

Project Appraisal Balance Sheet

Part A: Project Context



Date	25/07/2022
Version No.	

Project Title	Galway to Athlone Cycleway
PRS Reference Number	
Project Phase	Phase 2: Option Selection
National Roads Office	Westmeath
TII Project Manager	Kieran Kelly
Project Description	New build Cycleway from Athlone to Ballyloughane, on edge of Galway City
Scheme Cost €m (TSB)	€124.60
What Are The Likely Sources of Non-Exchequer Funding	
TII Growth Scenario	
Appraisal Team Author	Andy Green
Design Team Reviewer	Cian McGuinness
TII Engineering Inspector	
External Auditor	
Modelling Base Year	2022
Scheme Opening Year	2026
Reference Number of Nearest TII Traffic Monitoring Unit(s)	n/a

Note - This PABS should be completed with reference to the latest version of TII PAG Unit 7.1. Users should always check that the correct version is followed prior to undertaking the PABS.

Part B: Environment

Air Quality & Climate	Climate - Carbon Dioxide (CO ₂)				Quantitative Statement Parameter						
	Tonnes of CO ₂ produced in the Do Minimum Scenario?				0						
	Tonnes of CO ₂ produced in the Do Something Scenario?				22,000						
	Ratio of CO ₂ produced in Do Something Scenario to Do Minimum Scenario				0.00						
	Greenhouse Gasses				Monetised Benefits (€m)						
	Value of change in emissions				€ 4.0						
	Significance Criteria				Substantial Beneficial	Moderate Beneficial	Slight Beneficial	Negligible	Slight Adverse	Moderate Adverse	Substantial Adverse
	Number of Sensitive Locations Experiencing Impacts That Are:				0	0	0	0	0	0	0
	Index of Overall Change in Exposure				Large Negative Index	Medium Negative Index	Small Negative Index	Small Positive Index	Medium Positive Index	Large Positive Index	
	Nitrogen Dioxide (NO ₂)				○	○	○	●	○	○	
	Particulate Matter (PM ₁₀)				○	○	○	●	○	○	
	Quantitative Statement		Qualitative Statement								
Neutral		Improvement in Air quality likely in areas near Galway City, where Cycleway may be used for commuting and displace cars for some trips									

Noise & Vibration	Sensitive Receptors		Quantitative Statement Parameter
	Number of Sensitive Receptors Requiring Mitigation (i.e. the three conditions have been satisfied) Per Kilometre		0
	Number of Sensitive Receptors Requiring Mitigation (i.e. the three conditions have been satisfied), But It Is Not Feasible To Mitigate Noise To The Required Level Per Kilometre		0
	Quantitative Statement	Qualitative Statement	
	Neutral	Significant Impacts to Noise and Vibration as a result of the project are unlikely, as it will not be used by heavy vehicles, or require significant very heavy construction	

Waste	Unacceptable Material		Quantitative Statement Parameter No. (m ³)
	Quantity Of Unacceptable Material Class U1 To Be Disposed Of Off Site?		
	Quantity Of Unacceptable Material Class U2 To Be Disposed Of Off Site?		
	Quantity Of Unacceptable Material and Contaminated Land/Hazardous Waste To Be Left In Situ?		
	Quantitative Statement	Qualitative Statement	
	Neutral	Significant earthworks are unlikely to be needed for the scheme. Where scheme transverses peat, floating roads will be employed. Any spoil likely to be able to be incorporated into landscaping.	

Project Appraisal Balance Sheet

Part B: Environment



Landscape & Visual Amenity (incl. Light)	Landscape & Visual Amenity (incl. Light)	Profound Positive	Significant Positive	Moderate Positive	Slightly Positive	Imperceptible	Slightly Negative	Moderate Negative	Significant Negative	Profound Negative	
	Number of Impacts That Are:	0	0	0	0	0	0	0	0	0	
		National Landscape Designation / Listing			County Landscape Designation / Listing			Other Areas of Significant Landscape Value/Amenity			
	Number of Profound / Significant Impacts On Sites Of:	0			0			0			
	Quantitative Statement	Qualitative Statement									
Moderately Positive	Cycleway itself is unlikely to produce negative landscape impacts, but will significantly increase public access to scenic areas										

Biodiversity - Flora & Fauna	Impact on Ecological Receptors	International Importance	National Importance	County Importance	Local Importance (Higher value)	Local Importance (Lower value)
	Number of Significant Positive Impacts On Ecological Receptors Of:					
	Number of Significant Negative Impacts On Ecological Receptors Of:	24	17			
	Quantitative Statement	Qualitative Statement				
	Moderately Negative	Cycleway may impact on ecological receptors, especially birds. Impacts on Middle Shannon Callows SPA may not be mitigatable and could prevent the project from receiving planning permission.				

