greenway.
- Concerns with crossing the R183 and the potential infrastructure required.
- Concerns with flood conditions in certain areas such as around Doohamlet.

The feedback received from the public will be taken into account in the scoring exercises associated with the multi-criteria assessment.

## 8. Assessment of Options

### 8.1 Common Appraisal Framework Multi-Criteria Analysis

TII publication PE-PAG-02036 provides guidance on the appraisal of active travel modes that refers to the need for a Multi-Criteria Analysis (MCA) using the Common Appraisal Framework in order to arrive at a preferred route option. The Common Appraisal Framework “requires that transport projects be appraised against six key criteria: ‘Economy’, ‘Safety’, ‘Integration’, ‘Physical Activity’, ‘Environment’ and ‘Accessibility and Social Inclusion’; along with other relevant sub-criteria that reflect the nature of the project and its impacts.”<sup>5</sup> TII publication PE-PAG-02036 includes reference to sub-criteria for each key criterion, which will be discussed below.

TII publication PE-PAG-02036 also advises that;

*“the criteria and sub-criteria outlined in Section 2 should be reviewed and the most relevant criterion for the scheme should be identified. While all criteria should be considered, the relevance of certain criteria will often depend on the scheme objectives.... If it is determined that certain criteria are not relevant and should be excluded, an explanation should be given as to why it is not relevant to the scheme or its objectives.”*

*The list above is not exhaustive: if there are any other relevant criteria not included here or others that might be important, they can be brought into the assessment framework as additional sub-criteria. During Option Selection this could also include more specific design criteria as appropriate.”<sup>6</sup>*

In the paragraphs below, the six key criteria, along with associated sub-criteria are reviewed to determine their relevance to this options selection process. Consideration is also given to whether other sub-criteria should also be referred to in order to determine a set of criteria and sub-criteria that can be used to effectively differentiate between the different options.

Upon the selection of the suitable criteria for assessment, route options have been scored from 1 to 7 based on the scoring mechanism outlined in Figure 3 below which is extracted from TII Publication PE-PAG-02036.

---

<sup>5</sup> PE-PAG-02036-02 – Section 2

<sup>6</sup> PE-PAG-02036-02 – Section 3.1.2

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

Figure 3: Qualitive Scale for Scoring Options from TII Publication PE-PAG-02036

## 8.2 Economy

TII publication PE-PAG-02036 includes the following table that identifies and describes sub-criteria associated with the Key Criteria of Economy. Figure 4 below refers.

Figure 4: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Economy

CAF Criteria	Sub-Criteria	Description
Economy	Transport Efficiency	User benefits associated with more efficient transport and lower journey times
	Household Impacts	Impacts on household costs associated with owning and operating vehicles
	Tourism	Potential for increased tourism and spending from domestic and overseas visitors
	Wider Economic Impacts	Other wider economic impacts that may be relevant, such as reduced congestion in urban areas, access to employment centres, and improved town centre vibrancy
	Funding Impacts	Costs associated with the proposal

In seeking to establish criteria which will assist in differentiating between the options brought forward for assessment, it is considered appropriate to select all five sub-criteria. Different options may be distinguished by their length, which will have an impact on journey time or transport efficiency. Different options may also be distinguished from another with respect to their likelihood to be used by the local population for purposeful journeys, attract tourists, promote local economies and their relative costs. The scores developed for the Economic Assessment sub-criteria, which relate to each of the options outlined above, are shown in Table 10 below. The reasoning applied to each score is provided in Appendix C.1

Table 10: Economic Assessment Scores

Location	Option				
	Maintain	Red	Green	Blue	Purple
Ballybay to Dunmaurice	4	4.4	4.4	4.2	N/A
Dunmaurice to Tonyscallan	4	4	3.5	N/A	N/A
Tonyscallan to Brackagh	4	4.2	4.2	4.1	4.1
Brackagh to Corrinshigo	4	3.8	3.7	4.1	3.7
Corrinshigo to Castleblayney	4	3.6	4.7	4.3	4.2

## 8.3 Safety

TII publication PE-PAG-02036 includes the following table that identifies and describes sub-criteria associated with the Key Criteria of Safety. Figure 5 below refers.

CAF Criteria	Sub-Criteria	Description
Safety	Collision Reduction	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure
	Journey Quality	Other components of journey quality, such as width, gradient, surface type or setting, that influence users' journey quality and likelihood to use infrastructure.
	Security	Sense of personal security and safety while using active travel

Figure 5: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Safety

In seeking to establish criteria which will assist in differentiating between the options brought forward for assessment, it is considered appropriate to select all three criteria of Collision Reduction, Journey Quality and Security as sub-criteria for assessment. The scores developed for the Safety sub-criteria, which relate to each of the options outlined above, are shown in Table 11 below. The reasoning applied to each score is provided in Appendix C.2.

Table 11: Safety Assessment Scores

Location	Option				
	Maintain	Red	Green	Blue	Purple
Ballybay to Dunmaurice	4	6	5.3	6	N/A
Dunmaurice to Tonyscullan	4	6.3	6	N/A	N/A
Tonyscullan to Brackagh	4	5.8	5.7	5.7	5.7
Brackagh to Corrinshigo	4	4.7	4.7	5	4.5
Corrinshigo to Castleblayney	4	5.3	5.2	5.2	5.3

## 8.4 Integration

TII publication PE-PAG-02036 includes the following table that identifies and describes sub-criteria associated with the Key Criteria of Integration. Figure 6 below refers.

CAF Criteria	Sub-Criteria	Description
Integration	Policy	Integration with relevant local, regional and national policy
	Land Use	Improved connectivity between population, employment and retail centres
	Schools & Education	Improved connectivity to schools and third-level facilities
	Transport	Improved connectivity to major transport interchanges, such as rail, bus and ferry stations
	Tourism	Improved connectivity to 'things to see and do', such as tourism sites, attractions or activities.
	Cycling	Improved connectivity to other local, regional and national cycling facilities

Figure 6: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Integration

In seeking to establish criteria which will assist in differentiating between the options brought forward for assessment, it is considered appropriate to select each of the criteria referred to in Figure 6. The scores developed for the Integration sub-criteria, which relate to each of the options outlined above are shown in Table 12 below. The reasoning applied to each score is provided in Appendix C.3.

Table 12: Integration Scores

Location	Option				
	Maintain	Red	Green	Blue	Purple
Ballybay to Dunmaurice	3.8	4.8	5.5	4.8	N/A
Dunmaurice to Tonyscallan	3.8	4.5	4.5	N/A	N/A
Tonyscallan to Brackagh	3.8	4.8	4.7	5.3	5.2
Brackagh to Corrinshigo	3.8	4.6	5	4.7	5
Corrinshigo to Castleblayney	3.8	4.8	5.2	4.8	4.8

## 8.5 Physical Activity

TII publication PE-PAG-02036 includes the following table that identifies and describes sub-criteria associated with the Key Criteria of Physical Activity. Figure 7 below refers.

CAF Criteria	Sub-Criteria	Description
Physical Activity	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.

Figure 7: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Physical Activity



In seeking to establish criteria which will assist in differentiating between the options brought forward for assessment, it is considered appropriate to select each of the criteria referred to in Figure 7. The scores developed for the Physical Activity sub-criteria, which relate to each of the options outlined above are shown in Table 13 below. The reasoning applied to each score is provided in Appendix C.4.

Table 13: Physical Activity Scores

Location	Option				
	Maintain	Red	Green	Blue	Purple
Ballybay to Dunmaurice	4	5.5	5.5	6	N/A
Dunmaurice to Tonyscullan	4	6.5	6	N/A	N/A
Tonyscullan to Brackagh	4	6.5	6	5	5
Brackagh to Corrinshigo	4	5.5	5.5	5.5	5.25
Corrinshigo to Castleblayney	4	6	5.5	5	5.5

## 8.6 Accessibility and Social Inclusion

TII publication PE-PAG-02036 includes the following table that identifies and describes the sub-criteria associated with the Key Criteria of Accessibility and Social Inclusion. Figure 8 below refers.

CAF Criteria	Sub-Criteria	Description
Accessibility & social inclusion	Disadvantaged Geographic Areas	Accessibility for users in disadvantaged areas, usually as identified in the <i>Pobal Deprivation Index</i>
	Vulnerable Groups	Accessibility of infrastructure for users of all ages and abilities
	Active Travel & Gender	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling
	Social Inclusion	Improving the potential for interaction and participation in community life and reducing the risk of isolation

Figure 8: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Accessibility and Social Inclusion

In seeking to establish criteria which will assist in differentiating between the options brought forward for assessment, it is considered appropriate to select Vulnerable Groups, Active Travel and Gender and Social Inclusion as sub-criteria. The study area lies within an area which is considered to be marginally above average on the Pobal Deprivation Index and there is therefore little to distinguish between the routes in respect of the Disadvantaged Geographic Area sub-criterion. The scores developed for the Accessibility and Social Inclusion sub-criteria, which relate to each of the options outlined are shown in Table 14 below. The reasoning applied to each score is provided in Appendix C.5.

Table 14: Accessibility and Social Inclusion Scores



Location	Option				
	Maintain	Red	Green	Blue	Purple
Ballybay to Dunmaurice	4	5	4.8	4.9	N/A
Dunmaurice to Tonyscallan	4	5	4.8	N/A	N/A
Tonyscallan to Brackagh	4	4.5	4.8	6	6
Brackagh to Corrinshigo	4	5.5	5.4	5.3	5.1
Corrinshigo to Castleblayney	4	4.9	5.4	5	5.1

## 8.7 Environment

TII publication PE-PAG-02036 includes the following table that identifies and describes sub-criteria associated with the Key Criteria of Environment. Figure 9 below refers.

Figure 9: TII publication PE-PAG-02036 – Sub-criteria associated with Key Criteria of Environment

CAF Criteria	Sub-Criteria	Description
Environment	Carbon	Impact on carbon emissions from transport
	Air Quality	Impact on non-greenhouse gas emissions from transport that have a negative impact on human health, such as nitrous oxides and particulate matter
	Noise	Impact on local noise levels from transport
	Landscape & visual quality	Impact on local landscapes and viewpoints
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally-significant landscapes
	Land Use	Impact on land uses, such as through land-take, excavation and infill or severance.
	Water Resources	Impact on surface waters, ground waters and coastal resources.

Each of the sub-criteria set out in Figure 9 will be considered as part of the assessment.

The scores developed for the Environment sub-criteria, which relate to each of the options developed, are shown in Table 15 below. The reasoning applied to each score is provided in Appendix C.6.

Table 15: Environmental Assessment Scores

Location	Option				
	Maintain	Red	Green	Blue	Purple
Ballybay to Dunmaurice	4	4.9	5	4.7	N/A

Location	Option				
	Maintain	Red	Green	Blue	Purple
Dunmaurice to Tonyscallan	4	3.6	3.4	N/A	N/A
Tonyscallan to Brackagh	4	4.5	4	4.3	4.6
Brackagh to Corrinshigo	4	4.5	4.9	4.6	4
Corrinshigo to Castleblayney	4	4.6	4.9	3.3	2.9

## 9. Preferred Option and Preparation of PABS

Based on the scoring of individual key criteria, an overall score has been developed for each option. Total scores are presented in Table 17 below, with the highest scoring options for each section highlighted in yellow.

Table 16: Multi-Criteria Assessment Scores

Location	Option				
	Maintain	Red	Green	Blue	Purple
Ballybay to Dunmaurice	23.83	30.61	30.48	30.60	N/A
Dunmaurice to Tonyscallan	23.83	29.96	28.13	N/A	N/A
Tonyscallan to Brackagh	23.83	30.37	29.28	30.35	30.56
Brackagh to Corrinshigo	23.83	28.63	29.12	29.08	27.58
Corrinshigo to Castleblayney	23.83	29.27	30.78	27.55	27.87

### 9.1 Description of the Preferred Option

The sections below provide a description of the preferred route corridor along with a list of the most prominent constraints associated with the route.

#### 9.1.1 Ballybay to Dunmaurice

##### Option – Red

This section of the route follows the existing R183 Castleblayney Road. It then continues along the path of the old train line before joining the banks of the Lough Major Stream. The route then follows the bank of the stream for approximately 800 meters.

#### 9.1.2 Dunmaurice to Tonyscallan

##### Option – Red

The red route option in this section follows field boundaries and streams which feed the Dromore River in the Dunmaurice/Terrygreeghan townlands and linking back to the original alignment of the former railway in Tonyscallan.

#### 9.1.3 Tonyscallan to Brackagh

##### Option – Purple

The purple option follows a stream to the West of Doohamlet and joins the alignment of the R183 at Doohamlet Community Centre. It then follows this alignment through Doohamlet as far as Doohamlet GAA club. It then enters the club grounds and follows field boundaries to the north of the pitches to Brackagh.

#### 9.1.4 Brackagh to Corrinshigo

### Option – Green

The green route option follows the L7220 towards the L3210, also known as the mile hill Rd. From here, it continues adjacent to the L3210 towards Castleblayney

#### 9.1.5 Corrinshigo to Castleblayney

### Option – Green

The green route option continues adjacent to the L3210, crossing the N2 at an underpass located in Killycard (MN-M02-030.00). It continues adjacent to the L3210 and concludes in Castleblayney.

## 9.2 Review Preferred Option against 5s criteria

Transport Infrastructure Ireland has developed a Greenway Project Assessment strategy which is based on the Government of Ireland's Future Development of National and Regional Greenways. The assessment criteria are as described below in Table 17.

Table 17 5s Criteria for the assessment of Greenways (TII)

5S Category	Description	Assessment
Strategic	National Greenways should be at least 100km long. Regional Greenways should be at least 20km long, preferably closer to 40km, or can be extended to connect to a longer strategic route	The Preferred Route option of the Ballybay to Castleblayney Greenway is 12km long, which does not satisfy this criterion as set out in the 5S's. The route however can form a spur of the proposed Castleblayney to Dundalk Greenway.
	A Greenway should provide a strategic link to other activities and locations e.g. Walkways, Blueways & Peatways	The Ballybay to Castleblayney Greenway preferred route option provides a potential connection and draw factor for amenities active amenities in the area such as the Ballybay Wetlands Centre, Lough Major, and Lough Muckno estate.
Sustainable	Contribute to the economic growth of rural areas, development of tourism and activity-based holidays which helps to promote National & Regional attractiveness as a tourist destination	The preferred route option effectively connects Ballybay, Doohamlet and Castleblayney. Each of these towns/villages have the opportunity to diversify their local economies and to boost the tertiary industries such as hospitality, bike rental, accommodation, and guided tours. The presence of a high-quality greenway facility in the region will attract a wide variety of visitors from international tourists to families from regional counties as well as across Ireland who are interested in active holidays.
Scenic	Should provide access to/through areas of natural beauty	The preferred route option alignment passes through picturesque countryside and features historical elements such as the bridges from the former Great Northern Railway line, as well as waterbodies in the region, creating a pleasurable user experience.
Substantially Segregated	From vehicular traffic and shared use by pedestrians, cyclists, and a range of different users	The route is predominately segregated from vehicular traffic, with shared spaces being considered in the design phase of the project where a fully segregated greenway is unsuitable. Non-Segregated areas would be subject to extensive traffic calming and associated safety measures



5S Category	Description	Assessment
Offer lots to See & Do	Should provide access to other facilities i.e. historic sites, tourist attractions and other outdoor activities	The preferred route connects/enhances accessibility to a number of attractions along the route such as Doohamlet GAA club, the Ballybay Wetland centre as well as a number of facilities in the town of Castleblayney.

## 9.3 Review Preferred Option again Project Objectives

Table 18 **Error! Reference source not found.** outlines the key project objectives and their expected impacts for the proposed greenway development. These objectives include creating connectivity to existing and future greenway routes, improving accessibility to tourist attractions and landmarks, utilizing existing water bodies and infrastructure, stimulating economic activity, and increasing recreational potential.

*Table 18 Review of the Preferred Option against Project Objectives*

Key Project Objective	Impact
Support active travel and promote sustainable transport by providing a safe and attractive option for local people to choose walking and cycling for their everyday journeys.	The proposed route effectively connects the towns of Ballybay, Castleblayney and Doohamlet. The proposed greenway will provide an alternative to the private car for those who live in its vicinity, and will improve accessibility to the towns and villages for those who do not have access to a car, or those who wish to cycle as a means of commute
Provide a tourism amenity to connect the towns of Ballybay and Castleblayney, which would expand the greenway provision in Co. Monaghan and add to and link into the growing network of greenways in Ireland in accordance with the policies and objectives set out in Project Ireland 2040, the National Cycle Policy Framework, and the Monaghan County Development Plans.	The preferred route option provides a tourist amenity in the region, which effectively connects the towns of Ballybay and Castleblayney via the village of Doohamlet. The provision will enable local businesses to capitalise on the increased footfall in the region, especially businesses in the hospitality region. Furthermore, the connection to Castleblayney enables future connections to facilities such as the proposed Dundalk to Castleblayney greenway.
Provide a recreational amenity for the local population of Castleblayney and Ballybay and their rural communities, providing opportunities for fitness, recreation, and community use.	The proposed greenway route serves as a recreational asset for Castleblayney, Ballybay, and nearby rural communities. It promotes fitness, offering safe spaces for walking, jogging, and cycling. It encourages recreation by providing a scenic environment for relaxation and outdoor activities. Additionally, it fosters community use, serving as a social hub by connecting Ballybay to Castleblayney via Doohamlet, which enables its use as a community hub where locals can enjoy the amenity together.

Based on the above, an emerging preferred route corridor has been selected, which is included in Appendix E of this report.

## 10. Appendices

- Environmental Evaluation Reporting (Constraints and Alternative Options).
- Summary of Public Consultations Feedback.
- Road Safety Audit and Quality Audit
- Options Comparison Estimates (OCE).

- Cost Benefit Analysis Reports (CBA).
- Risk and value management.
- Traffic Modelling Report.
- TII Validation of OCE & CBA.

## APPENDIX A - STUDY AREA







An aerial photograph of a rural landscape, likely in the UK, showing a mix of green fields, brown agricultural land, and some buildings. A large, irregular area is outlined with a thick red dashed line. In the center of this area is a large, dark blue lake. To the left of the lake, there is a small settlement with several buildings and a road. A scale bar in the bottom right corner indicates distances from 0 to 500 meters. A north arrow is located in the top left corner. The text 'Scale 1:5000' is written below the scale bar. The word 'PLAN' is written vertically on the right side of the map. A red box in the bottom left corner contains the text 'FOR INFORMATION'. A small copyright notice is visible in the bottom right corner: 'No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt, Ask'.

## An aerial photograph of a rural landscape, likely in the UK, showing a patchwork of green and brown fields, roads, and small settlements. A prominent red dashed line outlines a large, irregular area that encompasses a central lake and surrounding fields. Blue lines trace the boundaries of individual fields and some roads. In the top right corner, there is a scale bar labeled 'Scale 1:5000' with markings from 0 to 500 meters. Below the scale bar, the text 'PLAN' is visible. In the bottom left corner, there is a small black circle with a white dot inside, and the text 'FOR INFORMATION' is written vertically. The overall image is a technical drawing or map overlay on a satellite or aerial photograph.

An aerial photograph of a rural landscape, likely in the UK, showing a patchwork of green and brown fields, scattered buildings, and a network of roads. A prominent red dashed line outlines a large, irregular area that encompasses a central lake and surrounding fields. Blue lines trace the boundaries of individual fields and some water features. In the top right corner, there is a scale bar labeled 'Scale 1:5000' with markings from 0 to 500 meters. Below the scale bar, the text 'PLAN' is visible. In the bottom left corner, there is a small black circle with a white dot inside, and a vertical label 'FOR INFORMATION' is partially visible on the left edge. A disclaimer at the bottom of the page reads: 'No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which this document was originally issued. Do not scale. Use figured dimensions only. If in doubt, ask'.

[illegible]

## An aerial photograph of a rural landscape, likely in the UK, showing a patchwork of green and brown fields, roads, and small settlements. A large, irregular area is outlined with a thick red dashed line, encompassing a central lake and surrounding fields. A scale bar in the top right corner indicates distances from 0 to 500 meters. The text 'PLAN Scale 1:5000' is visible in the bottom right corner. A north arrow is located in the top left corner. A small text box in the bottom left corner reads 'FOR INFORMATION'. A disclaimer at the bottom of the page states: 'No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which this document was originally issued. Do not scale. Use figured dimensions only. If in doubt, ask.'