Agriculture	Impact on Agriculture Holdings	Significant Positive Impact	Moderate Positive Impact	Slightly Positive Impact	Imperceptible Impact	Slightly Negative Impact	Moderate Negative Impact	Significant Negative Impact	Profound Negative Impact	
	Impacts On An Agricultural Holdings That Are:				150	150				
	Quantitative Statement	Qualitative Statement								
	Neutral	Some farmland will be lost to the cycleway. There is potential for severance of farms, but it is likely that this will be avoided in the vast majority of cases. The cycleway will have a positive effect on rural tourism in the area, and this is expected to bring benefits to farming communities.								

Non-Agricultural Properties	Impact on Non-Agriculture Properties	Significant Positive Impact	Moderate Positive Impact	Slightly Positive Impact	Imperceptible Impact	Slightly Negative Impact	Moderate Negative Impact	Significant Negative Impact	Profound Negative Impact	
	Number of Impacts That Are:									
	Quantitative Statement	Qualitative Statement								
	Neutral									

Architectural Heritage	Impact on Architectural Heritage	Significant Positive Impact	Moderate Positive Impact	Slightly Positive Impact	Imperceptible Impact	Slightly Negative Impact	Moderate Negative Impact	Significant Negative Impact	Profound Negative Impact	
	Number of Impacts That Are:					1				
	Number of Impacts On Sites Of National Importance That Are:					1				
	Quantitative Statement	Qualitative Statement								
	Neutral	Impacts on architectural heritage sites are not expected. Improved access for the public to architectural heritage sites can have a positive impact. It will be necessary to make new openings in some demense walls. The cycleway will pass close to a number of protected structures, but with sensitive design, significant negative impacts are very unlikely.								



Project Appraisal Balance Sheet

Part B: Environment



Archaeological & Cultural Heritage	Impact on Archaeological & Cultural Heritage		Significant Positive Impact	Moderate Positive Impact	Slightly Positive Impact	Imperceptible Impact	Slightly Negative Impact	Moderate Negative Impact	Significant Negative Impact	Profound Negative Impact	
	Number of Impacts That Are:						2				
	Number Of Impacts On Sites Of National Importance That Are:						2				
	Quantitative Statement	Qualitative Statement									
Neutral	Impacts on cultural heritage sites are not expected. Improved access for the public to cultural heritage sites can have a positive impact										

Soils & Geology	Soils & Geology		Profound Positive	Significant Positive	Moderate Positive	Slightly Positive	Imperceptible	Slightly Negative	Moderate Negative	Significant Negative	Profound Negative	
	Number of Impacts That Are:											
	Quantitative Statement	Qualitative Statement										
	Neutral	Significant earthworks and unlikely, so likley impacts are expected to arise from extraction of stone for pavements only.										

Hydrology	Hydrology		Profound Positive	Significant Positive	Moderate Positive	Slightly Positive	Imperceptible	Slightly Negative	Moderate Negative	Significant Negative	Profound Negative	
	Number of Impacts That Are:											
	Quantitative Statement	Qualitative Statement										
	Neutral	The scheme tranverses some flood prone areas, but is not expected to worsen any flooding issues. Drainage will be over - the -edge, and significant changesto an areas hydrology are unlikely.										

Hydrogeology	Hydrogeology		Profound Positive	Significant Positive	Moderate Positive	Slightly Positive	Imperceptible	Slightly Negative	Moderate Negative	Significant Negative	Profound Negative	
	Number of Impacts That Are:											
	Quantitative Statement	Qualitative Statement										
	Neutral	The scheme will not require significant cuttings, and significant impacts to hydrogeology are unlikely.										

Overall Scale of Impact		Amended Scale of Impact									
Neutral											

Project Appraisal Balance Sheet

Part C: Safety, Physical Activity, Economy, Accessibility and Social Inclusion and Integration Input Sheet



Safety	Collision Reduction		Total Collision Reduction	Casualty Reduction			Value Of Accident Reduction (€m)				
				Fatal	Serious	Minor					
		What is the Collision/Casualty Reduction Over 30 Years?									
		Quantitative Statement	Qualitative Statement								
Neutral	A segregated cycleway will improve cyclist safety significantly. It will also lead to an increase in cycling along the scheme										
Safety	Security		Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		What is the Expected Impact Of The Project On The Security Of Road Users?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
		Quantitative Statement	Qualitative Statement								
		Slightly Positive									
Safety - Overall Scale of Impact			Safety - Amended Scale of Impact								
Slightly Positive											