An aerial photograph of a rural landscape, likely in the UK, showing a patchwork of green and brown fields, roads, and small settlements. A prominent red dashed line outlines a large, irregular area that encompasses a central lake and surrounding fields. Blue lines delineate individual field boundaries. A scale bar in the top right corner indicates distances from 0 to 500 meters. The text 'PLAN Scale 1:5000' is visible in the bottom right corner. A north arrow is located in the top left corner. A small red box in the bottom left corner contains the text 'FOR INFORMATION'. A vertical line of text on the right side of the map reads: 'No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which this document was originally issued. Do not scale. Use figured dimensions only. If in doubt, ask.'[illegible]

An aerial photograph of a rural landscape, likely in the UK, showing a patchwork of green and brown fields, roads, and small settlements. A large, irregular area is outlined with a thick red dashed line, encompassing a central lake and surrounding fields. A scale bar in the top right corner indicates distances from 0 to 500 meters. The text 'PLAN Scale 1:5000' is visible in the bottom right corner. A north arrow is located in the top left corner. A small red box in the bottom left corner contains the text 'FOR INFORMATION'. A vertical line of small blue crosses runs along a road in the upper left quadrant. A small yellow square is located near the center of the map, just below the red dashed boundary. A small blue square is located near the top center of the map, just above the red dashed boundary. A small red square is located near the bottom center of the map, just below the red dashed boundary. A small green square is located near the bottom right of the map, just below the red dashed boundary. A small orange square is located near the bottom left of the map, just below the red dashed boundary. A small purple square is located near the top right of the map, just above the red dashed boundary. A small brown square is located near the top left of the map, just above the red dashed boundary. A small pink square is located near the center of the map, just below the red dashed boundary. A small grey square is located near the bottom center of the map, just below the red dashed boundary. A small white square is located near the bottom right of the map, just below the red dashed boundary. A small black square is located near the bottom left of the map, just below the red dashed boundary. A small yellow square is located near the top center of the map, just above the red dashed boundary. A small blue square is located near the top center of the map, just above the red dashed boundary. A small red square is located near the bottom center of the map, just below the red dashed boundary. A small green square is located near the bottom right of the map, just below the red dashed boundary. A small orange square is located near the bottom left of the map, just below the red dashed boundary. A small purple square is located near the top right of the map, just above the red dashed boundary. A small brown square is located near the top left of the map, just above the red dashed boundary. A small pink square is located near the center of the map, just below the red dashed boundary. A small grey square is located near the bottom center of the map, just below the red dashed boundary. A small white square is located near the bottom right of the map, just below the red dashed boundary. A small black square is located near the bottom left of the map, just below the red dashed boundary.

[illegible][illegible]

An aerial photograph of a rural landscape, likely in the UK, showing a patchwork of green and brown fields, roads, and small settlements. A large, irregular area is outlined with a thick red dashed line, encompassing a central lake and surrounding fields. A scale bar in the top right corner indicates distances from 0 to 500 meters. The text 'PLAN Scale 1:5000' is visible in the bottom right corner. A north arrow is located in the top left corner. A small red box in the bottom left corner contains the text 'FOR INFORMATION'. A vertical line of blue crosses runs through the center of the map, possibly indicating a railway or a specific boundary. The map is oriented with North at the top. The red dashed line follows a path that starts near the top left, goes around the central lake, and ends near the bottom right. The lake is a large, dark blue feature in the center of the map. The surrounding fields are a mix of green and brown, indicating different types of land use or vegetation. The roads are thin, light-colored lines winding through the landscape. The small settlements are clusters of buildings and houses. The scale bar is a horizontal line with markings every 50 meters. The north arrow is a simple circle with an arrow pointing upwards. The text 'FOR INFORMATION' is in a small red box. The text 'PLAN Scale 1:5000' is in a larger font. The vertical line of blue crosses is a series of small, evenly spaced marks. The map is a detailed aerial photograph with various features and markings. The red dashed line is a prominent feature, highlighting a specific area of interest. The lake is a significant natural feature in the landscape. The fields and roads provide context for the location and scale of the map. The scale bar and north arrow are essential for interpreting the map's dimensions and orientation. The text 'FOR INFORMATION' and 'PLAN Scale 1:5000' provide additional context and details about the map's purpose and scale. The vertical line of blue crosses is a unique feature that may represent a specific boundary or infrastructure. The map is a comprehensive visual representation of the landscape, combining natural and man-made elements. The red dashed line and lake are the primary focus of the map, while the other features provide supporting information. The scale bar and north arrow are standard elements of a map, ensuring accuracy and orientation. The text 'FOR INFORMATION' and 'PLAN Scale 1:5000' are informative labels that clarify the map's content and scale. The vertical line of blue crosses is a distinctive mark that adds to the map's detail and complexity. The map is a well-structured and informative visual tool for understanding the landscape and the specific area highlighted by the red dashed line. The lake and fields are the main components of the landscape, while the roads and settlements provide a sense of place and context. The scale bar and north arrow are practical elements that facilitate the use of the map. The text 'FOR INFORMATION' and 'PLAN Scale 1:5000' are clear and concise labels that enhance the map's utility. The vertical line of blue crosses is a subtle but important detail that contributes to the overall accuracy and detail of the map. The map is a high-quality and informative visual representation of the landscape, suitable for professional and academic use. The red dashed line and lake are the key features that define the map's subject matter, while the other elements provide a comprehensive context and scale. The scale bar and north arrow are essential for ensuring the map's accuracy and orientation. The text 'FOR INFORMATION' and 'PLAN Scale 1:5000' are informative labels that provide additional context and details about the map's purpose and scale. The vertical line of blue crosses is a unique feature that adds to the map's detail and complexity. The map is a well-structured and informative visual tool for understanding the landscape and the specific area highlighted by the red dashed line. The lake and fields are the main components of the landscape, while the roads and settlements provide a sense of place and context. The scale bar and north arrow are practical elements that facilitate the use of the map. The text 'FOR INFORMATION' and 'PLAN Scale 1:5000' are clear and concise labels that enhance the map's utility. The vertical line of blue crosses is a subtle but important detail that contributes to the overall accuracy and detail of the map. The map is a high-quality and informative visual representation of the landscape, suitable for professional and academic use.





1. This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Clandillon Civil Consulting was commissioned.

REV	DATE	DESCRIPTION	BY	CHK	APD
02	19/05/2023	FOR INFORMATION - REVISION	JC	SF	SC
01	16/03/2021	FOR INFORMATION - REVISION	KK	SF	SC
00	15/03/2021	FOR INFORMATION	KK	SF	SC



**BALLYBAY TO CASTLEBLAYNEY  
GREENWAY**

STUDY AREA  
SHEET 2 OF 4

DATE	10/03/2021	SCALE	1:5000	ZM	DN IN	CHECKED BY	PROJ IN CH
SF							
DN IN							
SC							

B2C-DR-GA-0002



No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. If in doubt, Ask!



**FOR INFORMATION**

**PLAN**  
Scale 1:5000

No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt - Ask!

An aerial photograph of a rural landscape, likely in the UK, showing a patchwork of green and brown fields, scattered buildings, and a network of roads. A prominent red dashed line outlines a large, irregular area that covers most of the map. Within this area, there are several blue lines representing water features, including a central stream or river and various smaller ponds or ditches. Some of these blue lines have cross-hatching marks. In the bottom right corner, there is a scale bar with markings from 0 to 1000 feet and a north arrow. The text 'PLAN Scale 1:5000' is printed below the scale bar. A small copyright notice is visible in the bottom left corner: 'No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. If in doubt - Ask!'

An aerial photograph of a rural landscape, likely in the UK, showing a patchwork of green and brown fields, scattered buildings, and a network of roads. A prominent red dashed line runs diagonally across the map, possibly indicating a planning boundary or a specific land parcel. Blue lines, some solid and some dashed, trace paths across the terrain, likely representing watercourses or drainage lines. A scale bar in the bottom right corner indicates distances from 0 to 1500 meters. The text 'PLAN Scale 1:5000' is printed below the scale bar. A small copyright notice is visible in the bottom left corner: 'No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. If in doubt - Ask!'.

STUDY AREA

WATERCOURSES

FORMER GREAT NORTHERN RAILLINE

[illegible]

**BALLYBAY TO CASTLEBLAYNEY  
GREENWAY**

STUDY AREA  
SHEET 3 OF 4

DESIGNATION	ANALYST	QUANTITY APPROVED
SF	2N	SC
DATE	QULF	DATE SIZE
10/03/2021	15000	A1

B2C-DR-GA-0003

No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. If in doubt - Ask!



1. This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Clandillon Civil Consulting was commissioned.

## STUDY AREA


**WATERCOURSES**

FORMER GREAT NORTHER RAILLINE

FORMER GREAT NORTHER RAILLINE

REV	DATE	DESCRIPTION	BY	CHK	APD
02	19/05/2023	FOR INFORMATION - REVISION	JC	SF	SC
01	16/03/2021	FOR INFORMATION - REVISION	KK	SF	SC
00	15/03/2021	FOR INFORMATION	KK	SF	SC



STUDY AREA  
SHEET 4 OF 4

CLASSIFIED	OWN IN	CHECKED/PRI/REV
SF	ZIN	SC
	SCALE	INITIALS
10/03/2021	150/00	A1
DRAWING NUMBER		REVISION



No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt - Ask!



## APPENDIX B - ROUTE CORRIDOR OPTIONS







**FOR INFORMATION**

**BALLYBAY**

**PLAN**  
Scale 1:5000

No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt, Ask

1. This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Clandillon Civil Consulting was commissioned.

**STUDY AREA**

**WATERCOURSES**

**FORMER GREAT NORTHERN RAILLINE**

**PRELIMINARY ROUTES:**

- OPTION A
- OPTION B
- OPTION C
- OPTION D

**FEATURE OF INTEREST**

003	10/03/2023	FOR INFORMATION - REVISION	CW	SF	SC
002	10/03/2021	FOR INFORMATION - REVISION	JC	SF	SC
001	10/03/2021	FOR INFORMATION - REVISION	KK	SF	SC
000	10/03/2021	FOR INFORMATION	KK	SF	SC
REV	DATE	DESCRIPTION	BY	CHK	APP



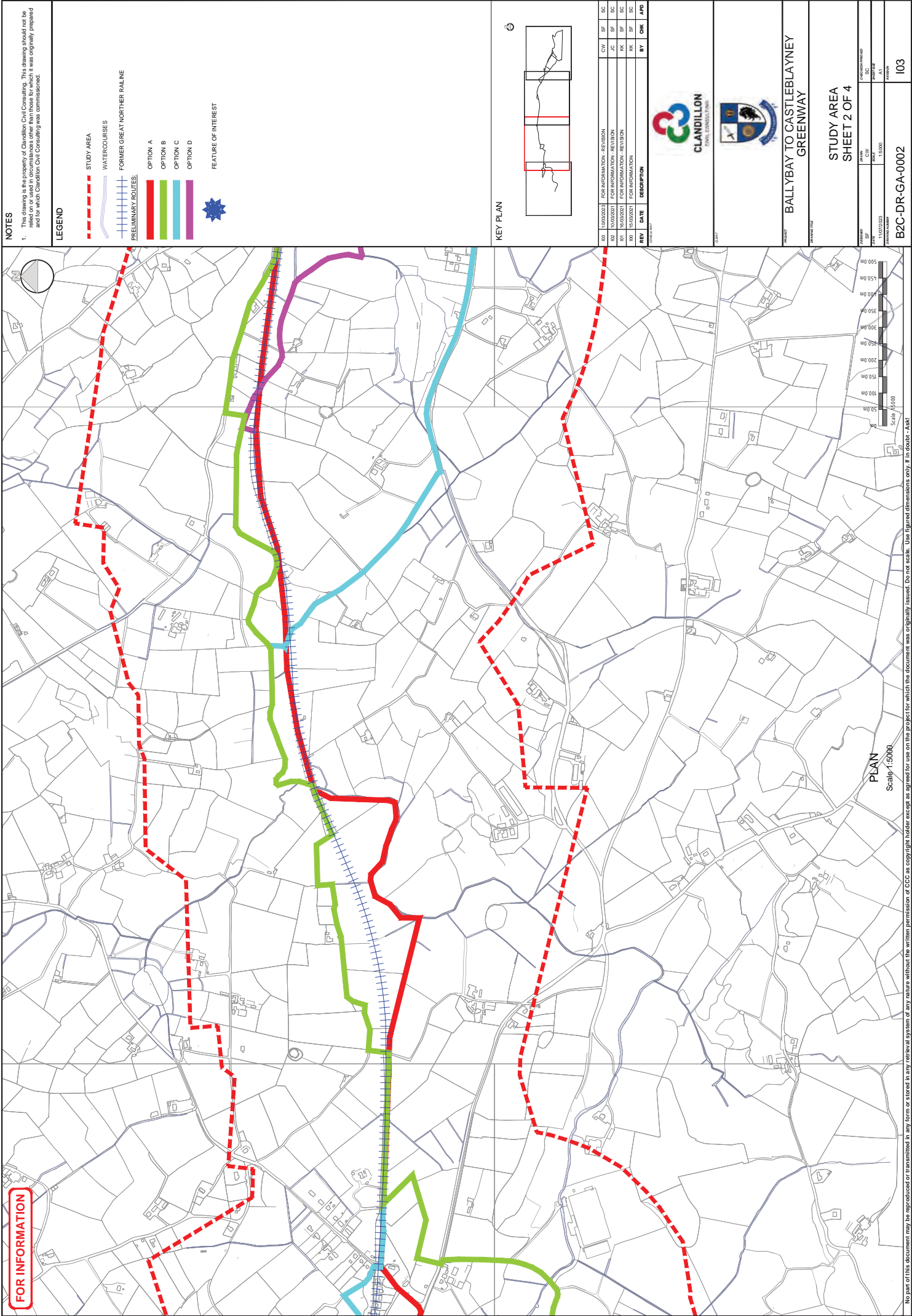
**BALLYBAY TO CASTLEBLAYNEY  
GREENWAY**

STUDY AREA  
SHEET 1 OF 4

DE SIGNED	DEWAW	PHONE UNAPPROVED
SF	CW	SC
IN RE	SCALE	INSTR REE
11/07/2023	15000	A1
TRAINING NUMBER		RE TROCK

No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. If in doubt - Ask!

Scale 1:5000



**NOTES**

1. This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Clandillon Civil Consulting was commissioned.

**LEGEND**

- STUDY AREA
- WATERCOURSES
- FORMER GREAT NORTHER RAILINE
- PRELIMINARY ROUTES
- OPTION A
- OPTION B
- OPTION C
- OPTION D
- FEATURE OF INTEREST

**KEY PLAN**

REV	DATE	DESCRIPTION	BY	CHK	APP
001	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC
002	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC
003	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC
004	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC
005	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC

CLANDILLON  
CIVIL CONSULTING LTD

**BALLYBAY TO CASTLEBLAYNEY GREENWAY**

**STUDY AREA  
SHEET 2 OF 4**

REV	DATE	DESCRIPTION	BY	CHK	APP
001	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC
002	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC
003	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC
004	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC
005	15/03/2021	FOR INFORMATION - REVISION	AC	SP	SC

**B2C-DR-GA-0002**

**103**



**FOR INFORMATION**

**DOOCHAMLET**

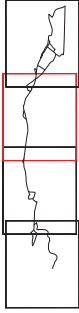
**PLAN**  
Scale 1:5000

No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt, Ask.

1. This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Clandillon Civil Consulting was commissioned.

The diagram illustrates a road layout with several key features and options:

- STUDY AREA:** Indicated by a red dashed line on the left side.
- WATERCOURSES:** Represented by blue wavy lines crossing the road.
- FORMER GREAT NORTHER RAILLINE:** Shown as a horizontal line with cross-ticks, running parallel to the road.
- PRELIMINARY ROUTES:** Four colored vertical bars representing different route options:
  - OPTION A: Red bar
  - OPTION B: Green bar
  - OPTION C: Light blue bar
  - OPTION D: Purple bar
- FEATURE OF INTEREST:** A blue star symbol located at the bottom right of the diagram.



REV	DATE	DESCRIPTION	BY	CHK	APD
003	10/03/2023	FOR INFORMATION - REVISION	OW	SF	SC
002	10/03/2021	FOR INFORMATION - REVISION	JC	SF	SC
001	16/03/2021	FOR INFORMATION - REVISION	KK	SF	SC
000	15/03/2021	FOR INFORMATION	KK	SF	SC



**BALLYBAY TO CASTLEBLAYNEY  
GREENWAY**

STUDY AREA  
SHEET 3 OF 4

DATE ISSUED	CNTRN	ONLINE UNAPPROVED
SF	CN	SC
CN #	SCALE	SHIRT SIZE
11/07/2023	15000	A1
FOR FURNITURE		REASON

B2C-DR-GA-0003

No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt - Ask

**FOR INFORMATION**

**CASTLEBLAYNEY**

**PLAN**  
Scale 1:5000

No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt - Ask!

1. This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Clandillon Civil Consulting was commissioned.

STUDY AREA

WATERCOURSES

FORMER GREAT NORTHERN RAILLINE

PRELIMINARY ROUTES:

OPTION A

OPTION B

OPTION C

OPTION D

FEATURE OF INTEREST

003	10/03/2023	FOR INFORMATION - REVISION	CW	SF	SC
002	10/03/2021	FOR INFORMATION - REVISION	JC	SF	SC
001	16/03/2021	FOR INFORMATION - REVISION	KK	SF	SC
000	15/03/2021	FOR INFORMATION	KK	SF	SC
REV	DATE	DESCRIPTION	BY	CHK	APP



**BALLYBAY TO CASTLEBLAYNEY  
GREENWAY**

STUDY AREA  
SHEET 4 OF 4

11/07/2023	15,000	SOLE	CW	PRIN	CHICKEN PROVIDED
			SF	SC	
			DATE	BOAT RISE	
				A1	
				RETURN	

B2C-DR-GA-0004

No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. If in doubt - Ask!



## APPENDIX C - ASSESSMENT OF OPTIONS





## Appendix C.1 – Options Assessment - Economy

This Appendix C.1 sets out the scores and the justification for those scores in respect of the economic sub-criterion.

### 10.1.1 Ballybay to Dunmaurice

Three route options have been developed for assessment between Ballybay and Dunmaurice as illustrated in Appendix B Route Corridor Option drawings.

Table 19 below set out the scores for the Maintain Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 19: Ballybay to Dunmaurice – Maintain Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	No change to existing.	4
<b>Household Impacts</b>	No change to existing.	4
<b>Tourism</b>	No change to existing.	4
<b>Wider Economic Impacts</b>	No change to existing.	4
<b>Funding Impacts</b>	No change to existing.	4
<b>Average</b>		4

Table 20 below set out the scores for the Red Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 20: Ballybay to Dunmaurice – Red Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure. Will accommodate for some of local population along the current Ballybay-Castleblayney road. Catchment is not extensive. Section has a number of areas where gradient is of concern, which may limit accessibility for some users	5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute more safely between their home and facilities and amenities in the area such as shops, schools, and other areas, instead of taking a car. The size of the impact is limited by the presence existing infrastructure.	5
<b>Tourism</b>	This route promotes tourism connectivity in the area and improves attractiveness of Ballybay for local tourism. Route will be accessible to most user categories, but positioning adjacent to the R183 into Ballybay may detract from visitor experience.	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town	4

Criteria	Description	Score
	centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	
<b>Funding Impacts</b>	The red route is constrained by ribbon settlements of private properties. The red route is located in front of 11 dwellings along R183, as well as an access to a further 6 properties. Resolution of these constraints and costs associated with interfacing with the regional road are likely to be significant.	3
<b>Average</b>		4.4

Table 21 below set out the scores for the Green Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 21: Ballybay to Dunmaurice – Green Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure. Will accommodate for some of local population along Loch Mor Avenue, especially for those looking to travel to Ballybay GAA Club. Catchment is not extensive. Section has a number of areas where gradient is of concern, which may limit accessibility for some users.	5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute more safely between their home and facilities and amenities in the area such as shops, schools, and other areas, instead of taking a car. The size of the impact is limited by the presence existing infrastructure as well as high gradients in the area	4
<b>Tourism</b>	This route promotes tourism connectivity in the area and improves attractiveness of Ballybay for local tourism. Route will be accessible to most user categories and has views of Loch Major, which make it an attractive experience.	6
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	The Green route typically follows Loch Mor Avenue. It passes 24 properties, as well as a large farmyard at the Knappagh Road/R183 junction. A 2km shared use Greenway User and Vehicular Traffic Space may be considered along Loch Mor Avenue, albeit costs may be associated with infrastructure needed around a large farmyard and crossing of the R183.	4
<b>Average</b>		4.4

Table 22 below set out the scores for the Blue Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 22: Ballybay to Dunmaurice – Blue Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure from some areas, but catchment is limited as it does not allow access from resident's entrances along R183.	4
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute more safely between their home and facilities and amenities in the area such as shops, schools, and other areas, instead of taking a car. The size of the impact is limited by the presence existing infrastructure.	5
<b>Tourism</b>	This option utilises the maximum amount of the former Railway line and may be attractive for tourists. Furthermore, it benefits from improved journey comfort due to reduced noise levels from R183 Traffic.	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	The blue route typically follows the original railway line, which is along a field boundary. A section of railway through private land is utilised, which may have compensation cost associated with it	4
<b>Average</b>		4.2

### 10.1.2 Dunmaurice to Tonyscallan

Two route options have been developed for assessment between Dunmaurice and Tonyscallan as illustrated in Appendix B Route Corridor Option drawings.

Table 23 below set out the scores for the Maintain Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 23: Dunmaurice to Tonyscallan – Maintain Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	No change to existing.	4
<b>Household Impacts</b>	No change to existing.	4
<b>Tourism</b>	No change to existing.	4
<b>Wider Economic Impacts</b>	No change to existing.	4
<b>Funding Impacts</b>	No change to existing.	4
<b>Average</b>		4

Table 24 below set out the scores for the Red Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 24: Dunmaurice to Tonyscallan – Red Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a short section where gradient is of concern, which may limit accessibility for some users	5
<b>Household Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Tourism</b>	This section of the route is quiet and secluded away from traffic and in the countryside. It follows a section of the former railway line, which is attractive for tourists. It does not link to any tourism sites, which reduces its impact. Minor positive	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Route will be largely within private lands and may require some light gradient accommodation works. Moderate negative impact on project costs.	2
<b>Average</b>		4.0

Table 25 below set out the scores for the Green Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 25: Dunmaurice to Tonyscallan – Green Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a significant number of sections where gradient is of concern, which may limit accessibility for some users	4
<b>Household Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Tourism</b>	This section of the route is quiet and secluded away from traffic and in the countryside. It follows a section of the former railway line, which is attractive for tourists. It does not link to any tourism sites, and gradients are high, which reduces its impact. Minor positive	4.5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4

Criteria	Description	Score
<b>Funding Impacts</b>	Route will be largely within private lands. Route contains areas of high gradient which will require accommodation works. Strong negative impact on project costs.	1
<b>Average</b>		3.5

### 10.1.3 Tonyscallan to Brackagh

Four route options have been developed for assessment between Tonyscallan and Brackagh as illustrated in Appendix B Route Corridor Option drawings.

Table 26 below set out the scores for the Maintain Option between Tonyscallan and Brackagh and the reasoning for that score.

Table 26: Tonyscallan to Brackagh – Maintain Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	No change to existing.	4
<b>Household Impacts</b>	No change to existing.	4
<b>Tourism</b>	No change to existing.	4
<b>Wider Economic Impacts</b>	No change to existing.	4
<b>Funding Impacts</b>	No change to existing.	4
<b>Average</b>		4

Table 27 below sets out the scores for the Red Option between Tonyscallan and Brackagh and the reasoning for that score.

Table 27 Tonyscallan to Brackagh – Red Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a short section where gradient is of concern, which may limit accessibility for some users	5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The size of the impact is limited by the number of households in the area.	5
<b>Tourism</b>	This section of the route is quiet and secluded away from traffic and in the countryside. It follows a section of the former railway line, which is attractive for tourists. It does not link to any tourism sites, which reduces its impact. Minor positive	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town	4



Criteria	Description	Score
	centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	
<b>Funding Impacts</b>	Route will be largely within private lands and may require some light gradient accommodation works. Moderate negative impact on project costs.	2
<b>Average</b>		4.2

Table 28 set out the scores for the Green Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 28 Tonyscallan to Brackagh – Green Option – Economy Assessment*

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a short section where gradient is of concern, which may limit accessibility for some users	5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The size of the impact is limited by the number of households in the area.	5
<b>Tourism</b>	This section of the route is quiet and secluded away from traffic and in the countryside, which is attractive for tourists. It does not link to any tourism sites, which reduces its impact. Minor positive	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Route will be largely within private lands and may require some light gradient accommodation works. Moderate negative impact on project costs.	2
<b>Average</b>		4.2

Table 29 below set out the scores for the Blue Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 29 Tonyscallan to Brackagh – Blue Option – Economy Assessment*

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Medium Catchment. Section has a short section where gradient is of concern, which may limit accessibility for some users	5
<b>Household Impacts</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. medium size catchment. Section has a short section where gradient is of concern, which may limit accessibility for some users	5.5

Criteria	Description	Score
<b>Tourism</b>	This section of the route does not link to any tourist sites and has a section along a regional road which may detract slightly from experience. Neutral	4
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	route which will to some extent use the existing road corridor. Cross-section constraints and construction adjacent a busy regional road likely to impact on costs. Moderate negative	2
<b>Average</b>		4.1

Table 30 below set out the scores for the Purple Option between Tonyscallan and Brackagh and the reasoning for that score.

Table 30: Tonyscallan to Brackagh – Purple Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Medium Catchment. Section has a short section where gradient is of concern, which may limit accessibility for some users	5
<b>Household Impacts</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. medium size catchment. Section has a short section where gradient is of concern, which may limit accessibility for some users	5.5
<b>Tourism</b>	This section of the route does not link to any tourist sites and has a section along a regional road which may detract slightly from experience. Neutral	4
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Route will be largely within private lands and may require some light gradient accommodation works. Moderate negative impact on project costs.	2
<b>Average</b>		4.1

#### 10.1.4 Brackagh to Corrinshigo

Four route options have been developed for assessment between Brackagh and Corrinshigo as illustrated in Appendix B Route Corridor Option drawings.

Table 31 below set out the scores for the Maintain Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 31: Brackagh to Corrinshigo – Maintain Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	No change to existing.	4
<b>Household Impacts</b>	No change to existing.	4
<b>Tourism</b>	No change to existing.	4
<b>Wider Economic Impacts</b>	No change to existing.	4
<b>Funding Impacts</b>	No change to existing.	4
<b>Average</b>		4

Table 32 below set out the scores for the Red Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 32 Brackagh to Corrinshigo – Red Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a short section where gradient is of concern, which may limit accessibility for some users	5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The size of the impact is limited by the number of households in the area.	5
<b>Tourism</b>	This section of the route does not link to any tourist sites and has a section along a regional road which may detract slightly from experience. Neutral	4
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Route will be largely within private lands and may require some light gradient accommodation works. Requires a regional road crossing. Strong negative impact on project costs.	1
<b>Average</b>		3.8

Table 33 below set out the scores for the Green Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 33 Brackagh to Corrinshigo – Green Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a significant number of	4.5

Criteria	Description	Score
	sections where gradient is of concern, which may limit accessibility for some users	
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The size of the impact is limited by the number of households in the area and by the high gradients in the area.	4
<b>Tourism</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Route will be largely within private lands and may require some light gradient accommodation works. Requires a regional road crossing. Strong negative impact on project costs.	1
<b>Average</b>		3.7

Table 34 below set out the scores for the Blue Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 34 Brackagh to Corrinshigo – Blue Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	The blue route between Brackagh and Corrinshigo has very limited residential dwellings along it. The blue route forms part of the overall greenway and will assist those travelling from Doohamlet to either Ballybay or Castleblayney.	4
<b>Household Impacts</b>	The blue route between Brackagh and Corrinshigo has very limited residential dwellings along it, however it does serve those living in the Tony Glasson area effectively. It may however have a negative impact on those living in the area who have privacy concerns. The blue route forms part of the overall greenway and will assist those travelling from Doohamlet to either Ballybay or Castleblayney.	4
<b>Tourism</b>	This section of the route follows the route of the R183. This makes the greenway more accessible to those parking in Tonyglasson Area, however being near a regional road may reduce the appeal as road noise may be an issue	4
<b>Wider Economic Impacts</b>	Interconnectivity between Tonyglasson area, Doohamlet, Ballybay and Castleblayney along the greenway is likely to bring about some wider economic benefits and it enables safer, sustainable transportation for those of all ages and those who may not have access to a car.	5
<b>Funding Impacts</b>	Relatively direct/short route. Need for accommodation works to construct the greenway next to the R183 Carriageway. Landowners and homeowners in the area will require resolution costs should the route be positioned in gardens or beyond hedgerows	3

Criteria	Description	Score
<b>Average</b>		4.1

Table 35 below set out the scores for the Purple Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 35: Brackagh to Corrinshigo – Purple Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a significant number of sections where gradient is of concern, which may limit accessibility for some users	4.5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The size of the impact is limited by the number of households in the area and by the high gradients in the area.	4
<b>Tourism</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Route will be largely within private lands and may require some light gradient accommodation works. Requires a regional road crossing. Strong negative impact on project costs.	1
<b>Average</b>		3.7

### 10.1.5 Corrinshigo to Castleblayney

Four route options have been developed for assessment between Corrinshigo and Castleblayney as illustrated in Appendix B Route Corridor Option drawings.

Table 36 below set out the scores for the Maintain Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 36 Corrinshigo to Castleblayney – Maintain Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	No change to existing.	4
<b>Household Impacts</b>	No change to existing.	4
<b>Tourism</b>	No change to existing.	4
<b>Wider Economic Impacts</b>	No change to existing.	4



Criteria	Description	Score
<b>Funding Impacts</b>	No change to existing.	4
<b>Average</b>		4

Table 37 below set out the scores for the Red Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 37 Corrinshigo to Castleblayney – Red Option – Economy Assessment*

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a significant number of sections where gradient is of concern, which may limit accessibility for some users	4.5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The size of the impact is limited by the number of households in the area and by the high gradients in the area.	4
<b>Tourism</b>	This section of the route is quiet and secluded away from traffic and in the countryside, which is attractive for tourists. It does not link to any tourism sites, and gradients are high, which reduces its impact. Minor positive	4.5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Route will be largely within private lands. Route contains areas of high gradient which will require accommodation works, as well as works to N2 bridge to cross. Strong negative impact on project costs.	1
<b>Average</b>		3.6

Table 38 below set out the scores for the Green Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 38 Corrinshigo to Castleblayney – Green Option – Economy Assessment*

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. medium size catchment. Section has a short section where gradient is of concern, which may limit accessibility for some users	5.5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The sizable number of households in the area that can benefit from the greenway, as well as the viable alternative to the car will boost the household impact. Limited by some areas of higher gradient.	6

Criteria	Description	Score
<b>Tourism</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Route is largely along a public road and utilises an existing underpass to cross the N2. A number of private homes are located along the section and may require works at entrances. Minor negative	3
<b>Average</b>		4.7

Table 39 below set out the scores for the Blue Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 39 Corrinshigo to Castleblayney – Blue Option – Economy Assessment*

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure, and form part of the overall greenway network. Catchment is not extensive. Section has a short section where gradient is of concern, which may limit accessibility for some users. Links to existing network in Castleblayney	5.5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The size of the impact is limited by the number of households in the area.	5
<b>Tourism</b>	This section of the route is quiet and secluded away from traffic and in the countryside, which is attractive for tourists. It does not link to any tourism sites, which reduces its impact. Minor positive	5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Direct route which will to some extent use the existing road corridor for a section as well as private land. Cross-section constraints and construction adjacent a busy regional road likely to impact on costs. Moderate negative.	2
<b>Average</b>		4.3

Table 40 below set out the scores for the Purple Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 40: Corrinshigo to Castleblayney – Purple Option – Economy Assessment

Criteria	Description	Score
<b>Transport Efficiency</b>	Will better accommodate non-motorised users than existing infrastructure. Will accommodate local population along regional road and adjacent lake, notably for those travelling between Castleblayney, Doohamlet, Tonyglasson and surrounds. The impact is limited by a low catchment in the area, as well as a lack of an active travel connection to existing urban centres.	5
<b>Household Impacts</b>	The presence of a greenway will enable some local users to use active travel to commute between their home and facilities and amenities in the area such as shops, schools, and other areas. The size of the impact is limited by the number of households in the area.	5
<b>Tourism</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Route traverses Malones Lake, which is a pull factor for tourism along this section of the route. The lake could be an area used as a hub for tourism along the route. Minor Positive	5.5
<b>Wider Economic Impacts</b>	The construction of a greenway in this section may have minor positive impacts in areas such as improved accessibility to sustainable commuting for some locals, as well as improved town centre vibrancy. associated with the draw of a greenway. Impact on farming operations seen as a negative aspect. Assessed neutral	4
<b>Funding Impacts</b>	Direct route which will to some extent use the existing road corridor for a section as well as private land. Requires a crossing of the R183 Cross-section constraints and construction adjacent a busy regional road likely to impact on costs. Moderate negative.	1.5
<b>Average</b>		4.2

## Appendix C.2 – Options Assessment - Safety

This Appendix C.2 sets out the scores and the justification for those scores in respect of the Safety sub-criterion.

### 10.1.6 Ballybay to Dunmaurice

Table 19 below set out the scores for the Maintain Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 41: Ballybay to Dunmaurice – Maintain Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	No change to existing situation.	4
<b>Journey Quality</b>	No change to existing situation.	4
<b>Security</b>	No change to existing situation.	4
<b>Average</b>		4

Table 42 below set out the scores for the Red Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 42 Ballybay to Dunmaurice – Red Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The red option will provide a safe segregated facility that will provide a safe option for walking and cycling. There are likely to be a number of junctions associated with the greenway, based on the number of accesses and entrances crossed. These junctions carry an inherent risk.	6
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard. Limited pinch points may influence ability to provide minimum standard throughout. Positioning adjacent regional road may impact on user comfort along the fronts of houses may impact overall quality	6
<b>Security</b>	Option is along a busy regional road in regular use and with domestic properties in close proximity. Positioning adjacent regional road may impact on user's sense of security, but being near residential properties can increase the sense of security.	6
<b>Average</b>		6

Table 43 below set out the scores for the Green Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 43 Ballybay to Dunmaurice – Green Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The green option will provide a safe segregated facility that will provide a safe option for walking and cycling. Achieving desirable minimum horizontal geometry, visibility and cross-section will be challenging on this route and a number of road crossing might be required. These junctions carry an inherent risk.	5
<b>Journey Quality</b>	Desirable surfaces type, width and horizontal geometry are achievable along the route. The gradients along this route will likely detract significantly from journey quality on what would otherwise be a very high-quality route.	5
<b>Security</b>	Completely segregated greenway away from traffic will increase sense of security for pedestrians and cyclists. Route has a number of residential locations along it which enhance security.	6
<b>Average</b>		5.333

Table 44 below set out the scores for the Blue Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 44 Ballybay to Dunmaurice – Blue Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The blue route will be substantially segregated from the roadway. The majority of the route is away from roadways which will reduce the risk of collisions with traffic for those who use the greenway. There is a local road crossing, which carries inherent risk.	6



Criteria	Description	Score
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard. Limited pinch points may influence ability to provide minimum standard throughout.	6
<b>Security</b>	Completely segregated greenway away from traffic will increase sense of security for pedestrians and cyclists. Being in close proximity to residential locations will also enhance the perception of security	6
<b>Average</b>		6

### 10.1.7 Dunmaurice to Tonyscallan

Table 45 below set out the scores for the Maintain Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 45: Dunmaurice to Tonyscallan – Maintain Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	No change to existing situation.	4
<b>Journey Quality</b>	No change to existing situation.	4
<b>Security</b>	No change to existing situation.	4
<b>Average</b>		4

Table 46 below set out the scores for the Red Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 46: Dunmaurice to Tonyscallan – Red Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The red option follows field boundaries and streams in this section and does not interact with any roads, making it very safe for riders and walkers.	7
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard leading to a high-quality journey.	7
<b>Security</b>	The route is away from vehicular traffic which enhances safety. there are limited residential dwellings along this section, which may limit the perception of safety. Minor Positive	5
<b>Average</b>		6.333

Table 47 below set out the scores for the Green Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 47 Dunmaurice to Tonyscallan – Green Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The green option follows field boundaries and streams in this section and does not interact with any roads, making it very safe for riders and walkers.	7
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard leading to a high-quality journey. Gradients may detract from experience.	6
<b>Security</b>	The route is away from vehicular traffic which enhances safety. there are limited residential dwellings along this section, which may limit the perception of safety. Minor Positive	5
<b>Average</b>		6

### 10.1.8 Tonyscallan to Brackagh

**Error! Reference source not found.** below set out the scores for the Maintain Option between Tonyscallan and Brackagh and the reasoning for that score.

Table 48 Tonyscallan to Brackagh – Maintain Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	No change to existing situation.	4
<b>Journey Quality</b>	No change to existing situation.	4
<b>Security</b>	No change to existing situation.	4
<b>Average</b>		4

Table 49 below set out the scores for the Red Option between Tonyscallan and Brackagh and the reasoning for that score.

Table 49 Tonyscallan to Brackagh – Red Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The option will provide a safe segregated facility that will provide a safe option for walking and cycling. There is a junction along a local road which requires crossing. These junctions carry an inherent risk.	6.5
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard leading to a high-quality journey. Gradients may detract from experience.	6
<b>Security</b>	The route is away from vehicular traffic which enhances safety. there are limited residential dwellings along this section, which may limit the perception of safety. Minor Positive	5
<b>Average</b>		5.833

Table 50 below set out the scores for the Green Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 50 Tonyscallan to Brackagh – Green Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The option will provide a safe segregated facility that will provide a safe option for walking and cycling. There are likely to be a number of junctions associated with the greenway, based on the number of accesses and entrances crossed. These junctions carry an inherent risk.	6
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard leading to a high-quality journey. Gradients may detract from experience.	6
<b>Security</b>	The route is away from vehicular traffic which enhances safety. there are limited residential dwellings along this section, which may limit the perception of safety. Minor Positive	5
<b>Average</b>		5.677

Table 51 below set out the scores for the Blue/Green Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 51 Tonyscallan to Brackagh – Blue Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The option will provide a safe segregated facility that will provide a safe option for walking and cycling. There are likely to be a number of junctions associated with the greenway, based on the number of accesses and entrances crossed. These junctions carry an inherent risk.	6
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard. Limited pinch points may influence ability to provide minimum standard throughout. Positioning adjacent regional road may impact on user comfort along the fronts of houses may impact overall quality	5
<b>Security</b>	Option is along a busy regional road in regular use and with domestic properties in close proximity. Positioning adjacent regional road may impact on user's sense of security, but being near residential properties can increase the sense of security.	6
<b>Average</b>		5.667

Table 52 below set out the scores for the Purple Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 52 Tonyscallan to Brackagh – Purple Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The option will provide a safe segregated facility that will provide a safe option for walking and cycling. There are likely to be a number of junctions associated with the greenway, based on the number of accesses and entrances crossed. These junctions carry an inherent risk.	6
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard. Limited pinch points may influence ability to provide minimum standard throughout. Positioning adjacent regional road	5

Criteria	Description	Score
	may impact on user comfort along the fronts of houses may impact overall quality	
<b>Security</b>	Option is along a busy regional road in regular use and with domestic properties in close proximity. Positioning adjacent regional road may impact on user's sense of security, but being near residential properties can increase the sense of security.	6
<b>Average</b>		5.667

### 10.1.9 Brackagh to Corrinshigo

Table 53 below set out the scores for the Maintain Option between Brackagh and Corrinshigo and the reasoning for that score.

*Table 53 Brackagh to Corrinshigo – Maintain Option – Safety Assessment*

Criteria	Description	Score
<b>Collision Reduction</b>	No change to existing situation.	4
<b>Journey Quality</b>	No change to existing situation.	4
<b>Security</b>	No change to existing situation.	4
<b>Average</b>		4

Table 54 below set out the scores for the Red Option between Brackagh and Corrinshigo and the reasoning for that score.

*Table 54 Brackagh to Corrinshigo – Red Option – Safety Assessment*

Criteria	Description	Score
<b>Collision Reduction</b>	The option will provide a safe segregated facility that will provide a safe option for walking and cycling. There is a junction along a local road which requires crossing. These junctions carry an inherent risk.	6.5
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard leading to a high-quality journey. Gradients may detract from experience.	6
<b>Security</b>	The route is away from vehicular traffic which enhances safety. there are limited residential dwellings along this section, which may limit the perception of safety. Minor Positive	5
<b>Average</b>		5.833

Table 55 below set out the scores for the Green Option between Brackagh and Corrinshigo and the reasoning for that score.



Table 55 Brackagh to Corrinshigo – Green Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The option will provide a safe segregated facility that will provide a safe option for walking and cycling. There are likely to be a number of junctions associated with the greenway, based on the number of accesses and entrances crossed. These junctions carry an inherent risk.	6
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard leading to a high-quality journey. Gradients may detract from experience.	6
<b>Security</b>	The route is away from vehicular traffic which enhances safety. there are limited residential dwellings along this section, which may limit the perception of safety. Minor Positive	5
<b>Average</b>		5.667

Table 56 below set out the scores for the Blue Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 56 Brackagh to Corrinshigo – Blue Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The option will provide a safe segregated facility that will provide a safe option for walking and cycling. There are likely to be a number of junctions associated with the greenway, based on the number of accesses and entrances crossed. These junctions carry an inherent risk.	6
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard. Limited pinch points may influence ability to provide minimum standard throughout. Positioning adjacent regional road may impact on user comfort along the fronts of houses may impact overall quality	5
<b>Security</b>	Option is along a busy regional road in regular use and with domestic properties in close proximity. Positioning adjacent regional road may impact on user's sense of security, but being near residential properties can increase the sense of security.	6
<b>Average</b>		5.667

Table 57 below set out the scores for the Purple Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 57 Brackagh to Corrinshigo – Purple Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The option will provide a safe segregated facility that will provide a safe option for walking and cycling. There are likely to be a number of junctions associated with the greenway, based on the number of accesses and entrances crossed. These junctions carry an inherent risk.	6
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard. Limited pinch points may influence ability to provide minimum standard throughout. Positioning adjacent regional road	5

Criteria	Description	Score
	may impact on user comfort along the fronts of houses may impact overall quality	
<b>Security</b>	Option is along a busy regional road in regular use and with domestic properties in close proximity. Positioning adjacent regional road may impact on user's sense of security, but being near residential properties can increase the sense of security.	6
<b>Average</b>		5.667

### 10.1.10 Corrinishigo to Castleblayney

Table 58 below set out the scores for the Maintain Option between Corrinishigo and Castleblayney and the reasoning for that score.

*Table 58 Corrinishigo to Castleblayney – Maintain Option – Safety Assessment*

Criteria	Description	Score
<b>Collision Reduction</b>	No change to existing situation.	4
<b>Journey Quality</b>	No change to existing situation.	4
<b>Security</b>	No change to existing situation.	4
<b>Average</b>		4

Table 59 below set out the scores for the Red Option between Corrinishigo and Castleblayney and the reasoning for that score.