Physical Activity	Ambience		Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		What is the expected impact of the project upon journey ambience?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
		Quantitative Statement	Value of Benefit (€m)	Qualitative Statement							
		Highly Positive	€ 20.2	The ambience of cycle journeys will be hugely improved with a scenic and safe cycleway, compared to the absence of facilities currently.							
Physical Activity	Absenteeism		Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		What is the impact of the project on absenteeism?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	
		Quantitative Statement	Value of Benefit (€m)	Qualitative Statement							
		Slightly Positive	€ 0.6	Increased cycling activity can be expected to reduce absenteeism.							
Physical Activity	Reduced Health Risk		Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		What is the impact of the project on the reduction in relative risk for cyclists and walkers?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
		Quantitative Statement	Value of Benefit (€m)	Qualitative Statement							
		Highly Positive	€ 24.8	The risk associated with cycle journeys will be hugely improved with a scenic and safe cycleway, compared to the absence of facilities currently.							
Physical Activity - Overall Scale of Impact			Physical Activity - Amended Scale of Impact								
Highly Positive											

Project Appraisal Balance Sheet

Part C: Safety, Physical Activity, Economy, Accessibility and Social Inclusion and Integration Input Sheet



		Commuting (€m)	Business (€m)	Other (€m)	Indirect Tax (€m)	Residual Value (€m)	Total Benefits (€m)			
Economy	Efficiency and Effectiveness	What Are The Benefits Of The Scheme?			€ 115.5		€ 115.5			
		Quantitative Statement								
		Benefits are chiefly from the direct spend of additional overseas tourists attracted to Ireland. There are also significant benefits due to increased spend from domestic users who will stay overnight.								
	Wider Economic Impacts	What Impact Will The Project Have On....	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive
		Increase Competition In Markets?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Lead To Efficiencies In Clustering Of Economic Activity? (Agglomeration Benefits)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Attract Inward Investment?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Expand Local Labour Supply?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Contribute To Urban Regeneration	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quantitative Statement		Qualitative Statement								
Slightly Positive	Increase in tourism and leisure spending in scheme area.									
Funding Impacts	What Impact Will The Project Have On....	Don't Know / NA	None	< 10%	10%-30%	> 30%				
	What Percentage Of Non-Exchequer Funding Is The Project Expected To Receive?	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>				
	Quantitative Statement	Qualitative Statement								
	Neutral									
Economy - Overall Scale of Impact		Economy - Amended Scale of Impact								
Neutral										

Project Appraisal Balance Sheet

Part C: Safety, Physical Activity, Economy, Accessibility and Social Inclusion and Integration Input Sheet



Accessibility and Social Inclusion	Deprived Areas	What Impact Will The Project Have On.....	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		Area Based Childhood Programme?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Rural Social Scheme?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
		Quantitative Statement	Qualitative Statement								
		Slightly Positive	Potential for employment in maintaining and operating the cycleway as well as spin off businesses.								
Accessibility and Social Inclusion	Vulnerable Groups	What Impact Will The Project Have On.....	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		Access To Employment or Vital Infrastructure?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Quantitative Statement	Qualitative Statement								
		Slightly Positive	Project may improve access to employment in some areas								
		Accessibility & Social Inclusion - Overall Scale of Impact		Accessibility & Social Inclusion - Amended Scale of Impact							
Moderately Positive											

Project Appraisal Balance Sheet

Part C: Safety, Physical Activity, Economy, Accessibility and Social Inclusion and Integration Input Sheet



Integration	Transport Integration	What Impact Will The Project Have On.....	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		Connectivity of the Strategic Road Network?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Connectivity Between Transport Modes?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Sustainable Transport Networks?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
		Access to Other Transport Infrastructure Such As Ports and Airports?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
		Quantitative Statement	Qualitative Statement								
	Slightly Positive	The cycleway will contribute significantly to sustainable travel, especially in Galway City, Oranmore, Gort, Portmana and Athlone									
	Land Use Integration	What Impact Will The Project Have On.....	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive	
		Objectives of Local and County Development Plans?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
		Strategic Connectivity for High Value Trips?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Urban Sprawl?		<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
Quantitative Statement		Qualitative Statement									
Slightly Positive		The scheme is well supported in the County Development Plans, and a specific objective in Co. Galway.									
Geographic Integration	What Impact Will The Project Have On.....	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive		
	Cross Border Connectivity?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
	The Trans European Transport network?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
	Quantitative Statement	Qualitative Statement									
	Neutral	There are proposals to integrate the Eure Velo network into the TenT programme, but these are not certain to be implemented.									
Other Government Policy Integration	How Will This Project Impact On The Wider Objectives of....	Don't Know / NA	Highly Negative	Moderately Negative	Slightly Negative	Neutral	Slightly Positive	Moderately Positive	Highly Positive		
	National Spatial Strategy/National Planning Framework	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	
	Quantitative Statement	Qualitative Statement									
	Highly Positive										
Integration - Overall Scale of Impact		Integration - Amended Scale of Impact									
Slightly Positive											