*Table 59 Corrinishigo to Castleblayney – Red Option – Safety Assessment*

Criteria	Description	Score
<b>Collision Reduction</b>	The red option will provide a safe segregated facility that will provide a safe option for walking and cycling. The red route in this section is mostly completely separated from traffic, except for where it will cross under the N2 and on the Mile Hill Road, where it is adjacent to the carriageway over a short section.	6
<b>Journey Quality</b>	Width, surface type and segregation are all likely to be of a high standard. Limited pinch points may influence ability to provide minimum standard throughout. Positioning adjacent N2 may impact on user comfort, but typically greenway would be placed behind hedgerows, which will improve experience. The route has gradient constraints along the N2, which may detract from the experience.	5
<b>Security</b>	The route is away from vehicular traffic which enhances safety. there are limited residential dwellings along this section, which may limit the perception of safety. Minor Positive	5
<b>Average</b>		5.333

Table 60 below set out the scores for the Green Option between Corrinishigo and Castleblayney and the reasoning for that score.

Table 60 Corrinshigo to Castleblayney – Green Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	This option will provide a safe facility for walking and cycling. There are a number of accesses to property and an underpass crossing along the Mile Hill road which may impact collision reduction. Minor positive.	5
<b>Journey Quality</b>	Width, surface type, segregation and geometry are all likely to be of a high standard. Entrances may detract from experience. Proximity to traffic may negatively impact experience. Minor positive.	5
<b>Security</b>	Route is typically alongside vehicular traffic which may impact the perception of safety. Segregations may aid in reducing the negative impact of this. Residential areas may increase the sense of security. Minor Positive	5.5
<b>Average</b>		5.167

Table 61 below set out the scores for the Blue Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 61 Corrinshigo to Castleblayney – Blue Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	The blue option will provide a safe segregated facility that will provide a safe option for walking and cycling. It crosses a number of business/property accesses, which may have an impact on its effect. Minor positive	5
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard leading to a high-quality journey. Gradients may detract from experience, as well as N2 crossing at bridge over R183.	5.5
<b>Security</b>	The route is away from vehicular traffic which enhances safety. there are limited residential dwellings along this section, which may limit the perception of safety. Minor Positive	5
<b>Average</b>		5.167

Table 62 below set out the scores for the Purple Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 62 Corrinshigo to Castleblayney – Purple Option – Safety Assessment

Criteria	Description	Score
<b>Collision Reduction</b>	This option will provide a safe segregated facility that will provide a safe option for walking and cycling, however, requires a crossing on the R183. Minor positive	5
<b>Journey Quality</b>	Width, surface type, segregation and gradient are all likely to be of a high standard leading to a high-quality journey. Presence of lake may add to experience. Road crossing and crossing of the N2 at bridge may detract from experience. Moderate Positive	6
<b>Security</b>	The route is typically away from vehicular traffic but requires a regional road crossing which may reduce the perception of safety. Minor positive	5

Criteria	Description	Score
Average		5.333



## Appendix C.3 – Options Assessment - Integration

This Appendix C.3 sets out the scores and the justification for those scores in respect of the Integration sub-criterion.

### 10.1.11 Ballybay to Dunmaurice

Table 63 below set out the scores for the Maintain Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 63 Ballybay to Dunmaurice – Maintain Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. Maintain the existing infrastructure without developing the greenway would typically have a negative impact on the goals set out within policy documents but is well aligned with the NIFTI Hierarchy. Assessed as minor negative.	3
<b>Land Use</b>	The maintain option will not result in any improved connectivity between population, employment, and retail centres.	4
<b>Schools and Education</b>	The maintain option will not result in any improved connectivity to school facilities.	4
<b>Transport</b>	The maintain option will not result in any improved connectivity to transport hubs	4
<b>Tourism</b>	The maintain option will not result in any improved connectivity to attractions or activities	4
<b>Cycling</b>	The maintain option will not result in any improved connectivity to other cycling facilities.	4
<b>Average</b>		3.8

Table 64 below set out the scores for the Red Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 64 Ballybay to Dunmaurice – Red Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The red option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'Blended' Option. To implement this route, the plan entails improving a portion of R183 and L3043, followed by the construction of a new segment along the former railway line. It is a 'Blended option' which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	5
<b>Land Use</b>	The red option starts at the edge of Ballybay on the R183. The catchment of the red option is not particularly large with retail and employment centres in the centre of the town.	5

Criteria	Description	Score
<b>Schools and Education</b>	The red option will improve active travel options for the students who have access to the greenway to the schools in Ballybay. Although the schools are in the centre and south of the town, meaning the student will not be able to use this route option the full way to the school.	5
<b>Transport</b>	The red option will not result in any improved connectivity to transport hubs.	4
<b>Tourism</b>	The red option will improve the ability of tourists to experience Lough Major with the town park walk and the Coachmans walk around Lough Major. However, it is not a major attraction, and the route will not take you directly to it.	5
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		4.833

Table 65 below set out the scores for the Green Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 65 Ballybay to Dunmaurice – Green Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The green option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'Blended' Option. To implement this route, the plan entails improving a portion of Loch Mor Avenue and the Knappagh road, followed by the construction of a new segment along the former railway line. It is a 'Blended option' which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	5
<b>Land Use</b>	The green option will improve the connectivity to the town of Ballybay, Ballybay Pearse Brothers GAA Club and to Lough Major. The catchment of the green route is a moderate size.	6
<b>Schools and Education</b>	The green option will provide a mode of active travel for the students who have access to the greenway to the schools in Ballybay. Especially the Ballybay Community College as the green route starts beside it, with its catchment being the Lough Mor Avenue	7
<b>Transport</b>	The green option will improve the connectivity of those who have access to it to the public transport services in Ballybay, especially the lower main street bus stop as the green route starts beside it. The catchment of the green option is moderate and the public transport services in Ballybay are not extensive.	5
<b>Tourism</b>	The green option will improve the ability of tourists to experience Lough Major from the south of the lake with the town park walk and the Coachmans walk around Lough Major. However, it is not a major attraction.	5
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5

Criteria	Description	Score
<b>Average</b>		5.5

Table 66 below set out the scores for the Blue Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 66 Ballybay to Dunmaurice – Blue Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The blue option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'New' Option, which sits below the Maintain, Optimise and Improve Options in the NIFTI hierarchy.	5
<b>Land Use</b>	The blue option starts at the edge of Ballybay on the R183. It provides access to those who have access to the greenway connectivity to the East side of the town. This route option goes directly behind a row of houses on the R831 and follows along the abandoned railway route. The catchment of the blue option is not particularly large.	5
<b>Schools and Education</b>	The blue option will provide a mode of active travel for the students who have access to the greenway to the schools in Ballybay. Although the schools are in the centre and south of the town, meaning the students will not be able to use this route option the full way.	5
<b>Transport</b>	The blue option will not result in any improved connectivity to transport hubs.	4
<b>Tourism</b>	The blue option will improve the ability of tourists to experience Lough Major with the town park walk and the Coachmans walk around Lough Major. However, it is not a major attraction, and the route will not take you directly to it.	5
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		4.833

### 10.1.12 Dunmaurice to Tonyscallan

Table 67 below set out the scores for the Maintain Option between Dunmaurice and Tonyscallan and the reasoning for that score.

*Table 67 Dunmaurice to Tonyscallan – Maintain Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. Maintain the existing infrastructure without developing the greenway would typically have a negative impact on the goals set out within policy documents but is well aligned with the NIFTI Hierarchy. Assessed as minor negative.	3

Criteria	Description	Score
<b>Land Use</b>	The maintain option will not result in any improved connectivity between population, employment, and retail centres.	4
<b>Schools and Education</b>	The maintain option will not result in any improved connectivity to school facilities.	4
<b>Transport</b>	The maintain option will not result in any improved connectivity to transport hubs.	4
<b>Tourism</b>	The maintain option will not result in any improved connectivity to attractions or activities.	4
<b>Cycling</b>	The maintain option will not result in any improved connectivity to other cycling facilities.	4
<b>Average</b>		3.8

Table 68 below set out the scores for the Red Option between Dunmaurice and Tonyscallan and the reasoning for that score.

*Table 68 Dunmaurice to Tonyscallan – Red Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The red option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'Blended' Option. To implement this route, the plan entails improving a segment of the former railway line, followed by the construction of a new section that follows a stream. It is a 'Blended option' which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	5
<b>Land Use</b>	This section of the greenway serves as the connection between Ballybay and Doohamlet, the area itself is very isolated. The catchment of the red route is small.	5
<b>Schools and Education</b>	The red option is relatively isolated from schools in the vicinity.	4
<b>Transport</b>	The red option is isolated from public transport services and does not have a large catchment.	4
<b>Tourism</b>	The red option will not result in any improved connectivity to attractions or activities.	4
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		4.5

Table 69 below set out the scores for the Green Option between Dunmaurice and Tonyscallan and the reasoning for that score.



Table 69 Dunmaurice to Tonyscallan – Green Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The green option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'Blended' Option. To implement this route, the plan entails improving a portion of a local road and a segment of a former railway line, followed by the construction of a new section that follows a stream. It is a 'Blended option' which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	5
<b>Land Use</b>	This section of the greenway serves as the connection between Ballybay and Doohamlet, the area itself is very isolated. The catchment of the green route is small.	5
<b>Schools and Education</b>	The green option is relatively isolated from schools in the vicinity.	4
<b>Transport</b>	The green option is isolated from public transport services and does not have a large catchment.	4
<b>Tourism</b>	The green option will not result in any improved connectivity to attractions or activities.	4
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		4.5

### 10.1.13 Tonyscallan to Brackagh

Table 70 below set out the scores for the Maintain Option between Tonyscallan and Brackagh and the reasoning for that score.

Table 70 Tonyscallan to Brackagh – Maintain Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	Maintain the existing infrastructure without developing the greenway would typically have a negative impact on the goals set out within policy documents but is well aligned with the NIFTI Hierarchy. Assessed as minor negative.	3
<b>Land Use</b>	The maintain option will not result in any improved connectivity between population, employment, and retail centres.	4
<b>Schools and Education</b>	The maintain option will not result in any improved connectivity to school facilities.	4
<b>Transport</b>	The maintain option will not result in any improved connectivity to transport hubs	4
<b>Tourism</b>	The maintain option will not result in any improved connectivity to attractions or activities	4

Criteria	Description	Score
<b>Cycling</b>	The maintain option will not result in any improved connectivity to other cycling facilities.	4
<b>Average</b>		3.8

Table 71 below set out the scores for the Red Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 71 Tonyscallan to Brackagh – Red Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The red option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is largely a 'Improve' Option. To implement this route, the plan entails improving a segment of the former railway line. It is a 'Improve' Option which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	6
<b>Land Use</b>	Provision of a segregated greenway will improve connectivity between Ballybay, Doohamlet and Castleblayney. Location outside of town may limit effect. Minor Positive.	5
<b>Schools and Education</b>	The red option is relatively isolated from schools in the vicinity.	4
<b>Transport</b>	The red option is isolated from public transport services and does not have a large catchment.	4
<b>Tourism</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		4.833

Table 72 below set out the scores for the Green Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 72 Tonyscallan to Brackagh – Green Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for a Ballybay Greenway is well supported within both national and local policy documents. The green option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'New' Option, which sits below the Maintain, Optimise and Improve Options in the NIFTI hierarchy.	5
<b>Land Use</b>	Provision of a segregated greenway will improve connectivity between Ballybay, Doohamlet and Castleblayney. Location outside of town may limit effect. Minor Positive.	5

Criteria	Description	Score
<b>Schools and Education</b>	The green option is relatively isolated from schools in the vicinity.	4
<b>Transport</b>	The green option is isolated from public transport services and does not have a large catchment.	4
<b>Tourism</b>	This section of the route is quiet and secluded away from traffic and in the countryside, which is attractive for tourists. It does not link to any tourism sites, which reduces its impact. Minor positive	5
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		4.667

Table 73 below set out the scores for the Blue Option between Tonyscallan and Brackagh and the reasoning for that score.

Table 73 Tonyscallan to Brackagh – Blue Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The blue option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is largely a 'Improve' Option. To implement this route, the plan entails improving a portion of a R183 and a new section that follows a stream from lough Major. It is a 'Improve' Option which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	6
<b>Land Use</b>	Provision of a segregated greenway will improve connectivity between Ballybay, Doohamlet and Castleblayney. Location within town will enhance effect. Moderate Positive.	6
<b>Schools and Education</b>	The National school in Doohamlet lies on the blue option, improving connectivity for those students. However, the catchment is only a moderate size.	6
<b>Transport</b>	Both bus stops in Doohamlet lie on the blue option, improving transport connectivity. However, the public transport services in Doohamlet are not extensive.	5
<b>Tourism</b>	This section of the route does not link to any tourist sites and has a section along a regional road which may detract slightly from experience. Neutral	4
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		5.333

Table 74 below set out the scores for the Purple Option between Tonyscallan and Brackagh and the reasoning for that score.

Table 74 Tonyscallan to Brackagh – Purple Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The purple option can meet the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'Blended' Option. To implement this route, the plan entails improving a portion of the R183, followed by the construction of a new section that follows a stream. It is a 'Blended option' which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	5
<b>Land Use</b>	Provision of a segregated greenway will improve connectivity between Ballybay, Doohamlet and Castleblayney. Location within town will enhance effect. Moderate Positive.	6
<b>Schools and Education</b>	The National school in Doohamlet lies on the purple, improving connectivity for those students. However, the catchment area is not large.	6
<b>Transport</b>	Both bus stops in Doohamlet lie on the purple option, improving transport connectivity. However, the public transport services in Doohamlet are not extensive.	5
<b>Tourism</b>	This section of the route does not link to any tourist sites and has a section along a regional road which may detract slightly from experience. Neutral	4
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		5.167

#### 10.1.14 Brackagh to Corrinshigo

Table 75 below set out the scores for the Maintain Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 75 Brackagh to Corrinshigo – Maintain Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	Maintain the existing infrastructure without developing the greenway would typically have a negative impact on the goals set out within policy documents but is well aligned with the NIFTI Hierarchy. Assessed as minor negative.	3
<b>Land Use</b>	The maintain option will not result in any improved connectivity between population, employment, and retail centres.	4
<b>Schools and Education</b>	The maintain option will not result in any improved connectivity to school facilities.	4
<b>Transport</b>	The maintain option will not result in any improved connectivity to transport hubs	4
<b>Tourism</b>	The maintain option will not result in any improved connectivity to attractions or activities	4



Criteria	Description	Score
<b>Cycling</b>	The maintain option will not result in any improved connectivity to other cycling facilities.	4
<b>Average</b>		3.8

Table 76 below set out the scores for the Red Option between Brackagh and Corrinshigo and the reasoning for that score.

*Table 76 Brackagh to Corrinshigo – Red Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The red option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is largely a 'Improve' Option. To implement this route, the plan entails improving a segment of the former railway line. It is a 'Improve' Option which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	6
<b>Land Use</b>	The red option will improve goes between the through Tonyglasson. However, the catchment area is still not large.	5
<b>Schools and Education</b>	The red option is relatively isolated from schools in the vicinity.	4
<b>Transport</b>	The red option will not result in any improved connectivity to transport hubs.	4
<b>Tourism</b>	The red option will not improve connectivity for tourists.	4
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		4.667

Table 77 below set out the scores for the Green Option between Brackagh and Corrinshigo and the reasoning for that score.

*Table 77 Brackagh to Corrinshigo – Green Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The green option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is largely a 'Improve' Option. To implement this route, the plan entails improving a portion of a local road and a new section that follows a stream. It is a 'Improve' Option which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	6
<b>Land Use</b>	The green option runs through Tony Glasson and Killycrum, providing connectivity to those who have access to the greenway to the villages. However, the catchment area is still not large.	5

Criteria	Description	Score
<b>Schools and Education</b>	The Bright Star Childcare is lies on the green route option. However, the catchment area is not large.	6
<b>Transport</b>	The green option has will not significantly increase connectivity to transport hubs.	4
<b>Tourism</b>	The green option will not improve connectivity for tourists and there are no areas of interest along it.	4
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		5

Table 78 below set out the scores for the Blue Option between Brackagh and Corrinshigo and the reasoning for that score.

*Table 78 Brackagh to Corrinshigo – Blue Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for a Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The blue option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is typically an 'Improve' option, which sits above 'New' options on the NIFTI framework.	6
<b>Land Use</b>	The blue option will improve goes between the through Tonyglasson. However, the catchment area is still not large.	5
<b>Schools and Education</b>	The blue option is relatively isolated from schools in the vicinity.	4
<b>Transport</b>	The blue option will not significantly increase connectivity to transport hubs.	4
<b>Tourism</b>	The blue option will not improve connectivity for tourists.	4
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		4.667

Table 79 below set out the scores for the Purple Option between Brackagh and Corrinshigo and the reasoning for that score.

*Table 79 Brackagh to Corrinshigo – Purple Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The purple option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is largely a 'Improve' Option. To implement this route, the plan entails improving a segment of the former railway line and a local	6

Criteria	Description	Score
	road. It is a 'Improve' Option which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	
<b>Land Use</b>	The purple option runs through Tony Glasson and Killycrum, providing connectivity to those who have access to the greenway to the villages. However, the catchment area is still not large.	5
<b>Schools and Education</b>	The Bright Star Childcare is lies on the purple route option. However, the catchment area is not large.	6
<b>Transport</b>	The purple option will not significantly increase connectivity to transport hubs.	4
<b>Tourism</b>	The purple option will not improve connectivity for tourists.	4
<b>Cycling</b>	Improved connectivity between Ballybay, Doohamlet and Castleblayney is likely to encourage both utility and recreational cycling between the towns/villages. Minor Positive	5
<b>Average</b>		5

### 10.1.15 Corrinshigo to Castleblayney

Table 80 below set out the scores for the Maintain Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 80 Corrinshigo to Castleblayney – Maintain Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	Maintain the existing infrastructure without developing the greenway would typically have a negative impact on the goals set out within policy documents but is well aligned with the NIFTI Hierarchy. Assessed as minor negative.	3
<b>Land Use</b>	The maintain option will not result in any improved connectivity between population, employment, and retail centres.	4
<b>Schools and Education</b>	The maintain option will not result in any improved connectivity to school facilities.	4
<b>Transport</b>	The maintain option will not result in any improved connectivity to transport hubs.	4
<b>Tourism</b>	The maintain option will not result in any improved connectivity to attractions or activities.	4
<b>Cycling</b>	The maintain option will not result in any improved connectivity to other cycling facilities.	4
<b>Average</b>		3.8

Table 81 below set out the scores for the Red Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 81 Corrinshigo to Castleblayney – Red Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The red option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'New' Option, which sits below the Maintain, Optimise and Improve Options in the NIFTI hierarchy.	5
<b>Land Use</b>	The red option ends at the edge of Castleblayney, beside the Crescent Hill housing estate. It provides connectivity to those on the west side of Castleblayney to the greenway. The catchment of the red option is relatively large; however, it is not directly connected to employment and retail centres.	5
<b>Schools and Education</b>	The red option will improve the connectivity for the students to the schools and childcare facilities located in Castleblayney such as Our Lady's Secondary School and Castleblayney Convent Junior school. However, the red route does not go all the way to the schools and is not direct.	5
<b>Transport</b>	The red option will improve the connectivity to the public transport services in Castleblayney although the bus stops in centre of town, meaning the greenway will not take you all the way to the bus stop.	5
<b>Tourism</b>	The red option will improve the ability of tourist to get to Castleblayney giving them access to tourist facilities and attractions. However, the attractions are on the east side of Castleblayney.	5
<b>Cycling</b>	The red option will not result in any improved connectivity to other cycling facilities.	4
<b>Average</b>		4.833

Table 82 below set out the scores for the Green Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 82 Corrinshigo to Castleblayney – Green Option – Integration Assessment

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The green option can meet the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'Improve' Option. To implement this route, the plan entails improving the Mile Hill Road. It is a 'Improve' Option which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	6
<b>Land Use</b>	The green option ends at the edge of Castleblayney, beside the Crescent Hill housing estate. It provides connectivity to those on the west side of Castleblayney to the greenway. The catchment of the green option is relatively large; however, it is not directly connected to employment and retail centres.	5
<b>Schools and Education</b>	The green option will improve the connectivity for students who live along the Mile Hill Road/Killycard and Tonyglasson areas to the schools and childcare facilities located in Castleblayney such as Our Lady's Secondary School and Castleblayney Convent Junior school	6



Criteria	Description	Score
	located on the west side of Castleblayney. However, the green route does not go all the way to the schools.	
<b>Transport</b>	The green option will improve the connectivity to the public transport services in Castleblayney although the bus stops in centre of town, meaning the greenway will not take you all the way to the bus stop.	5
<b>Tourism</b>	The green option will improve the ability of tourist to get to Castleblayney giving them access to tourist facilities and attractions. However, the attractions are on the east side of Castleblayney.	5
<b>Cycling</b>	The green option will not result in any improved connectivity to other cycling facilities.	4
<b>Average</b>		5.167

Table 83 below set out the scores for the Blue Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 83 Corrinshigo to Castleblayney – Blue Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The blue option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It is a 'Blended' Option. To implement this route, the plan entails improving a portion of the R183 and a new section that goes around local field boundaries. It is a 'Blended option' which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	5
<b>Land Use</b>	The blue option will improve the connectivity to North of Castleblayney. The catchment area in the North is a moderate size.	5
<b>Schools and Education</b>	The blue option is relatively isolated from schools in the vicinity.	4
<b>Transport</b>	The blue option is isolated from public transport services and does not have a large catchment.	5
<b>Tourism</b>	The blue option will not result in any improved connectivity to attractions or activities.	4
<b>Cycling</b>	The blue option does lead directly onto a cycle lane into Castleblayney. However, the network is limited.	6
<b>Average</b>		4.833

Table 84 below set out the scores for the Purple Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 84 Corrinshigo to Castleblayney – Purple Option – Integration Assessment*

Criteria	Description	Score
<b>Policy</b>	The proposal for the Ballybay to Castleblayney Greenway is well supported within both national and local policy documents. The purple option is capable of meeting the requirements of the Strategy for the Future Development of National and Regional Greenways. It	5

Criteria	Description	Score
	is a 'Blended' Option. To implement this route, the plan entails improving a portion of the R183 and a new section that goes around local field boundaries. It is a 'Blended option' which sits below the Maintain and Optimise Options in the NIFTI hierarchy.	
<b>Land Use</b>	The purple option will improve the connectivity to North of Castleblayney. The catchment area in the North is a moderate size	5
<b>Schools and Education</b>	The purple option is isolated from public transport services and does not have a large catchment.	4
<b>Transport</b>	The purple option will not result in any improved connectivity to transport hubs.	4
<b>Tourism</b>	The purple route does go around Malone's Lake, improving tourists' connectivity to it. However, it is not a major attraction.	5
<b>Cycling</b>	The purple option does lead directly onto a cycle lane into Castleblayney. However, the network is limited.	6
<b>Average</b>		4.833

## Appendix C.4 – Options Assessment – Physical Activity

This Appendix C.4 sets out the scores and the justification for those scores in respect of the Physical Activity sub-criterion.