Project Appraisal Balance Sheet

Part D: PABS Summary Table

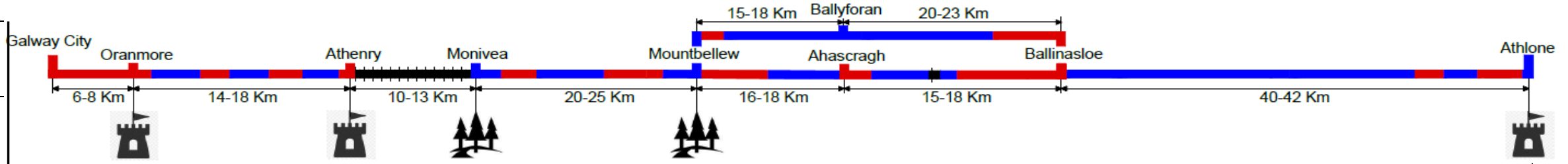


Project Title		PRS Reference Number	0	Project Description					Scheme Cost (€m)	Date	
Galway to Athlone Cycleway		Modelling Base Year	2022	New build Cycleway from Athlone to Ballyloughane, on edge of Galway City					€ 124.60	25/07/2022	
		Scheme Opening Year	2026								
Criteria	Quantitative Statement	Summary of Keys Impacts (Qualitative Assessment)			Quantitative Assessment					Monetised (€m over 30 yrs)	
										Value of Change in Emissions (€m)	
Environment	Air Quality and Climate	Neutral	Improvement in Air quality likely in areas near Galway City, where Cycleway may be used for commuting and displace cars for some trips	Additional CO ₂ (Tonnes)					0	€4.000	
				Ratio of CO ₂ Do-Min/Do-Some					0.00		
	Index of Overall Change in Exposure NO ₂					Small Positive Index					
	Index of Overall Change in Exposure PM ₁₀					Small Positive Index					
	Sub Ben. Mod Ben Sli Ben. Negligible Sli Adv. Mod Adv. Sub Adv.					0 0 0 0 0 0 0					
	No. of Sensitive Locations Experiencing Impacts That Are:			0 0 0 0 0 0 0							
	Noise and vibration	Neutral	Significant Impacts to Noise and Vibration as a result of the project are unlikely, as it will not be used by heavy vehicles, or require significant very heavy construction	No. of Sensitive Receptors Requiring Mitigation					0		
				No. of Sensitive Receptors Requiring Mitigation (Not Feasible)					0		
	Waste	Neutral	Significant earthworks are unlikely to be needed for the scheme. Where scheme transverses peat, floating roads will be employed. Any spoil likely to be able to be incorporated into landscaping.	Unacceptable Material/Contaminated Land/Hazardous Waste to be ...							
				Disposed of Off Site U1 [m ³] U2 [m ³] Left in Situ [m ³ land waste]					0		
	Landscape & Visual Amenity (incl. Light)	Moderately Positive	Cycleway itself is unlikely to produce negative landscape impacts, but will significantly increase publi	No. of Impacts That Are:							
				No. of Profound/Significant Impacts on Sites Of:							
				National 0 County 0 Other 0							
Biodiversity, Flora & Fauna	Moderately Negative	Cycleway may impact on ecological receptors, especially birds. Impacts on Middle Shannon Callows SPA may not be mitigatable and could prevent the project from receiving planning permission.	Number of Positive Impacts					0 0 0 0 0			
			Number of Negative Impacts					24 17 0 0 0			
Agriculture	Neutral	Some farmland will be lost to the cycleway. There is potential for severance of farms, but it is likely that this will be avoided in the vast majority of cases. The cycleway will have a positive effect on rural tourism in the area, and this is expected to bring benefits to farming communities.	Impact on Agricultural Holdings that are:								
			Sig P Mod P Sli P I Sli N Mod N Sig N PN					0 0 0 150 150 0 0 0			
Non-Agricultural Properties	Neutral	0	Impact on Non-Agricultural Properties								
			Sig P Mod P Sli P I Sli N Mod N Sig N PN					0 0 0 0 0 0 0 0			
Architectural Heritage	Neutral	Impacts on architectural heritage sites are not expected. Improved access for the public to architectural heritage sites can have a positive impact. It will be necessary to make new openings in some demense walls. The cycleway will pass close to a number of protected structures, but with sensitive design, significant negative impacts are very unlikely.	No. of Impacts That Are:								
			No. of Impacts on Sites of National Importance That Are:								
			0 0 0 0 1 0 0 0								
Archaeological and Cultural Heritage	Neutral	Impacts on cultural heritage sites are not expected. Improved access for the public to cultural heritage sites can have a positive impact	No. of Impacts That Are:								
			No. of Impacts on Sites of National Importance That Are:								
			0 0 0 0 2 0 0 0								
Soils & Geology	Neutral	Significant earthworks and unlikely, so likley impacts are expected to arise from extraction of stone for pavements only.	Number Of Impacts That Are:								
			PP Sig P Mod P Sli P I Sli N Mod N Sig N PN					0 0 0 0 0 0 0 0 0			
Hydrology	Neutral	The scheme tranverses some flood prone areas, but is not expected to worsen any flooding issues. Drainage will be over - the -edge, and significant changesto an areas hydrology are unlikely.	Number Of Impacts That Are:								
			PP Sig P Mod P Sli P I Sli N Mod N Sig N PN					0 0 0 0 0 0 0 0 0			
Hydrogeology	Neutral	The scheme will not require significant cuttings, and significant impacts to hydrogeology are unlikely.	Number Of Impacts That Are:								
			PP Sig P Mod P Sli P I Sli N Mod N Sig N PN					0 0 0 0 0 0 0 0 0			
Safety	Collision Reduction	Neutral	A segregated cycleway will improve cyclist safety significantly. It will also lead to an increase in cycling along the scheme	Collision Reduction Over 30 Years					Value of Change (€m)		
				Collisions Casualties Fatal Serious Minor						0 0 0 0 0	
Physical Activity	Ambience	Highly Positive	The ambience of cycle journeys will be hugely improved with a scenic and safe cycleway, compared to the absense of facilities currently.						€20.2		
	Absenteeism	Slightly Positive	Increased cycling activity can be expected to reduce absenteeism.						€0.6		
	Reduced Health Risk	Highly Positive	The risk associated with cycle journeys will be hugely improved with a scenic and safe cycleway, compared to the absense of facilities currently.						€24.8		
Economy	Transport Efficiency and Effectiveness	Neutral	Benefits are chiefly from the direct spend of additional overseas tourists attracted to Ireland. There are also significant benefits due to increased spend from domestic users who will stay overnight.	Commuter Business Other Value of Change					€0.0 €0.0 €115.5 €115.5		
				Indirect Tax Res. Value					€0.0 €0.0		
	Wider Economic Impact	Slightly Positive	Increase in tourism and leisure spending in scheme area.	Slightly Positive							
Funding	Neutral	0	Expected Percentage of Non-Exchequer Funding					Neutral			
Accessibility and Social Inclusion	Deprived Geographic Areas	Slightly Positive	Potential for employment in maintaining and operating the cycleway as well as spin off businesses.	Impact on Deprived Areas					Slightly Positive		
	Vulnerable Groups	Slightly Positive	Project may improve access to employment in some areas	Impact on Access to Employment or Vital Infrastructure					Slightly Positive		
Integration	Transport Integration	Slightly Positive	The cycleway will contribute significantly to sustainable travel, especially in Galway City, Oranmore, Gort, Portmana and Athlone	Slightly Positive							
	Land-Use Integration	Slightly Positive	The scheme is well supported in the County Development Plans, and a specific objective in Co. Galway.	Slightly Positive							
	Geographical Integration	Neutral	There are proposals to integrate the Eure Velo network into the TenT programme, but these are not certain to be implemented.	Neutral							
	Integration with Other Government Policies	Highly Positive	0	Highly Positive							
Overall Scale of Impact		Environmental	Neutral	Economy	Neutral	Summary of Benefits					
		Safety	Slightly Positive	Accessibility & Social	Moderately Positive	Present Value of Benefits (PVB)		€165	Net Present Value (NPV)		€74
		Physical Activity	Highly Positive	Integration	Slightly Positive	Present Value of Costs (PVC)		€92	Benefit to Cost Ratio (BCR)		1.80