### 10.1.16 Ballybay to Dunmaurice

Table 85 below set out the scores for the Maintain Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 85 Ballybay to Dunmaurice – Maintain Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	No change to existing.	4
<b>Recreation</b>	No change to existing.	4
<b>Average</b>		4

Table 86 below set out the scores for the Red Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 86 Ballybay to Dunmaurice – Red Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The red route will provide a safe facility which is suitable for physical activity. It will accommodate local population along regional road. The catchment is not large. Gradients are typically not excessive in this section.	6
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the red route may be impacted by the proximity to the regional road.	5
<b>Average</b>		5.5

Table 87 below set out the scores for the Green Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 87 Ballybay to Dunmaurice – Green Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The green route will provide a safe facility which is suitable for physical activity. The catchment is a moderate size. The gradient is greater than 5% for multiple parts of this section. These gradients are departures and will have an impact on the uptake of physical activity.	5
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the green route may be impacted by the proximity to the local road.	6
<b>Average</b>		5.5

Table 88 below set out the scores for the Blue Option between Ballybay and Dunmaurice and the reasoning for that score.

Table 88 Ballybay to Dunmaurice – Blue Option – Physical Activity Assessment

Criteria	Description	Score
<b>Health</b>	The blue route will provide a safe facility which is suitable for physical activity. However, the catchment, is not large and there is one part of this section that is 5.5% but only for 109 metres. This is a departure and will have an impact on the uptake of physical activity.	6
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the route will be aided by the segregation from road traffic. Gradient may detract from experience. Moderate positive	6
<b>Average</b>		6

### 10.1.17 Dunmaurice to Tonyscallan

Table 89 below set out the scores for the Maintain Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 89 Dunmaurice to Tonyscallan – Maintain Option – Physical Activity Assessment

Criteria	Description	Score
<b>Health</b>	No change to existing.	4
<b>Recreation</b>	No change to existing.	4
<b>Average</b>		4

Table 90 below set out the scores for the Red Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 90 Dunmaurice to Tonyscallan – Red Option – Physical Activity Assessment

Criteria	Description	Score
<b>Health</b>	The red route will provide a safe facility which is suitable for physical activity. Catchment is somewhat limited by virtue of location. Gradients are typically not excessive although for there is a gradient of 6.1% only for 33m. This is a departure and will have impact on the uptake of physical activity.	6
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the route will be aided by the segregation from road traffic.	7
<b>Average</b>		6.5

Table 91 below set out the scores for the Green Option between Dunmaurice and Tonyscallan and the reasoning for that score.

Table 91 Dunmaurice to Tonyscallan – Green Option – Physical Activity Assessment

Criteria	Description	Score
<b>Health</b>	The green route will provide a safe facility which is suitable for physical activity. It will accommodate local population along regional	5



Criteria	Description	Score
	road. Catchment is somewhat limited by virtue of location. Gradients are significant for parts of this section, reaching as high as 23.24%. These steep gradients will have an impact on the uptake of physical activity.	
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the route will be aided by the segregation from road traffic.	7
<b>Average</b>		6

### 10.1.18 Tonyscallan to Brackagh

Table 92 below set out the scores for the Maintain Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 92 Tonyscallan to Brackagh – Maintain Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	No change to existing.	4
<b>Recreation</b>	No change to existing.	4
<b>Average</b>		4

Table 93 below set out the scores for the Red Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 93 Tonyscallan to Brackagh – Red Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The red route will provide a safe facility which is suitable for physical activity. Local catchment is quite limited. Gradients are typically not excessive although they do reach a gradient of 5.19% at one stage only for 109.48 metres which is a departure and will have an impact on the uptake of physical activity.	6
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the route will be aided by the segregation from road traffic.	7
<b>Average</b>		6.5

Table 94 below set out the scores for the Green Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 94 Tonyscallan to Brackagh – Green Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The green route will provide a safe facility which is suitable for physical activity. Local catchment is quite limited. Gradients are typically not excessive apart from a section 27 metres long where the gradient is 11.1%. This steep gradient, however short in length,	5

Criteria	Description	Score
	is a departure and will have an impact on the uptake of physical activity.	
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the route will be aided by the segregation from road traffic.	7
<b>Average</b>		6

Table 95 below set out the scores for the Blue Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 95 Tonyscallan to Brackagh – Blue Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The blue route will provide a safe facility which is suitable for physical activity. Local catchment is relatively large as it goes through the centre of Doohamlet. Gradients are typically not excessive apart from two sections where the gradient is 11.78% for 101 metres. These steep gradients will have an impact on the uptake of physical activity.	5
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the blue route may be impacted by the proximity to the regional road.	5
<b>Average</b>		5

Table 96 below set out the scores for the Purple Option between Tonyscallan and Brackagh and the reasoning for that score.

*Table 96 Tonyscallan to Brackagh – Purple Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The purple route will provide a safe facility which is suitable for physical activity. Positioning and setting may result in high uptake and associated positive health outcomes. Gradients are typically not excessive apart from two sections where the gradient is 11.78% for 101 metres. These steep gradients will have an impact on the uptake of physical activity.	5
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the purple route may be impacted by the proximity to the regional road.	5
<b>Average</b>		5

### 10.1.19 Brackagh to Corrinshigo

Table 97 below set out the scores for the Maintain Option between Brackagh and Corrinshigo the reasoning for that score.

Table 97 Brackagh to Corrinshigo – Maintain Option – Physical Activity Assessment

Criteria	Description	Score
<b>Health</b>	No change to existing.	4
<b>Recreation</b>	No change to existing.	4
<b>Average</b>		4

Table 98 below set out the scores for the Red Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 98 Brackagh to Corrinshigo – Red Option – Physical Activity Assessment

Criteria	Description	Score
<b>Health</b>	The red route will provide a safe facility which is suitable for physical activity. Catchment is somewhat limited by virtue of location. Gradients are typically not excessive although a section has a number of short gradients greater than 5%. This is a departure and will impact on the uptake of physical activity.	5
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the route will be aided by the segregation from road traffic but may be impacted by a road crossing on the R183.	6
<b>Average</b>		5.5

Table 99 below set out the scores for the Green Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 99 Brackagh to Corrinshigo – Green Option – Physical Activity Assessment

Criteria	Description	Score
<b>Health</b>	The green route will provide a safe facility which is suitable for physical activity. Local catchment is relatively large as it goes through Tonyglasson and Killycrum. However, there are departures due to gradients	5
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the green route may be impacted by the proximity to the local road and a road crossing on the R183.	6
<b>Average</b>		5.5

Table 100 below set out the scores for the Blue Option between Brackagh and Corrinshigo and the reasoning for that score.

Table 100 Brackagh to Corrinshigo – Blue Option – Physical Activity Assessment

Criteria	Description	Score
<b>Health</b>	The blue route will provide a safe facility which is suitable for physical activity. Local catchment is quite limited, and the gradients are typically not excessive. Proximity to Regional road may detract from experience.	6

Criteria	Description	Score
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the blue route may be impacted by the proximity to the regional and local road.	5
<b>Average</b>		5.5

Table 101 below set out the scores for the Purple Option between Brackagh and Corrinshigo and the reasoning for that score.

*Table 101 Brackagh to Corrinshigo – Purple Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The purple route will provide a safe facility which is suitable for physical activity. Local catchment is relatively large as it goes through Tonyglasson and Killycrum. However, there are departures with gradients significant gradients for much of the route. minor positive	4.5
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the purple route may be impacted by the proximity to the local road and a road crossing on the R183.	6
<b>Average</b>		5.25

### 10.1.20 Corrinshigo to Castleblayney

Table 102 below set out the scores for the maintain Option between Corrinshigo and Castleblayney the reasoning for that score.

*Table 102 Corrinshigo to Castleblayney – Maintain Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	No change to existing.	4
<b>Recreation</b>	No change to existing.	4
<b>Average</b>		4

Table 103 below set out the scores for the Red Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 103 Corrinshigo to Castleblayney – Red Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The red route will provide a facility which is suitable for physical activity. The catchment is relatively large for this greenway. The gradient is significant in this section. There is a section that has a gradient of 5% for 320 metres. This a departure and will have an impact on uptake of physical activity.	5



Criteria	Description	Score
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the route will be aided by the segregation from road traffic.	7
<b>Average</b>		6

Table 104 below set out the scores for the Green Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 104 Corrinshigo to Castleblayney – Green Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The green route will provide a safe facility which is suitable for physical activity. Local catchment is relatively large for this greenway, finishing on the west side of Castleblayney. There are departures with gradients such as 7.91% for 39.15 metres and 6% for 50 metres.	5
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the green route may be impacted by the proximity to the local road.	6
<b>Average</b>		5.5

Table 105 below set out the scores for the Blue Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 105 Corrinshigo to Castleblayney – Blue Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The blue route will provide a safe facility which is suitable for physical activity. Local catchment is quite limited and there are departures with gradients such as 7.51% for 147.84 metres and 5.38% for 130 metres.	5
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the blue route may be impacted by the proximity to the regional road and the crossing regional road.	5
<b>Average</b>		5

Table 106 below set out the scores for the Purple Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 106 Corrinshigo to Castleblayney – Purple Option – Physical Activity Assessment*

Criteria	Description	Score
<b>Health</b>	The purple route will provide a safe facility which is suitable for physical activity. The gradient is in the desirable range for the whole section. However, the local catchment is quite limited.	6
<b>Recreation</b>	The Ballybay to Castleblayney Greenway will be a high-quality outdoor facility which caters to all. The sense of well-being along the	5

Criteria	Description	Score
	purple route may be impacted by the proximity to the regional road and the crossing regional road.	
<b>Average</b>		5.5

## Appendix C.5 – Options Assessment – Accessibility and Social Inclusion

This Appendix C.5 sets out the scores and the justification for those scores in respect of the Accessibility and Social Inclusion sub-criterion.

### 10.1.21 Ballybay to Dunmaurice

Table 107 below set out the scores for the Maintain Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 107 Ballybay to Dunmaurice – Maintain Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	No change to existing.	4
<b>Active Travel and Gender</b>	No change to existing.	4
<b>Social Inclusion</b>	No change to existing.	4
<b>Average</b>		4

Table 108 below set out the scores for the Red Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 108 Ballybay to Dunmaurice – Red Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Positioning of greenway along regional road and some areas of high gradient will accommodate accessibility for users of most ages and abilities	5
<b>Active Travel and Gender</b>	Segregation from traffic and positioning in an area which is not isolated will address some concerns typically raised by women. Greenway will not be lit outside of urban areas and will be a shared use facility. Assessed as moderate positive.	6
<b>Social Inclusion</b>	The presence of some high gradients along this section will limit the potential for interaction in community life from those most vulnerable to isolation. Some possibility that the sense of isolation could be	5

Criteria	Description	Score
	enhanced for user groups who are unable to access the new facility. Minor positive.	
<b>Average</b>		5

Table 109 below set out the scores for the green Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 109 Ballybay to Dunmaurice – Green Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Positioning of greenway along local road with some areas of high gradient will accommodate accessibility for users of most ages and abilities	5
<b>Active Travel and Gender</b>	Segregation from traffic and positioning in an area which is not isolated will address some concerns typically raised by women. Greenway will not be lit outside of urban areas and will be a shared use facility. Assessed as minor positive.	5
<b>Social Inclusion</b>	The presence of some high gradients along this section will limit the potential for interaction in community life from those most vulnerable to isolation. Some possibility that the sense of isolation could be enhanced for user groups who are unable to access the new facility. Minor positive.	5
<b>Average</b>		4.75

Table 110 below set out the scores for the Blue Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 110 Ballybay to Dunmaurice – Blue Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Positioning of greenway along local road with some areas of high gradient will accommodate accessibility for users of most ages and abilities	5
<b>Active Travel and Gender</b>	Segregation from traffic and positioning in an area which is not isolated will address some concerns typically raised by women. Greenway will not be lit outside of urban areas and will be a shared use facility. Assessed as minor positive.	5
<b>Social Inclusion</b>	The presence of some high gradients along this section will limit the potential for interaction in community life from those most vulnerable to isolation. Some possibility that the sense of isolation could be enhanced for user groups who are unable to access the new facility. Minor positive.	5

Criteria	Description	Score
<b>Average</b>		4.75

### 10.1.22 Dunmaurice to Tonyscallan

Table 111 below set out the scores for the Maintain Option between Dunmaurice to Tonyscallan and the reasoning for that score.

*Table 111 Dunmaurice to Tonyscallan – Maintain Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	No change to existing.	4
<b>Active Travel and Gender</b>	No change to existing.	4
<b>Social Inclusion</b>	No change to existing.	4
<b>Average</b>		4

Table 112 below set out the scores for the Red Option between Dunmaurice to Tonyscallan and the reasoning for that score.

*Table 112 Dunmaurice to Tonyscallan – Red Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Segregated and accessible typically with some areas of high gradient, which will cater for most ages and abilities. Moderate Positive	6
<b>Active Travel and Gender</b>	Segregation from traffic address some concerns typically raised by women. Greenway would be positioned in an isolated area, will not be lit outside of urban areas and will be a shared use facility. Assessed as minor positive	5
<b>Social Inclusion</b>	Route is removed from communities, however, will form links between towns and villages and form part of the overall scheme. Minor positive	5
<b>Average</b>		5

Table 113 below set out the scores for the Green Option between Dunmaurice to Tonyscallan and the reasoning for that score.



Table 113 Dunmaurice to Tonyscallan – Green Option – Accessibility and Social Inclusion Assessment

Criteria	Description	Score
<b>Vulnerable Groups</b>	Segregated and accessible typically with a significant number of areas of high gradient, which may exclude those of limited ability. Minor positive.	5
<b>Active Travel and Gender</b>	Segregation from traffic address some concerns typically raised by women. Greenway would be positioned in an isolated area, will not be lit outside of urban areas and will be a shared use facility. Assessed as minor positive	5
<b>Social Inclusion</b>	Route is removed from communities, however, will form links between towns and villages and form part of the overall scheme. Minor positive	5
<b>Average</b>		4.75

### 10.1.23 Tonyscallan to Brackagh

Table 114 below set out the scores for the Maintain Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 114 Tonyscallan to Brackagh – Maintain Option – Accessibility and Social Inclusion Assessment

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	No change to existing.	4
<b>Active Travel and Gender</b>	No change to existing.	4
<b>Social Inclusion</b>	No change to existing.	4
<b>Average</b>		4

Table 115 below set out the scores for the Red Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 115 Tonyscallan to Brackagh – Red Option – Accessibility and Social Inclusion Assessment

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Segregated and accessible typically with a number of areas of high gradient, which may exclude those of limited ability. Minor positive.	5
<b>Active Travel and Gender</b>	Segregation from traffic and positioning in an area which is not isolated will address some concerns typically raised by women.	5

Criteria	Description	Score
	Greenway will not be lit outside of urban areas and will be a shared use facility. Assessed as moderate positive.	
<b>Social Inclusion</b>	Route is removed from communities, however, will form links between towns and villages and form part of the overall scheme. Minor positive	4
<b>Average</b>		4.5

Table 116 below set out the scores for the Green Option between Tonyscallan to Brackagh and the reasoning for that score.

*Table 116 Tonyscallan to Brackagh – Green Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Segregated and accessible typically with a number of areas of high gradient, which may exclude those of limited ability. Minor positive.	5
<b>Active Travel and Gender</b>	Segregation from traffic address some concerns typically raised by women. Greenway would be positioned in an isolated area, will not be lit outside of urban areas and will be a shared use facility. Location near GAA club can help to reduce isolation. Assessed as moderate positive.	6
<b>Social Inclusion</b>	Route is removed from communities, however, will form links between towns and villages and form part of the overall scheme. Minor positive	4
<b>Average</b>		4.75

Table 117 below set out the scores for the Blue Option between Tonyscallan to Brackagh and the reasoning for that score.

*Table 117 Tonyscallan to Brackagh –Blue Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Positioning of greenway along regional/local road network with flat gradients in close proximity to populations centres will maximise accessibility for users of all ages and abilities.	7
<b>Active Travel and Gender</b>	Traffic Segregation will address some concerns typically raised by women. Greenway is located in a population centre, and this will help to reduce sense of isolation. Route is shared use with Cyclists and may detract from sense of safety.	6
<b>Social Inclusion</b>	Route passes through a population centre and connects the town to local amenities. strong positive	7
<b>Average</b>		6

Table 118 below set out the scores for the Purple Option between Tonyscallan to Brackagh and the reasoning for that score.

*Table 118 Tonyscallan to Brackagh – Purple Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Positioning of greenway along regional/local road network with flat gradients in close proximity to populations centres will maximise accessibility for users of all ages and abilities.	7
<b>Active Travel and Gender</b>	Traffic Segregation will address some concerns typically raised by women. Greenway is located in a population centre, and this will help to reduce sense of isolation. Route is shared use with Cyclists and may detract from sense of safety.	6
<b>Social Inclusion</b>	Route passes through a population centre and connects the town to local amenities. strong positive	7
<b>Average</b>		6

#### 10.1.24 Brackagh to Corrinshigo

Table 119 below set out the scores for the Maintain Option between Brackagh to Corrinshigo and the reasoning for that score.

*Table 119 Brackagh to Corrinshigo – Maintain Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	No change to existing.	4
<b>Active Travel and Gender</b>	No change to existing.	4
<b>Social Inclusion</b>	No change to existing.	4
<b>Average</b>		4

Table 120 below set out the scores for the Red Option between Brackagh to Corrinshigo and the reasoning for that score.

*Table 120 Brackagh to Corrinshigo – Red Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4

Criteria	Description	Score
<b>Vulnerable Groups</b>	Segregated and accessible typically with some areas of high gradient, which will cater for most ages and abilities. Moderate Positive	6
<b>Active Travel and Gender</b>	Traffic Segregation will address some concerns typically raised by women. Greenway is located near a small population centre, and this will help to reduce sense of isolation. Route is shared use with Cyclists and may detract from sense of safety	6
<b>Social Inclusion</b>	Route passes through a small population centre and will form links to overall greenway scheme. Moderate Positive	6
<b>Average</b>		5.5

Table 121 below set out the scores for the Green Option between Brackagh to Corrinshigo and the reasoning for that score.

*Table 121 Brackagh to Corrinshigo – Green Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Segregated and accessible typically with some areas of high gradient, which will cater for most ages and abilities. Moderate Positive	6
<b>Active Travel and Gender</b>	Traffic is located near the greenway and may detract from the experience for some women. Greenway is located near small population centre, which will enhance overall experience. Route shared with cyclists which may detract from experience	5.5
<b>Social Inclusion</b>	Route passes through a small population centre and will form links to overall greenway scheme. Moderate Positive	6
<b>Average</b>		5.375

Table 122 below set out the scores for the Blue Option between Brackagh to Corrinshigo and the reasoning for that score.

*Table 122 Brackagh to Corrinshigo –Blue Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Segregated and accessible typically with some areas of high gradient, which will cater for most ages and abilities. Moderate Positive	6
<b>Active Travel and Gender</b>	Regular HGV Traffic is located near the greenway and may detract from the experience for some women. Greenway is located near small population centre, which will enhance overall experience. Route shared with cyclists which may detract from experience	5



Criteria	Description	Score
<b>Social Inclusion</b>	Route passes through a small population centre and will form links to overall greenway scheme. Moderate Positive	6
<b>Average</b>		5.27

Table 123 below set out the scores for the Blue Option between Brackagh to Corrinshigo and the reasoning for that score.