Galway to Athlone Castle National Cycleway

RAIL CORRIDOR PUBLIC CORRIDOR PRIVATE CORRIDOR

Candidate Cycleway Option No. 1 BAMM Route Assessment



Ref	Galway to Athlone Castle National Cycleway Project Objectives	Galway City	Oranmore	Athenry	Monivea	Mountbellew	Ahascragh	Ballinasloe	Athlone
ECONOMY	EC1	7	5	5	5	5	5	7	
	EC2	7	5	5	5	5	5	7	
	EC3	7	6	6	6	6	6	6	
	EC4	7	7	5	5	5	5	6	
SAFETY	S1	6	7	7	7	7	7	7	
	S2	7	6	7	7	6	6	7	
	S3	7	7	7	7	6	6	7	
PHYSICAL ACTIVITY	PA1	7	7	5	5	6	6	6	
	PA2	7	6	5	5	6	6	7	
ENVIRONMENT	EN1	3	7	7	6	3	6	3	
	EN2	6	7	3	3	5	5	3	
	EN3	7	6	6	6	6	6	7	
	EN4	5	7	7	6	6	6	7	
	EN5	7	7	5	5	6	6	6	
	EN6	7	6	6	6	6	6	7	
ACCESSIBILITY & SOCIAL INCLUSION	AS11	7	7	7	7	6	6	7	
	AS12	7	6	6	6	6	6	7	
INTEGRATION	I1	7	6	6	5	5	5	7	
	I2	7	7	7	5	6	6	7	
	I3	7	6	6	5	5	5	6	

Galway to Athlone Castle National Cycleway

RAIL CORRIDOR PUBLIC CORRIDOR PRIVATE CORRIDOR

Candidate Cycleway Option No. 2 Railway Route Assessment					
Ref	Galway to Athlone Castle National Cycleway Project Objectives				
ECONOMY	EC1	To increase the economic contribution of tourism to the Irish economy, by increasing the numbers of international visitors to the area and delivering a cycleway that is attractive by international standards.	5	5	5
	EC2	To create local employment opportunities and wealth through new and expanded enterprises.	5	5	5
	EC3	To deliver the Cycleway in a cost-effective manner and deliver real value for money.	6	5	6
	EC4	To encourage modal change to non-motorised travel modes, thereby reducing congestion and delivering travel time savings.	7	6	6
SAFETY	S1	To provide a walking and cycling route that is segregated from motorised traffic (recognising that it may be impractical to achieve full segregation over the entire route length, especially in more urban areas).	7	7	7
	S2	To provide a sense of security for Cycleway users, e.g. through provision of secure bike parking facilities and public lighting (where needed) or reducing isolation along the route.	7	7	7
	S3	To provide a high level of operational safety on the cycleway through high quality design, construction and maintenance.	7	7	7
PHYSICAL ACTIVITY	PA1	To increase the number of commuters within the study area who walk or cycle to work or education.	7	5	6
	PA2	To increase the number of people in Ireland who choose to take part in physically active outdoor recreation and leisure activities.	6	6	6
ENVIRONMENT	EN1	To minimise impact to the natural environment, especially habitat in ecologically sensitive areas.	7	7	7
	EN2	To minimise impact to cultural heritage sites.	7	7	5
	EN3	To increase public appreciation of the natural environment and cultural heritage, by encouraging people to experience the countryside.	5	5	5
	EN4	To minimise land holding severance and utilise public land.	6	6	6
	EN5	To reduce air and noise pollution by getting people to cycle or walk rather than drive.	7	5	6
	EN6	To ensure that planning, construction and operation of the Cycleway is carried out in a sustainable manner.	6	6	6
ACCESSIBILITY & SOCIAL INCLUSION	AS1	To be attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.	7	7	7
	AS2	To benefit local communities through enhancing existing amenities and providing new linkages to adjacent town and village centres.	6	5	6
INTEGRATION	I1	To link to other existing and proposed Cycleways within the area.	6	5	6
	I2	To be accessible to users arriving by public transport, including bus, rail, and existing or proposed passenger boat services.	7	7	7
	I3	To connect to other tourist activities or attractions within the area, such as historic and cultural heritage sites, waterway activities and the Wild Atlantic Way.	7	5	6

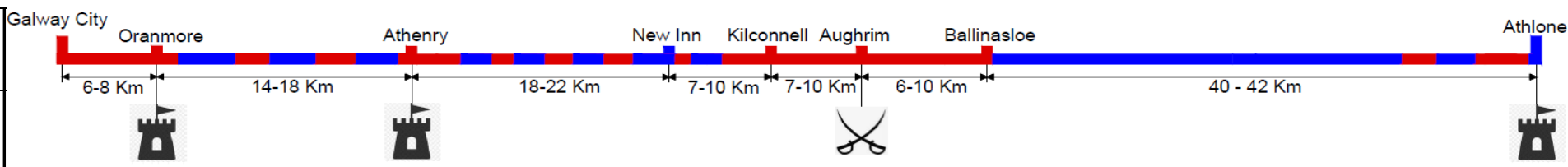
Major or Highly Positive	7
Moderately Positive	6
Minor or Slightly Positive	5
Not Significant or Neutral	4

Minor or Slightly Negative	3
Moderately Negative	2
Major or Highly Negative	1
Unviable in this context	0

Galway to Athlone Castle National Cycleway

RAIL CORRIDOR PUBLIC CORRIDOR PRIVATE CORRIDOR

Candidate Cycleway Option No. 3 Central Route Assessment



Ref	Galway to Athlone Castle National Cycleway Project Objectives	Galway City	Oranmore	Athenry	New Inn	Kilconnell	Aughrim	Ballinasloe	Athlone
ECONOMY	EC1	To increase the economic contribution of tourism to the Irish economy, by increasing the numbers of international visitors to the area and delivering a cycleway that is attractive by international standards.	7	5	5	5	5	5	7
	EC2	To create local employment opportunities and wealth through new and expanded enterprises.	7	5	5	5	5	5	7
	EC3	To deliver the Cycleway in a cost-effective manner and deliver real value for money.	7	6	5	5	5	5	6
	EC4	To encourage modal change to non-motorised travel modes, thereby reducing congestion and delivering travel time savings.	7	7	6	6	6	6	6
SAFETY	S1	To provide a walking and cycling route that is segregated from motorised traffic (recognising that it may be impractical to achieve full segregation over the entire route length, especially in more urban areas).	6	7	7	7	7	7	7
	S2	To provide a sense of security for Cycleway users, e.g. through provision of secure bike parking facilities and public lighting (where needed) or reducing isolation along the route.	7	6	6	6	6	6	7
	S3	To provide a high level of operational safety on the cycleway through high quality design, construction and maintenance.	7	7	7	7	7	7	7
PHYSICAL ACTIVITY	PA1	To increase the number of commuters within the study area who walk or cycle to work or education.	7	7	5	5	5	5	6
	PA2	To increase the number of people in Ireland who choose to take part in physically active outdoor recreation and leisure activities.	7	6	6	6	6	6	7
ENVIRONMENT	EN1	To minimise impact to the natural environment, especially habitat in ecologically sensitive areas.	3	7	7	7	7	7	3
	EN2	To minimise impact to cultural heritage sites.	6	7	6	3	6	3	3
	EN3	To increase public appreciation of the natural environment and cultural heritage, by encouraging people to experience the countryside.	7	6	5	5	5	5	7
	EN4	To minimise land holding severance and utilise public land.	5	7	6	6	6	6	7
	EN5	To reduce air and noise pollution by getting people to cycle or walk rather than drive.	7	7	5	5	5	5	6
	EN6	To ensure that planning, construction and operation of the Cycleway is carried out in a sustainable manner.	7	6	6	6	6	6	7
ACCESSIBILITY & SOCIAL INCLUSION	AS1	To be attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.	7	7	7	7	7	7	7
	AS2	To benefit local communities through enhancing existing amenities and providing new linkages to adjacent town and village centres.	7	6	5	5	5	5	7
INTEGRATION	I1	To link to other existing and proposed Cycleways within the area.	7	6	5	5	5	5	7
	I2	To be accessible to users arriving by public transport, including bus, rail, and existing or proposed passenger boat services.	7	7	7	5	5	7	7
	I3	To connect to other tourist activities or attractions within the area, such as historic and cultural heritage sites, waterway activities and the Wild Atlantic Way.	7	6	5	5	6	5	6

Major or Highly Positive	7
Moderately Positive	6
Minor or Slightly Positive	5
Not Significant or Neutral	4

Minor or Slightly Negative	3
Moderately Negative	2
Major or Highly Negative	1
Unviable in this context	0