*Table 123 Brackagh to Corrinshigo –Purple Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Segregated and accessible typically with a significant number of areas of high gradient, which may exclude those of limited ability. Minor positive.	5
<b>Active Travel and Gender</b>	Traffic is located near the greenway and may detract from the experience for some women. Greenway is located near small population centre, which will enhance overall experience. Route shared with cyclists which may detract from experience	5.5
<b>Social Inclusion</b>	Route passes through a small population centre and will form links to overall greenway scheme. Moderate Positive	6
<b>Average</b>		5.125

### 10.1.25 Corrinshigo to Castleblayney

Table 124 below set out the scores for the Maintain Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 124 Corrinshigo and Castleblayney – Maintain Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	No change to existing.	4
<b>Active Travel and Gender</b>	No change to existing.	4
<b>Social Inclusion</b>	No change to existing.	4
<b>Average</b>		4

Table 125 below set out the scores for the Red Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 125 Corrinshigo and Castleblayney – Red Option – Accessibility and Social Inclusion Assessment

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Segregated and accessible typically with a significant number of areas of high gradient, which may exclude those of limited ability. Minor positive.	5
<b>Active Travel and Gender</b>	Traffic Segregation will address some concerns typically raised by women. Greenway is located in a mostly rural area which may increase the sense of isolation. Route is shared use with Cyclists and may detract from sense of safety	5.5
<b>Social Inclusion</b>	Route is removed from population centres, however, will form links between towns and villages and form part of the overall scheme. Minor positive	5
<b>Average</b>		4.875

Table 126 below set out the scores for the Green Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 126 Corrinshigo and Castleblayney – Green Option – Accessibility and Social Inclusion Assessment

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Potential for segregation along sections of the route, and accessible typically with some areas of close traffic proximity. Will cater for most ages and abilities.	6
<b>Active Travel and Gender</b>	Traffic is located near the greenway and may detract from the experience for some women. Greenway is located near small population centre, which will enhance overall experience. Route shared with cyclists which may detract from experience	5.5
<b>Social Inclusion</b>	Route passes through a small population centre and will form links to overall greenway scheme. Moderate Positive	6
<b>Average</b>		5.375

Table 127 below set out the scores for the Blue Option between Corrinshigo and Castleblayney and the reasoning for that score.

Table 127 Corrinshigo and Castleblayney –Blue Option – Accessibility and Social Inclusion Assessment

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4

Criteria	Description	Score
<b>Vulnerable Groups</b>	Segregated and accessible typically with some areas of high gradient, which will cater for most ages and abilities. Moderate Positive	6
<b>Active Travel and Gender</b>	Traffic Segregation will address some concerns typically raised by women. Greenway is located in a mostly rural area which may increase the sense of isolation. Route is shared use with Cyclists and may detract from sense of safety	5
<b>Social Inclusion</b>	Route is removed from population centres, however, will form links between towns and villages and form part of the overall scheme. Minor positive	5
<b>Average</b>		5

Table 128 below sets out the scores for the Blue Option between Corrinshigo and Castleblayney and the reasoning for that score.

*Table 128 Corrinshigo and Castleblayney – Purple Option – Accessibility and Social Inclusion Assessment*

Criteria	Description	Score
<b>Disadvantaged and Geographic Areas</b>	POBAL deprivation index for small areas (2016) is consistent along all route options. Assessed as Neutral	4
<b>Vulnerable Groups</b>	Segregated greenway with a regional road crossing, a route which will cater for most ages and abilities. Moderate Positive	6
<b>Active Travel and Gender</b>	Traffic Segregation will address some concerns typically raised by women. Greenway is located in sections near carriageway, and this will help to reduce sense of isolation. Route is shared use with Cyclists and may detract from sense of safety.	5.5
<b>Social Inclusion</b>	Route is removed from population centres, however, will form links between towns and villages and form part of the overall scheme. Minor positive	5
<b>Average</b>		5.125

## Appendix C.6 – Options Assessment - Environment

This Appendix C.6 sets out the scores and the justification for those scores in respect of the Environment sub-criterion.

### 10.1.26 Ballybay to Dunmaurice

Table 129 below set out the scores for the Maintain Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 129 Ballybay to Dunmaurice – Maintain Option – Environment Assessment*

Criteria	Description	Score
<b>Carbon</b>	No change to existing	4

Criteria	Description	Score
<b>Air Quality</b>	No change to existing	4
<b>Noise</b>	No change to existing	4
<b>Landscape and Visual Quality</b>	No change to existing	4
<b>Biodiversity</b>	No change to existing	4
<b>Cultural Heritage</b>	No change to existing	4
<b>Land Use</b>	No change to existing	4
<b>Water Resources</b>	No change to existing	4
<b>Average</b>		4

Table 130 below set out the scores for the Red Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 130 Ballybay to Dunmaurice – Red Option – Environment Assessment*

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging some modal shift through the use of greenway. There are some homes at points along the route, close to local roads, which may provide connectivity to the urban centre of Ballybay.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	6
<b>Landscape and Visual Quality</b>	Route option is within existing road corridor, within the former railway line corridor and it is unlikely that the greenway would negatively impact existing mainly agricultural landscape and therefore landscape and visual quality is not impacted in a significant manner in these areas.	6
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. There is also potential for impacts on Lough Major Stream (a salmonid watercourse) during construction phase. There is potential for disturbance to Otters during the operational phase of the project.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes	4
<b>Land Use</b>	Route option to be developed partially alongside existing road corridor and railway corridor therefore not requiring significant earthworks or significantly increasing the existing road corridor.	6
<b>Water Resources</b>	It is not expected that the greenway will significantly impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flood plain east of Ballybay.	4



Criteria	Description	Score
<b>Average</b>		4.875

Table 131 below set out the scores for the Green Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 131 Ballybay to Dunmaurice – Green Option – Environment Assessment*

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging modal shift through the use of the greenway. The route is close to several homes along the local road, as well as the local roads connected to that road.	6
<b>Air Quality</b>	Some increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	6
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	6
<b>Landscape and Visual Quality</b>	Route option is within existing road and former railway corridor, and it is unlikely that the greenway would negatively impact existing mainly agricultural landscape and therefore landscape and visual quality is not impacted in a significant manner.	6
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. An invasive species occurs close to the existing avenue but will not impact on project.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes	4
<b>Land Use</b>	Route option to be developed partially alongside existing road corridor and railway corridor therefore not requiring significant earthworks or significantly increasing the existing road corridor.	6
<b>Water Resources</b>	It is not expected that the greenway will significantly impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flood plain it enters southeast of Ballybay.	3
<b>Average</b>		5

Table 132 below set out the scores for the Blue Option between Ballybay and Dunmaurice and the reasoning for that score.

*Table 132 Ballybay to Dunmaurice – Blue Option – Environment Assessment*

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging some modal shift through the use of the greenway. The route is close to several homes along the local road, as well as the local roads connected to that road.	5
<b>Air Quality</b>	Increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	6

Criteria	Description	Score
<b>Landscape and Visual Quality</b>	It is unlikely that the development of a greenway along this route, due to the existing railway corridor and existing mainly agricultural environment would negatively impact the existing landscape and visual quality.	5
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some limited areas of hedgerows will be lost. Some scrub habitats within the former railway line will also be lost.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes	4
<b>Land Use</b>	Route option to be developed mainly within the existing railway corridor, and an existing private lane corridor, therefore not requiring significant earthworks.	5.5
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources.	4
<b>Average</b>		4.6875

### 10.1.27 Dunmaurice to Tonyscallan

Table 133 below set out the scores for the Maintain Option between Dunmaurice to Tonyscallan and the reasoning for that score.

*Table 133 Dunmaurice to Tonyscallan – Maintain Option – Environment Assessment*

Criteria	Description	Score
<b>Carbon</b>	No change to existing	4
<b>Air Quality</b>	No change to existing	4
<b>Noise</b>	No change to existing	4
<b>Landscape and Visual Quality</b>	No change to existing	4
<b>Biodiversity</b>	No change to existing	4
<b>Cultural Heritage</b>	No change to existing	4
<b>Land Use</b>	No change to existing	4
<b>Water Resources</b>	No change to existing	4
<b>Average</b>		4

Table 134 below set out the scores for the Red Option between Dunmaurice to Tonyscallan and the reasoning for that score.

Table 134 Dunmaurice to Tonyscallan – Red Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	This option does not provide any significant opportunity for modal shift due to its lack of proximity to homes.	3
<b>Air Quality</b>	Route option does not encourage further modal shift, therefore no opportunity to decrease particulate matter, nitrous oxide emissions or improve air quality.	3
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	6
<b>Landscape and Visual Quality</b>	Route option is to be developed within the former railway corridor in one section and therefore is unlikely to significantly impact landscape and visual quality, however there is a section of the route option, which is to be developed along a river, which has an existing riparian corridor. Route option would remove this and therefore potentially decrease the landscape and visual quality.	3
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. There is a potential for impacts during the construction phase on water quality of the adjacent streams. There is potential for disturbance impact on local Badger populations.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	Route option is to be developed within the former railway corridor; however, it is also due to be developed along a river and therefore significant earthworks would be required to develop a new corridor.	3
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		3.625

Table 135 below set out the scores for the Green Option between Dunmaurice to Tonyscallan and the reasoning for that score.

Table 135 Dunmaurice to Tonyscallan – Green Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	This option does not provide any significant opportunity for modal shift due to its lack of proximity to homes.	3
<b>Air Quality</b>	Route option does not encourage further modal shift, therefore no opportunity to decrease particulate matter, nitrous oxide emissions or improve air quality.	3
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	6
<b>Landscape and Visual Quality</b>	There is a section of the route option, which is to be developed along a river, which has an existing riparian corridor. Route option would remove this and therefore potentially decrease the landscape and visual quality.	2

Criteria	Description	Score
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some limited areas of hedgerows will also be lost. Route will pass an infestation of Japanese Knotweed but as this is within a private property, no impacts are expected.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	This route option would require a new corridor to be developed for the majority of the route, mainly alongside a river and where the route would use existing field and/or property boundaries where appropriate.	2
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		3.375

### 10.1.28 Tonyscallan to Brackagh

Table 136 below set out the scores for the Maintain Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 136: Tonyscallan to Brackagh – Maintain Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	No change to existing	4
<b>Air Quality</b>	No change to existing	4
<b>Noise</b>	No change to existing	4
<b>Landscape and Visual Quality</b>	No change to existing	4
<b>Biodiversity</b>	No change to existing	4
<b>Cultural Heritage</b>	No change to existing	4
<b>Land Use</b>	No change to existing	4
<b>Water Resources</b>	No change to existing	4
<b>Average</b>		4

Table 137 below set out the scores for the Red Option between Tonyscallan to Brackagh and the reasoning for that score.



Table 137: Tonyscallan to Brackagh – Red Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging some model shift through the use of the greenway. The route is close to several homes at Killycrum.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	5
<b>Landscape and Visual Quality</b>	Route option is to be developed within the former railway corridor where the corridor is still intact and therefore is unlikely to significantly impact landscape and visual quality.	5
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some scrub habitat within the alignment of the former railway line. Potential exists for disturbance impact on local Badger population within the former railway line alignment.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	Route option is to be developed within the former railway corridor, and therefore does not require significant earthworks	5
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		4.5

Table 138 below set out the scores for the Green Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 138: Tonyscallan to Brackagh – Green Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging model shift through the use of the greenway. The route is close to several homes at Killycrum.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Use of greenway due to its proximity to sensitive receptors may produce an increase in noise levels for sensitive receptors along this route option.	5
<b>Landscape and Visual Quality</b>	Route option to be developed alongside a river which has an existing riparian corridor, which would have to be removed to facilitate its development. However, the rest of the route is to be developed inside an existing road corridor.	3
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. There is a potential for impacts during the construction phase on water quality of the adjacent streams. Potential for disturbance to Otters from operational phase of the project exists.	3

Criteria	Description	Score
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	This route option would require a new corridor as it is to be developed alongside a river. However, this would not be required where the route is developed within the road corridor.	3
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		4

Table 139 below set out the scores for the Blue Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 139 Tonyscallan to Brackagh – Blue Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging model shift through the use of the greenway. The route is close to several homes at Killycrum.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Use of greenway due to its proximity to sensitive receptors may produce an increase in noise levels for sensitive receptors along this route option.	5
<b>Landscape and Visual Quality</b>	Route option to be developed alongside a river which has an existing riparian corridor, which would have to be removed to facilitate its development. However, the rest of the route is to be developed inside an existing road corridor.	3
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	This route option would require a new corridor as it is to be developed alongside a river. However, this would not be required where the route is developed within the road corridor.	3
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		4.25

Table 140 below set out the scores for the Purple Option between Tonyscallan to Brackagh and the reasoning for that score.

Table 140: Tonyscallan to Brackagh – Purple Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging modal shift through the use of the greenway. The route is close to several homes in Doohamlet along the regional road, as well as the local roads connected to that road.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	HGV traffic currently dominates existing road noise from traffic where the option is developed within the route existing road corridor, and therefore it is unlikely that the development of a greenway would promote modal shift to such an extent that existing noise would be reduced. However, for the remainder of the route there is a lack of sensitive receptors which means that increases in noise levels from greenway are not expected to be significant.	5
<b>Landscape and Visual Quality</b>	Route option would tie into existing facilities in Doohamlet as well as the entrance to Doohamlet O'Neill's GAA club east of Doohamlet, then tying in with the former railway corridor.	6
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. There is a potential for impacts during the construction phase on water quality of the adjacent streams. There is limited potential for disturbance to Otters during the operational phase of the project.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	The majority of the route would not require significant earth works due to it being developed within the existing road corridor in Doohamlet and former railway corridor.	5
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		4.625

### 10.1.29 Brackagh to Corrinshigo

Table 141 below set out the scores for the Maintain Option between Brackagh to Corrinshigo and the reasoning for that score.

Table 141: Brackagh to Corrinshigo – Maintain Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	No change to existing	4
<b>Air Quality</b>	No change to existing	4
<b>Noise</b>	No change to existing	4
<b>Landscape and Visual Quality</b>	No change to existing	4

Criteria	Description	Score
<b>Biodiversity</b>	No change to existing	4
<b>Cultural Heritage</b>	No change to existing	4
<b>Land Use</b>	No change to existing	4
<b>Water Resources</b>	No change to existing	4
<b>Average</b>		4

Table 142 Table 137 below set out the scores for the Red Option between Brackagh to Corrinshigo and the reasoning for that score.

Table 142: Brackagh to Corrinshigo – Red Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging some model shift through the use of the greenway.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	5
<b>Landscape and Visual Quality</b>	Route option is to be developed within the former railway corridor where the corridor is still intact and therefore is unlikely to significantly impact landscape and visual quality.	5
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some scrub habitat within the alignment of the former railway line.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	Route option is to be developed within the former railway corridor, and therefore does not require significant earthworks	5
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		4.875

Table 143 below set out the scores for the Green Option between Brackagh to Corrinshigo and the reasoning for that score.

Table 143 Brackagh to Corrinshigo – Green Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging model shift through the use of the greenway. The route is close to several homes at Killycrum.	6
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	6



Criteria	Description	Score
<b>Noise</b>	HGV traffic currently dominates existing road noise from traffic where the option is developed within the route existing road corridor, and therefore it is unlikely that the development of a greenway would promote modal shift to such an extent that existing noise would be reduced.	3
<b>Landscape and Visual Quality</b>	Route is to be developed inside an existing road corridor and therefore impact on landscape and visual quality is expected to be minor.	6
<b>Biodiversity</b>	No ecological impacts of any significance may be anticipated from this route. This is given that route will be constructed on already built areas with no semi-natural habitats occurring.	4
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	Route to be developed within existing road corridor therefore earthworks are expected to be insignificant.	6
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		4.875

Table 144 below set out the scores for the Blue Option between Brackagh to Corrinshigo and the reasoning for that score.

Table 144: Brackagh to Corrinshigo – Blue Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging modal shift through the use of the greenway. The route is close to several homes at Killycrum.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	5
<b>Landscape and Visual Quality</b>	Route is to be developed inside an existing road corridor and therefore impact on landscape and visual quality is expected to be minor.	5
<b>Biodiversity</b>	No ecological impacts of any significance may be anticipated from this route. This is given that route will be constructed on already built areas with no semi-natural habitats occurring.	4
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	Route to be developed within existing road corridor therefore earthworks are expected to be insignificant.	5
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4

Criteria	Description	Score
<b>Average</b>		4.5625

Table 145Table 140 below set out the scores for the Purple Option Brackagh to Corrinshigo and the reasoning for that score.

Table 145: Brackagh to Corrinshigo – Purple Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging some modal shift through the use of the greenway.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	5
<b>Landscape and Visual Quality</b>	Route option is within existing railway corridor, though a new route corridor would be required to facilitate the route option therefore there would be a negative impact on landscape and visual quality.	3
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. These habitats are of only local importance.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	Where new route corridor is required, earthworks will be required.	3
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		4

### 10.1.30 Corrinshigo to Castleblaney

Table 146 below set out the scores for the Maintain Option between Corrinshigo to Castleblaney and the reasoning for that score.

Table 146: Corrinshigo to Castleblaney – Maintain Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	No change to existing	4
<b>Air Quality</b>	No change to existing	4
<b>Noise</b>	No change to existing	4

Criteria	Description	Score
<b>Landscape and Visual Quality</b>	No change to existing	4
<b>Biodiversity</b>	No change to existing	4
<b>Cultural Heritage</b>	No change to existing	4
<b>Land Use</b>	No change to existing	4
<b>Water Resources</b>	No change to existing	4
<b>Average</b>		4

Table 147 below set out the scores for the Red Option between Corrinshigo to Castleblaney and the reasoning for that score.

*Table 147: Corrinshigo to Castleblaney – Red Option – Environment Assessment*

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging some modal shift through the use of the greenway. The route is close to several homes along the regional road, as well as the local roads connected to that road especially where it ties into Castleblaney town.	6
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	6
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	6
<b>Landscape and Visual Quality</b>	Route option is to be developed within the former railway corridor where the corridor is still intact, and within the existing road corridor and therefore is unlikely to significantly impact landscape and visual quality. However, where it deviates from the road, west of Castleblaney, a new route corridor will be required which may negatively impact on landscape and visual quality.	3
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some scrub habitat and young trees within the alignment of the former railway line. Similarly, minor negative impacts may be anticipated from loss of some agricultural grassland. Some very limited areas of hedgerows will also be lost.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	A significant proportion of the route option is to be developed within the former railway corridor and road corridor, and therefore does not require significant earthworks. However, west of Castleblaney a new route corridor along existing field boundaries may require significant earthworks.	5
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4

Criteria	Description	Score
<b>Average</b>		4.625

Table 148 below set out the scores for the Green Option between Corrinshigo to Castleblaney and the reasoning for that score.

Table 148: Corrinshigo to Castleblaney – Green Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	Potential of encouraging modal shift through the use of the greenway. The route is close to several homes along the regional road, as well as the local roads connected to that road.	5
<b>Air Quality</b>	An increase in active travel may result in the decrease of particulate matter and nitrous oxide emissions, improving air quality.	5
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	5
<b>Landscape and Visual Quality</b>	Route option is to be developed within the former road corridor and therefore is unlikely to significantly impact landscape and visual quality.	6
<b>Biodiversity</b>	No ecological impacts of any significance may be anticipated from this route. This is given that route will be constructed on already built areas with no semi-natural habitats occurring	4
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	Route option to be developed within existing road corridor and therefore does not require significant earthworks	6
<b>Water Resources</b>	It is not expected that the greenway will impact upon surface waters, groundwaters or coastal resources, nor will it affect the existing flooding areas.	4
<b>Average</b>		4.875

Table 149 below set out the scores for the Blue Option between Corrinshigo to Castleblaney and the reasoning for that score.

Table 149: Corrinshigo to Castleblaney – Blue Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	This option does not provide any significant opportunity for modal shift due to its lack of proximity to homes	3
<b>Air Quality</b>	Route option does not encourage further modal shift, therefore no opportunity to decrease particulate matter, nitrous oxide emissions or improve air quality	3
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	5
<b>Landscape and Visual Quality</b>	Route option is to be developed within the existing road corridor and therefore is unlikely to significantly impact landscape and visual quality. However, where it deviates from the road, west of	3



Criteria	Description	Score
	Castleblaney, a new route corridor will be required which may negatively impact on landscape and visual quality.	
<b>Biodiversity</b>	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. These habitats are of local importance only.	3
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	A significant proportion of the route option is to be developed within the existing road corridor, and therefore does not require significant earthworks. However, west of Castleblaney a new route corridor along existing field boundaries may require significant earthworks	3
<b>Water Resources</b>	A significant proportion of the route option is to be developed within the existing road corridor, and therefore does not require significant earthworks. However, west of Castleblaney a new route corridor along existing field boundaries may require significant earthworks	3
<b>Average</b>		3

Table 150 below set out the scores for the Purple Option between Corrinshigo to Castleblaney and the reasoning for that score.

Table 150: Corrinshigo to Castleblaney – Purple Option – Environment Assessment

Criteria	Description	Score
<b>Carbon</b>	This option does not provide any significant opportunity for modal shift due to its lack of proximity to homes	3
<b>Air Quality</b>	Route option does not encourage further modal shift, therefore no opportunity to decrease particulate matter, nitrous oxide emissions or improve air quality	3
<b>Noise</b>	Lack of sensitive receptors throughout this route option mean that increases in noise levels from greenway are not expected to be significant.	5
<b>Landscape and Visual Quality</b>	A new route corridor will be required which may negatively impact on landscape and visual quality.	2
<b>Biodiversity</b>	Impacts of moderate negative significance may be anticipated if this route results in the loss or significant modification of lakeshore habitat. There is also potential for impact in the operational phase on bird species and Otter here. This route option will also involve some very limited loss of habitats of local importance, being agricultural grassland and hedgerow.	2
<b>Cultural Heritage</b>	Route option does not impact upon any archaeological sites, historic buildings and structures, or culturally significant landscapes.	4
<b>Land Use</b>	A new route corridor along existing field boundaries may require significant earthworks	2
<b>Water Resources</b>	A new route corridor along existing field boundaries may require significant earthworks	2
<b>Average</b>		2.625



## APPENDIX D - BIODIVERSITY OF ROUTE OPTIONS



[www.c3.ie](http://www.c3.ie)





**The Ballybay to Castleblayney Greenway: Biodiversity Assessment of Route Options.**



**Date: October 2023**

## 1. Introduction

The proposed Ballybay to Castleblayney Greenway is an approximately 15km walking and cycling path that would connect Ballybay and Castleblayney, Co Monaghan. The aim of the project is to provide a safe walking and cycling route between the 2 towns, connecting with other rural communities such as Doohamlet and the rural hinterlands of each town.

This Options Assessment report is concerned with assessing each route option. A desk review and high-level survey of the study area has been completed in a standalone constraints report which has informed the route selection scoring.

## 2. Assessing Ecological Value

The 'ecological value' of an area or feature is therefore defined with reference to geographical context. That is, whether it is of value locally, regionally, nationally or internationally. This is assessed by ecologists on reviewing survey outcomes. Key criteria are the presence of designated sites, the site or feature containing protected species or areas of high biodiversity. The criteria for ecological value are given in Table 2.1.

**Table 1.: Ecological Value Criteria**

Ecological Value	Criteria
International	'European Sites' including Special Areas of Conservation (SAC) & Special Protection Areas (SPA).
	Sites that satisfy the criteria for designation as a 'European Site' (see Annex III of the Habitats Directive, as amended).
	Features essential to maintaining the coherence of the Natura 2000 Network.
	Sites containing 'best examples' of the habitat types listed in Annex I of the Habitats Directive.
	Resident or regularly occurring populations (assessed to be important at the national level) of the following:
	Species of bird, listed in Annex I and/or referred to in Article 4(2) of the Birds Directive; and/or

Ecological Value	Criteria
	<p>Species of animal and plants listed in Annex II and/or IV of the Habitats Directive.</p> <p>Ramsar Sites</p> <p>World Heritage Sites (Convention for the Protection of World Cultural &amp; Natural Heritage, 1972).</p> <p>Sites hosting significant species populations under the Bonn Convention</p> <p>Sites hosting significant populations under the Berne Convention</p>
National	<p>Areas of Special Scientific Interest (ASSI) or Natural Heritage Area (NHA).</p> <p>National Nature Reserves (NNR).</p> <p>Marine Nature Reserves (MNR).</p> <p>Area of Outstanding Natural Beauty (AONB).</p> <p>Refuge for species protected under the Wildlife (Northern Ireland) Order 1985 (as amended).</p> <p>Undesignated sites fulfilling the criteria for designation as an ASSI; NNR; MNR; and/or refuge for species protected under the Wildlife (Northern Ireland) Order 1985 (as amended).</p> <p>Resident or regularly occurring populations (important at the national level) of the following:</p> <p>Species protected under Wildlife (Northern Ireland) Order 1985 or Wildlife Act 1976, as amended); and/or</p> <p>Species listed on the relevant Red Data list.</p> <p>Sites containing 'viable areas' of the habitat types listed in Annex I of the Habitats Directive.</p>
Regional	<p>Sites of Local Nature Conservation Importance (SLNCI).</p> <p>Areas subject to a Tree Preservation Order.</p> <p>Resident or regularly occurring populations (assessed to be important at the Regional level) of the following:</p> <p>Species of bird, listed in Annex I and/or referred to in Article 4(2) of the Birds Directive;</p>

Ecological Value	Criteria
	<p>Species of animal and plants listed in Annex II and/or IV of the Habitats Directive;</p> <p>Species protected under the Wildlife (Northern Ireland) Order 1985 (as amended); and/or</p> <p>Species listed on the relevant Red Data list.</p> <p>Sites containing areas of the habitat types listed in Annex I of the Habitats Directive that do not satisfy the criteria for valuation as of International or National importance.</p> <p>Regionally important populations of species or viable areas of semi-natural habitats or natural heritage features identified in the National or Local Biodiversity Action Plan (BAP), if this have been prepared.</p> <p>Sites containing semi-natural habitat types with high biodiversity in a regional context and a high degree of naturalness, or populations of species that are uncommon within the region.</p> <p>Sites containing habitats and species that are rare or are undergoing a decline in quality or extent at a national level.</p>
Local	<p>Locally important populations of priority species or habitats or features of natural heritage importance identified in the Local BAP, if this has been prepared;</p> <p>Resident or regularly occurring populations (assessed to be important at the Local level) of the following:</p> <p>Species of bird, listed in Annex I and/or referred to in Article 4(2) of the Birds Directive;</p> <p>Species of animal and plants listed in Annex II and/or IV of the Habitats Directive;</p> <p>Species protected under the Wildlife (Northern Ireland) Order 1985 (as amended); and/or</p> <p>Species listed on the relevant Red Data list.</p> <p>containing semi-natural habitat types with high biodiversity in a local context and a high degree of naturalness, or populations of species that are uncommon in the locality;</p> <p>Sites or features containing common or lower value habitats, including naturalised species that are nevertheless essential in maintaining links and ecological corridors between features of higher ecological value</p>



Ecological Value	Criteria
	<p>Sites containing small areas of semi-natural habitat that are of some local importance for wildlife;</p> <p>Sites or features containing non-native species that are of some importance in maintaining habitat links.</p>

This assessment also considers the significance of effects that may be expected arising from a proposed development. CIEEM guidelines (2018) define a significant effect as:

*“an effect that either supports or undermines biodiversity conservation objectives for ‘important ecological features’... or for biodiversity in general. Conservation objectives may be specific (e.g. for a designated site) or broad (e.g. national/local nature conservation policy) or more wide- ranging (enhancement of biodiversity). Effects can be considered significant at a wide range of scales from international to local”.*

It also states that:

*“an effect that is sufficiently important to require assessment and reporting so that the decision maker is adequately informed of the environmental consequences of permitting a project. A significant effect is a positive or negative ecological effect that should be given weight in judging whether to authorise a project: it can influence whether permission is given or refused and, if given, whether the effect is important enough to warrant conditions, restrictions or further requirements such as monitoring”.*

### 3. Assessing Significance of Effects

The criteria for assessment of significance of effects is given in the following table. It should be noted that significant effects may also include beneficial effects.

**Table 2: Criteria for Assessing Significance of Effects**

Impact Significance		Criteria
Significant Negative Effect	Major Negative	<p>Loss of, permanent damage to or adverse impact on any part of a site of international or national importance;</p> <p>Loss of a substantial part or key feature of a site of regional importance;</p> <p>Loss of favourable conservation status (FCS) of a legally protected species;</p> <p>Loss of or moderate damage to a population of nationally rare or scarce species.</p>
	Moderate Negative	<p>Temporary disturbance to a site of international or national importance, but no permanent damage;</p> <p>Loss of or permanent damage to any part of a site of regional importance;</p> <p>Loss of a key feature of local importance;</p> <p>A substantial reduction in the numbers of legally protected species such that there is no loss of FCS but the population is significantly more vulnerable;</p> <p>Reduction in the amount of habitat available for a nationally rare or scarce species, or species that are notable at a regional or county level.</p>
No Significant Effect	Minor Negative	<p>Temporary disturbance to a site of regional value, but no permanent damage;</p> <p>Loss of, or permanent damage to, a feature with some ecological value in a local context but that has no nature conservation designation;</p> <p>A minor impact on legally protected species but no significant habitat loss or reduction in FCS;</p> <p>A minor impact on populations of nationally rare or scarce species or species that are notable at a regional or county level.</p>

Impact Significance		Criteria
	Negligible	<p>No impacts on sites of international, national or county importance;</p> <p>Temporary disturbance or damage to a small part of a feature of local importance;</p> <p>Loss of or damage to land of negligible nature conservation value;</p> <p>No reduction in the population of legally protected, nationally rare, nationally scarce or notable (regional level) species on the site or its immediate vicinity.</p> <p>Beneficial and adverse impacts balance such that resulting impact has no overall affect upon feature.</p>
	Minor Positive	A small but clear and measurable gain in general wildlife interest, e.g. small-scale new habitats of wildlife value created where none existed before or where the new habitats exceeds in area that habitats lost.
Significant Positive Effect	Moderate Positive	Larger new scale habitats (e.g. net gains over 1 ha in area) created leading to significant measurable gains in relation to the objectives of biodiversity action plans.
	Major Positive	Major gains in new habitats (net gains of at least 10 ha) of high significance for biodiversity being those habitats, or habitats supporting viable species populations, of national or international importance cited in Annexes I and II of the habitats Directive or Annex I of the Birds Directive.

#### 4. Scoring route options.

Upon the selection of the suitable criteria for assessment, route options have been scored from 1 to 7 based on the scoring mechanism outlined in Table 2.2. 'Criteria for scoring the significance of events'. below are the seven categories.

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

The routes have been divided into 11 sections. A description of each route option, the score and the reason for each score is given below. Maps of the routes are available in Appendix A.

##### *Section 1: Ballybay to Dunmaurice*

Route Option	Description	Score	Reason
<b>Maintain</b>	The current infrastructure and conditions along the R183, does not sufficiently meet the requirements of cyclists or pedestrians. This is primarily due to the absence of dedicated cycling lanes and footpaths, limited shoulder space, and potential safety concerns. However, there is a footpath in the town of Ballybay.	4	No ecological impacts may be anticipated from this do-nothing scenario.
<b>Red</b>	This section of the route follows the existing R183 Castleblayney Road. It then continues along the path of the old train line before joining the banks of the Lough Major Stream. The route then follows the bank of the stream for approximately 800 meters.	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. There is also potential for impacts on Lough Major Stream (a salmonid watercourse) during construction phase. There is potential for disturbance to Otters during the operational phase of the project.
<b>Green</b>	The route begins at Lough Major Avenue/R162 Road Junction. From there, it follows Lough Mór Avenue through the townland of Knappagh, south of Lough Major. It then crosses the R183 and follows field boundaries to the alignment of the former railway line	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. An invasive species occurs close to the existing avenue but will not impact on project.
<b>Blue</b>	In this section, the route follows the path of the former railway line, which has undergone	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some limited areas of hedgerows will be lost. Some scrub

Route Option	Description	Score	Reason
	significant removal and alteration over time. It takes a course behind several residential properties along the R183, along agricultural grassland field boundaries		habitat within the former railway line will also be lost.

### ***Section 2: Dunmaurice to Tonyscallan***

Route Option	Description	Score	Reason
<b>Maintain</b>	The current infrastructure and conditions along the R183, does not sufficiently meet the requirements of cyclists or pedestrians. This is primarily due to the absence of dedicated cycling lanes and footpaths, limited shoulder space, and potential safety concerns. However, there is a footpath in the town of Ballybay.	4	No ecological impacts may be anticipated from this do-nothing scenario.
<b>Red</b>	The red route option in this section follows field boundaries and streams which feed the Dromore River in the Dunmaurice/Terrygreeghan townlands and linking back to the original alignment of the former railway in Tonyscallan.	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. There is a potential for impacts during the construction phase on water quality of the adjacent streams. There is potential for disturbance impact on local Badger populations.
<b>Green</b>	The green route option traverses through Dunmaurice /Terrygreeghan to the North East of Ballybay.	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some limited areas of hedgerows will also be lost. Route will pass an infestation of Japanese Knotweed but as this is within a private property, no impacts are expected.

### ***Section3: Tonyscallan to Brackagh***

Route Option	Description	Score	Reason
<b>Maintain</b>	Currently there is no existing infrastructure for pedestrian or cycle access to Doohamlet on the R183	4	No ecological impacts may be anticipated from this do-nothing scenario.
<b>Red</b>	The red route option follows the alignment of the pre-existing railway line, before it crosses the L3430 to the north of Doohamlet. Following this, the	3	Minor negative impacts may be anticipated from loss of some scrub habitat within the alignment of the former railway line. Potential exists for disturbance impact on local Badger population within the former railway line alignment.



Route Option	Description	Score	Reason
	red route option continues along the former alignment of the railway to the north of Doohamlet GAA club, and towards the Brackagh townland.		
<b>Green</b>	The green route option follows field boundaries in the Tonyscallan area before crossing the L3430 to the north of Doohamlet, and following field boundaries and streams through Doohamlet and on to Brackagh.	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. There is a potential for impacts during the construction phase on water quality of the adjacent streams. Potential for disturbance to Otters from operational phase of the project exists.
<b>Blue</b>	The blue route option follows field boundaries through the Tonyscallan area, before joining the R183 and following this alignment through Doohamlet as far as Doohamlet GAA club. It then enters the club grounds and follows field boundaries to the north of the pitches to Brackagh.	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost.
<b>Purple</b>	The purple option follows a stream to the West of Doohamlet and joins the alignment of the R183 at Doohamlet Community Centre. It then follows this alignment through Doohamlet as far as Doohamlet GAA club. It then enters the club grounds and follows field boundaries to the north of the pitches to Brackagh.	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. There is a potential for impacts during the construction phase on water quality of the adjacent streams. There is limited potential for disturbance to Otters during the operational phase of the project.

#### **Section4: Brackagh to Corrinshigo**

Route Option	Description	Score	Reason
<b>Maintain</b>	The current infrastructure and conditions along the R183, does not sufficiently meet the requirements of cyclists or pedestrians. This is primarily due to the absence of dedicated cycling lanes and footpaths, limited shoulder space, and potential safety concerns.	4	No ecological impacts may be anticipated from this do-nothing scenario.
<b>Red</b>	The Red Route option follows the alignment of the former railway line as far as Tonyglasson, where	3	Minor negative impacts may be anticipated from loss of some scrub habitat within the alignment of the former railway line.

Route Option	Description	Score	Reason
	it then follows the alignment of the R183 for this section as far as Corrinshigo to before the N2 crossing		
<b>Green</b>	The green route option follows the L7220 towards the L3210, also known as the Mile Hill Rd. From here, it continues adjacent to the L3210 towards Castleblayney.	4	No ecological impacts of any significance may be anticipated from this route. This is given that route will be constructed on already built areas with no semi-natural habitats occurring.
<b>Blue</b>	The blue route follows adjacent to the R183 towards Castleblayney in this section as far as Corrinshigo N2 Crossing.	4	No ecological impacts of any significance may be anticipated from this route. This is given that route will be constructed on already built areas with no semi-natural habitats occurring.
<b>Purple</b>	The purple route option follows the R183 into Tonyglasson, before continuing adjacent to the L7220 towards Modesse. From here, it leaves the L7220 and follows field boundaries towards the N2/R183 Junction in Corrinshigo.	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. These habitats are of only local importance.

#### ***Section5: Corrinshigo to Castleblayney***

Route Option	Description	Score	Reason
<b>Maintain</b>	The current infrastructure and conditions along the R183, does not sufficiently meet the requirements of cyclists or pedestrians. This is primarily due to the absence of dedicated cycling lanes and footpaths, limited shoulder space, and potential safety concerns. Upon reaching Castleblayney cyclists and pedestrians are provided with a footpath and cycle lane	4	No ecological impacts may be anticipated from this do-nothing scenario.
<b>Red</b>	The red route follows the path of the old railway line after the intersection. It briefly deviates onto the road to bypass a house, but soon returns to the railway line. The route runs alongside a hedgerow before turning north to meet the blue route at the proposed crossing point for the N2. Upon reaching the eastern edge of the N2, the route heads south for a short stretch along an access road, passing a underpass	3	Minor negative impacts may be anticipated from loss of some scrub habitat and young trees within the alignment of the former railway line. Similarly, minor negative impacts may be anticipated from loss of some agricultural grassland. Some very limited areas of hedgerows will also be lost.

Route Option	Description	Score	Reason
	for the N2. From there, it turns eastward to reconnect with the old railway line. Moving along, the route skirts around the south and east sides of a quarry site. Continuing south, it passes by an abandoned farm building then the section concludes as it joins the Killycard Manor Road (L7220).		
<b>Green</b>	The green route option continues adjacent to the L3210, crossing the N2 at an underpass located in Killycard (MN-M02-030.00). It continues adjacent to the L3210 and concludes in Castleblayney	4	No ecological impacts of any significance may be anticipated from this route. This is given that route will be constructed on already built areas with no semi-natural habitats occurring.
<b>Blue</b>	The blue route follows the R183 and passes under the N2 at the R183 bridge (MN-N02-029.00) and continues along the R183. Just past Malones lake, it enters field boundaries to the West of the quarry and follows these boundaries into Castleblayney	3	Minor negative impacts may be anticipated from loss of some agricultural grassland. Some areas of hedgerows will also be lost. These habitats are of local importance only.
<b>Purple</b>	The purple route option follows field boundaries and travels under the N2 at (MN-N02-029.00) before crossing the R183 at Malones Lake and following its northern banks/field boundaries towards Castleblayney.	2	Impacts of moderate negative significance may be anticipated if this route results in the loss or significant modification of lakeshore habitat. There is also potential for impact in the operational phase on bird species and Otter here. This route option will also involve some very limited loss of habitats of local importance, being agricultural grassland and hedgerow.

**Table 3. Summary of route scores.**

Location	Maintain	Red	Green	Blue	Purple
<i>Ballybay to Dunmaurice</i>	4	3	3	3	
<i>Dunmaurice to Tonyscallan</i>	4	3	3		
<i>Tonyscallan to Brackagh</i>	4	3	3	3	3
<i>Brackagh to Corrinshigo</i>	4	3	4	4	3
<i>Corrinshigo to Castleblayney</i>	4	3	4	3	2



## APPENDIX E - EMERGING PREFERRED ROUTE OPTION



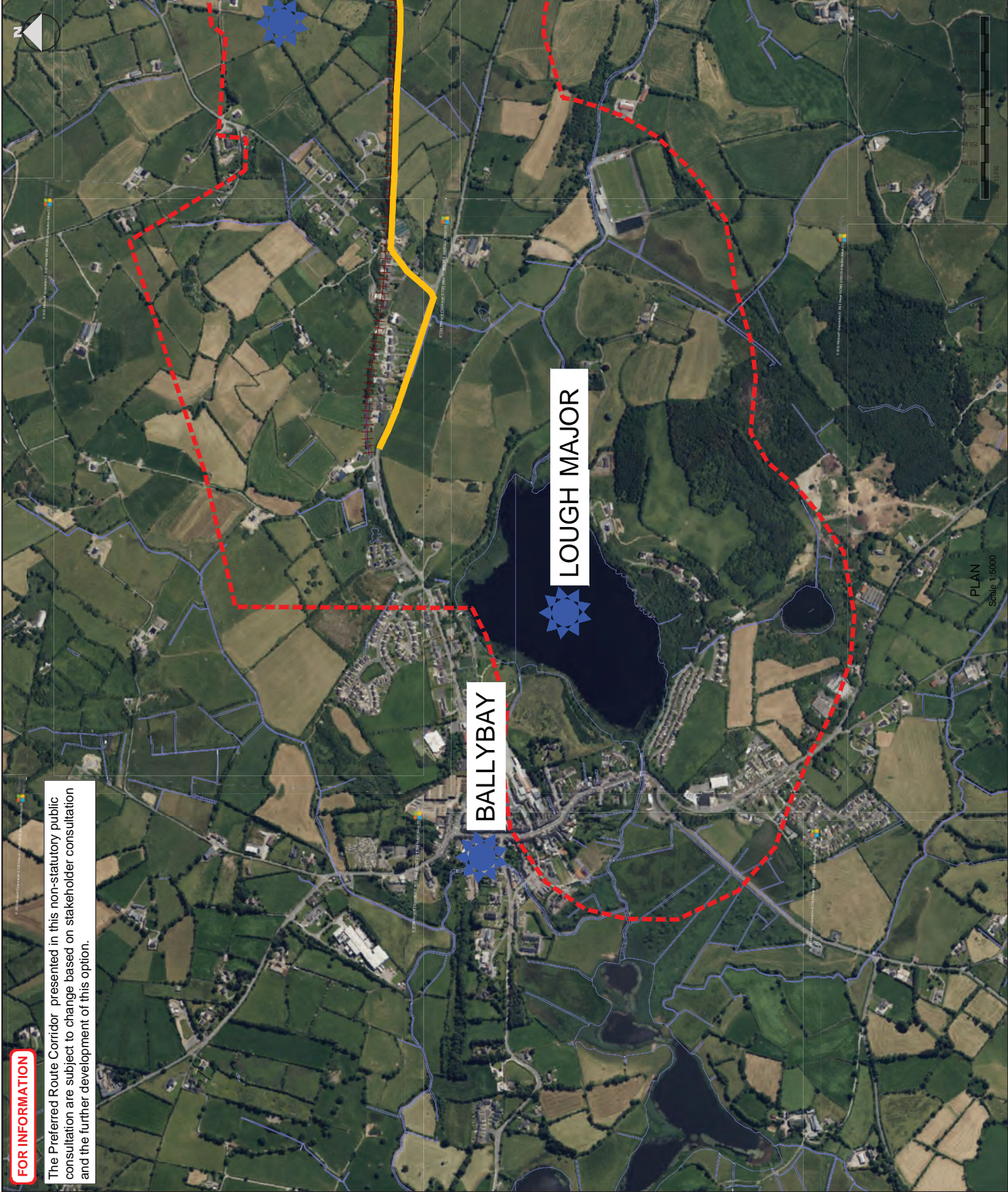
[www.c3.ie](http://www.c3.ie)





FOR INFORMATION

The Preferred Route Corridor presented in this non-statutory public consultation are subject to change based on stakeholder consultation and the further development of this option.



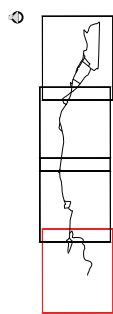
## NOTES

- This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared.
- Route options illustrated are preliminary only and are subject to amendments following consultation with impacted landowners and as part of the design process. Notwithstanding the alignment of any route corridor shown, the appointed design team will work with landowners to ensure impacts are minimised.

## LEGEND

- STUDY AREA
- WATERCOURSES
- FORMER GREAT NORTHER RAILLINE
- PREFERRED ROUTE CORRIDOR
- FEATURE OF INTEREST

## KEY PLAN



REV	DATE	DESCRIPTION	BY	CHEK	APPD
001	25/02/2024	FOR INFORMATION	CW	BP	BC



BALLYBAY TO CASTLEBLAYNEY  
GREENWAY

PREFERRED ROUTE CORRIDOR  
AERIAL MAPPING  
SHEET 1 OF 4

PROJECT	DATE	SCALE	VERSION
B2C-DR-GA-0205	25/02/2024	1:5000	A1



The Preferred Route Corridor presented in this non-statutory public consultation are subject to change based on stakeholder consultation and the further development of this option.

TONYSCALLAN

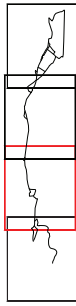
PLAN  
Scale 1:5000



No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder except as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt - Ask!

1. This drawing is the property of Clardion Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Clardion Civil Consulting was commissioned.
2. Route options illustrated are preliminary only and are subject to amendments following consultation with impacted landowners and as part of the design process. Notwithstanding the alignment of any route corridor shown, the appointed design team will work with landowners to ensure impacts are minimised.

STUDY AREA



REV	DATE	DESCRIPTION	BY	CHK	APD
100	23.02.2024	FOR INFORMATION	CW	SF	SC



**BALLYBAY TO CASTLEBLAYNEY  
GREENWAY**

PREFERRED ROUTE CORRIDOR  
AERIAL MAPPING  
SHEET 2 OF 4

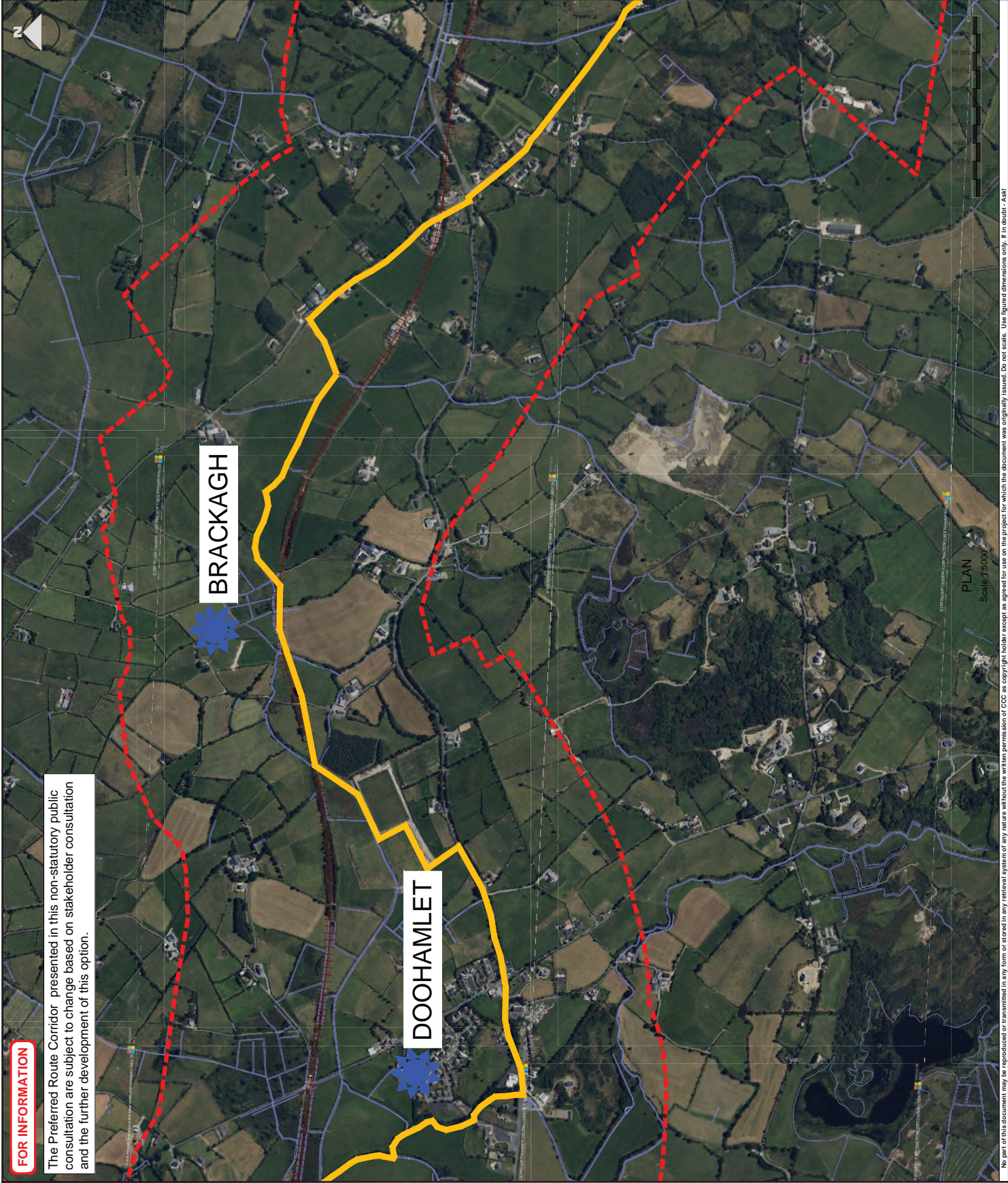
RECEIVED	DATE	TIME	CHARGE PROVIDED
CW		CW	SC
DATE	23/02/2024	SCALE	SCALE
		15:000	A1
SHIPPING NUMBER			REVISION

B2C-DR-GA-0206



FOR INFORMATION

The Preferred Route Corridor presented in this non-statutory public consultation are subject to change based on stakeholder consultation and the further development of this option.



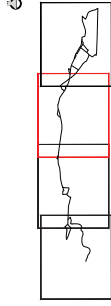
NOTES

1. This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared.
2. Road options illustrated are preliminary only and are subject to amendments following consultation with impacted landowners and as part of the design process. Notwithstanding the alignment of any route corridor shown, the appointed design team will work with landowners to ensure impacts are minimised.

LEGEND

- STUDY AREA
- WATERCOURSES
- FORMER GREAT NORTHER RALINE
- PREFERRED ROUTE CORRIDOR
- FEATURE OF INTEREST

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHEK	APP
001	20/03/2024	FOR INFORMATION	CH	SP	SC



BALLYBAY TO CASTLEBLAYNEY  
GREENWAY

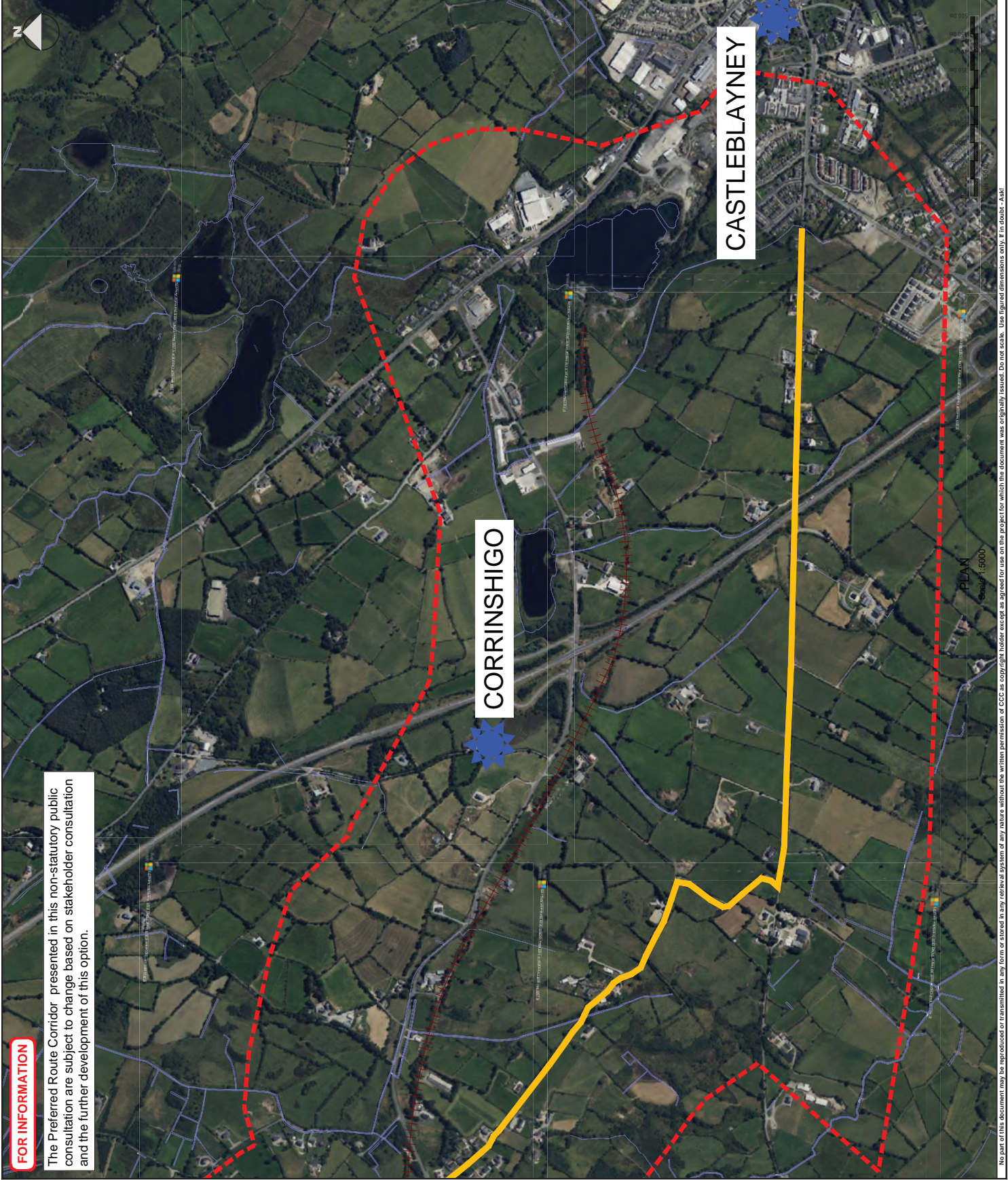
PREFERRED ROUTE CORRIDOR  
AERIAL MAPPING  
SHEET 3 OF 4

PROJECT	DATE	SCALE	PROJECT NUMBER	PROJECT NAME
20/03/2024	1:5000	A1		
B2C-DR-GA-0207				100



FOR INFORMATION

The Preferred Route Corridor presented in this non-statutory public consultation are subject to change based on stakeholder consultation and the further development of this option.



**NOTES**

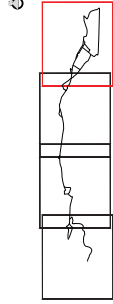
1. This drawing is the property of Clandillon Civil Consulting. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared.

2. Route options illustrated are preliminary only and are subject to amendments following consultation with impacted landowners and as part of the design process. Notwithstanding the alignment of any route corridor shown, the appointed design team will retain full responsibility for final impacts as determined.

**LEGEND**

- STUDY AREA
- WATERCOURSES
- FORMER GREAT NORTHER RAILINE
- PREFERRED ROUTE CORRIDOR
- FEATURE OF INTEREST

**KEY PLAN**



REV	DATE	DESCRIPTION
001	23/03/2024	FOR INFORMATION
002	23/03/2024	FOR INFORMATION
003	23/03/2024	FOR INFORMATION
004	23/03/2024	FOR INFORMATION
005	23/03/2024	FOR INFORMATION
006	23/03/2024	FOR INFORMATION
007	23/03/2024	FOR INFORMATION
008	23/03/2024	FOR INFORMATION
009	23/03/2024	FOR INFORMATION
010	23/03/2024	FOR INFORMATION
011	23/03/2024	FOR INFORMATION
012	23/03/2024	FOR INFORMATION
013	23/03/2024	FOR INFORMATION
014	23/03/2024	FOR INFORMATION
015	23/03/2024	FOR INFORMATION
016	23/03/2024	FOR INFORMATION
017	23/03/2024	FOR INFORMATION
018	23/03/2024	FOR INFORMATION
019	23/03/2024	FOR INFORMATION
020	23/03/2024	FOR INFORMATION
021	23/03/2024	FOR INFORMATION
022	23/03/2024	FOR INFORMATION
023	23/03/2024	FOR INFORMATION
024	23/03/2024	FOR INFORMATION
025	23/03/2024	FOR INFORMATION
026	23/03/2024	FOR INFORMATION
027	23/03/2024	FOR INFORMATION
028	23/03/2024	FOR INFORMATION
029	23/03/2024	FOR INFORMATION
030	23/03/2024	FOR INFORMATION
031	23/03/2024	FOR INFORMATION
032	23/03/2024	FOR INFORMATION
033	23/03/2024	FOR INFORMATION
034	23/03/2024	FOR INFORMATION
035	23/03/2024	FOR INFORMATION
036	23/03/2024	FOR INFORMATION
037	23/03/2024	FOR INFORMATION
038	23/03/2024	FOR INFORMATION
039	23/03/2024	FOR INFORMATION
040	23/03/2024	FOR INFORMATION
041	23/03/2024	FOR INFORMATION
042	23/03/2024	FOR INFORMATION
043	23/03/2024	FOR INFORMATION
044	23/03/2024	FOR INFORMATION
045	23/03/2024	FOR INFORMATION
046	23/03/2024	FOR INFORMATION
047	23/03/2024	FOR INFORMATION
048	23/03/2024	FOR INFORMATION
049	23/03/2024	FOR INFORMATION
050	23/03/2024	FOR INFORMATION
051	23/03/2024	FOR INFORMATION
052	23/03/2024	FOR INFORMATION
053	23/03/2024	FOR INFORMATION
054	23/03/2024	FOR INFORMATION
055	23/03/2024	FOR INFORMATION
056	23/03/2024	FOR INFORMATION
057	23/03/2024	FOR INFORMATION
058	23/03/2024	FOR INFORMATION
059	23/03/2024	FOR INFORMATION
060	23/03/2024	FOR INFORMATION
061	23/03/2024	FOR INFORMATION
062	23/03/2024	FOR INFORMATION
063	23/03/2024	FOR INFORMATION
064	23/03/2024	FOR INFORMATION
065	23/03/2024	FOR INFORMATION
066	23/03/2024	FOR INFORMATION
067	23/03/2024	FOR INFORMATION
068	23/03/2024	FOR INFORMATION
069	23/03/2024	FOR INFORMATION
070	23/03/2024	FOR INFORMATION
071	23/03/2024	FOR INFORMATION
072	23/03/2024	FOR INFORMATION
073	23/03/2024	FOR INFORMATION
074	23/03/2024	FOR INFORMATION
075	23/03/2024	FOR INFORMATION
076	23/03/2024	FOR INFORMATION
077	23/03/2024	FOR INFORMATION
078	23/03/2024	FOR INFORMATION
079	23/03/2024	FOR INFORMATION
080	23/03/2024	FOR INFORMATION
081	23/03/2024	FOR INFORMATION
082	23/03/2024	FOR INFORMATION
083	23/03/2024	FOR INFORMATION
084	23/03/2024	FOR INFORMATION
085	23/03/2024	FOR INFORMATION
086	23/03/2024	FOR INFORMATION
087	23/03/2024	FOR INFORMATION
088	23/03/2024	FOR INFORMATION
089	23/03/2024	FOR INFORMATION
090	23/03/2024	FOR INFORMATION
091	23/03/2024	FOR INFORMATION
092	23/03/2024	FOR INFORMATION
093	23/03/2024	FOR INFORMATION
094	23/03/2024	FOR INFORMATION
095	23/03/2024	FOR INFORMATION
096	23/03/2024	FOR INFORMATION
097	23/03/2024	FOR INFORMATION
098	23/03/2024	FOR INFORMATION
099	23/03/2024	FOR INFORMATION
100	23/03/2024	FOR INFORMATION



BALLYBAY TO CASTLEBLAYNEY  
GREENWAY

PREFERRED ROUTE CORRIDOR  
AERIAL MAPPING  
SHEET 4 OF 4

PROJECT	BALLYBAY TO CASTLEBLAYNEY GREENWAY		
DATE	23/03/2024	SCALE	1:5000
BY	CHC	APPD	APD
REV	001	DATE	23/03/2024
DESCRIPTION	FOR INFORMATION		
002	23/03/2024	FOR INFORMATION	
003	23/03/2024	FOR INFORMATION	
004	23/03/2024	FOR INFORMATION	
005	23/03/2024	FOR INFORMATION	
006	23/03/2024	FOR INFORMATION	
007	23/03/2024	FOR INFORMATION	
008	23/03/2024	FOR INFORMATION	
009	23/03/2024	FOR INFORMATION	
010	23/03/2024	FOR INFORMATION	
011	23/03/2024	FOR INFORMATION	
012	23/03/2024	FOR INFORMATION	
013	23/03/2024	FOR INFORMATION	
014	23/03/2024	FOR INFORMATION	
015	23/03/2024	FOR INFORMATION	
016	23/03/2024	FOR INFORMATION	
017	23/03/2024	FOR INFORMATION	
018	23/03/2024	FOR INFORMATION	
019	23/03/2024	FOR INFORMATION	
020	23/03/2024	FOR INFORMATION	
021	23/03/2024	FOR INFORMATION	
022	23/03/2024	FOR INFORMATION	
023	23/03/2024	FOR INFORMATION	
024	23/03/2024	FOR INFORMATION	
025	23/03/2024	FOR INFORMATION	
026	23/03/2024	FOR INFORMATION	
027	23/03/2024	FOR INFORMATION	
028	23/03/2024	FOR INFORMATION	
029	23/03/2024	FOR INFORMATION	
030	23/03/2024	FOR INFORMATION	
031	23/03/2024	FOR INFORMATION	
032	23/03/2024	FOR INFORMATION	
033	23/03/2024	FOR INFORMATION	
034	23/03/2024	FOR INFORMATION	
035	23/03/2024	FOR INFORMATION	
036	23/03/2024	FOR INFORMATION	
037	23/03/2024	FOR INFORMATION	
038	23/03/2024	FOR INFORMATION	
039	23/03/2024	FOR INFORMATION	
040	23/03/2024	FOR INFORMATION	
041	23/03/2024	FOR INFORMATION	
042	23/03/2024	FOR INFORMATION	
043	23/03/2024	FOR INFORMATION	
044	23/03/2024	FOR INFORMATION	
045	23/03/2024	FOR INFORMATION	
046	23/03/2024	FOR INFORMATION	
047	23/03/2024	FOR INFORMATION	
048	23/03/2024	FOR INFORMATION	
049	23/03/2024	FOR INFORMATION	
050	23/03/2024	FOR INFORMATION	
051	23/03/2024	FOR INFORMATION	
052	23/03/2024	FOR INFORMATION	
053	23/03/2024	FOR INFORMATION	
054	23/03/2024	FOR INFORMATION	
055	23/03/2024	FOR INFORMATION	
056	23/03/2024	FOR INFORMATION	
057	23/03/2024	FOR INFORMATION	
058	23/03/2024	FOR INFORMATION	
059	23/03/2024	FOR INFORMATION	
060	23/03/2024	FOR INFORMATION	
061	23/03/2024	FOR INFORMATION	
062	23/03/2024	FOR INFORMATION	
063	23/03/2024	FOR INFORMATION	
064	23/03/2024	FOR INFORMATION	
065	23/03/2024	FOR INFORMATION	
066	23/03/2024	FOR INFORMATION	
067	23/03/2024	FOR INFORMATION	
068	23/03/2024	FOR INFORMATION	
069	23/03/2024	FOR INFORMATION	
070	23/03/2024	FOR INFORMATION	
071	23/03/2024	FOR INFORMATION	
072	23/03/2024	FOR INFORMATION	
073	23/03/2024	FOR INFORMATION	
074	23/03/2024	FOR INFORMATION	
075	23/03/2024	FOR INFORMATION	
076	23/03/2024	FOR INFORMATION	
077	23/03/2024	FOR INFORMATION	
078	23/03/2024	FOR INFORMATION	
079	23/03/2024	FOR INFORMATION	
080	23/03/2024	FOR INFORMATION	
081	23/03/2024	FOR INFORMATION	
082	23/03/2024	FOR INFORMATION	
083	23/03/2024	FOR INFORMATION	
084	23/03/2024	FOR INFORMATION	
085	23/03/2024	FOR INFORMATION	
086	23/03/2024	FOR INFORMATION	
087	23/03/2024	FOR INFORMATION	
088	23/03/2024	FOR INFORMATION	
089	23/03/2024	FOR INFORMATION	
090	23/03/2024	FOR INFORMATION	
091	23/03/2024	FOR INFORMATION	
092	23/03/2024	FOR INFORMATION	
093	23/03/2024	FOR INFORMATION	
094	23/03/2024	FOR INFORMATION	
095	23/03/2024	FOR INFORMATION	
096	23/03/2024	FOR INFORMATION	
097	23/03/2024	FOR INFORMATION	
098	23/03/2024	FOR INFORMATION	
099	23/03/2024	FOR INFORMATION	
100	23/03/2024	FOR INFORMATION	