Galway to Athlone Castle National Cycleway

RAIL CORRIDOR PUBLIC CORRIDOR PRIVATE CORRIDOR

Candidate Cycleway Option Matrix Assessment

Candidate Cycleway Option No. 4 ALP Route Assessment



Ref	Galway to Athlone Castle National Cycleway Project Objectives								
ECONOMY	EC1	To increase the economic contribution of tourism to the Irish economy, by increasing the numbers of international visitors to the area and delivering a cycleway that is attractive by international standards.	7	5	6	7	7	7	7
	EC2	To create local employment opportunities and wealth through new and expanded enterprises.	7	5	6	7	7	7	7
	EC3	To deliver the Cycleway in a cost-effective manner and deliver real value for money.	7	6	6	7	7	7	7
	EC4	To encourage modal change to non-motorised travel modes, thereby reducing congestion and delivering travel time savings.	7	7	6	5	5	5	6
SAFETY	S1	To provide a walking and cycling route that is segregated from motorised traffic (recognising that it may be impractical to achieve full segregation over the entire route length, especially in more urban areas).	6	7	7	7	7	7	7
	S2	To provide a sense of security for Cycleway users, e.g. through provision of secure bike parking facilities and public lighting (where needed) or reducing isolation along the route.	7	5	5	5	5	5	7
	S3	To provide a high level of operational safety on the cycleway through high quality design, construction and maintenance.	7	7	7	7	7	7	7
PHYSICAL ACTIVITY	PA1	To increase the number of commuters within the study area who walk or cycle to work or education.	7	7	5	5	5	5	6
	PA2	To increase the number of people in Ireland who choose to take part in physically active outdoor recreation and leisure activities.	7	6	6	7	7	7	7
ENVIRONMENT	EN1	To minimise impact to the natural environment, especially habitat in ecologically sensitive areas.	3	7	7	3	3	2	3
	EN2	To minimise impact to cultural heritage sites.	6	7	7	3	3	7	6
	EN3	To increase public appreciation of the natural environment and cultural heritage, by encouraging people to experience the countryside.	7	6	6	7	7	7	7
	EN4	To minimise land holding severance and utilise public land.	4	7	6	7	7	7	7
	EN5	To reduce air and noise pollution by getting people to cycle or walk rather than drive.	7	7	5	5	5	5	6
	EN6	To ensure that planning, construction and operation of the Cycleway is carried out in a sustainable manner.	7	6	6	7	7	6	7
ACCESSIBILITY & SOCIAL INCLUSION	ASI1	To be attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.	7	7	7	3	7	7	7
	ASI2	To benefit local communities through enhancing existing amenities and providing new linkages to adjacent town and village centres.	7	6	6	7	7	7	7
INTEGRATION	I1	To link to other existing and proposed Cycleways within the area.	7	6	4	4	7	7	7
	I2	To be accessible to users arriving by public transport, including bus, rail, and existing or proposed passenger boat services.	7	7	7	7	3	5	7
	I3	To connect to other tourist activities or attractions within the area, such as historic and cultural heritage sites, waterway activities and the Wild Atlantic Way.	7	6	5	6	6	7	6

Major or Highly Positive	7
Moderately Positive	6
Minor or Slightly Positive	5
Not Significant or Neutral	4

Minor or Slightly Negative	3
Moderately Negative	2
Major or Highly Negative	1
Unviable in this context	0

Galway to Athlone Castle National Cycleway

RAIL CORRIDOR PUBLIC CORRIDOR PRIVATE CORRIDOR

Candidate Cycleway Option No. 5 Southern Route Assessment



Ref		Galway to Athlone Castle National Cycleway Project Objectives								
ECONOMY	EC1	To increase the economic contribution of tourism to the Irish economy, by increasing the numbers of international visitors to the area and delivering a cycleway that is attractive by international standards.	7	7	7	7	7	7	7	7
	EC2	To create local employment opportunities and wealth through new and expanded enterprises.	7	7	7	7	7	7	7	7
	EC3	To deliver the Cycleway in a cost-effective manner and deliver real value for money.	7	7	7	7	7	7	7	7
	EC4	To encourage modal change to non-motorised travel modes, thereby reducing congestion and delivering travel time savings.	7	7	7	6	5	5	5	6
SAFETY	S1	To provide a walking and cycling route that is segregated from motorised traffic (recognising that it may be impractical to achieve full segregation over the entire route length, especially in more urban areas).	6	7	7	7	7	7	7	7
	S2	To provide a sense of security for Cycleway users, e.g. through provision of secure bike parking facilities and public lighting (where needed) or reducing isolation along the route.	7	5	5	5	5	5	5	7
	S3	To provide a high level of operational safety on the cycleway through high quality design, construction and maintenance.	7	7	7	7	7	7	7	7
PHYSICAL ACTIVITY	PA1	To increase the number of commuters within the study area who walk or cycle to work or education.	7	7	7	6	5	5	5	6
	PA2	To increase the number of people in Ireland who choose to take part in physically active outdoor recreation and leisure activities.	7	7	7	7	7	7	7	7
ENVIRONMENT	EN1	To minimise impact to the natural environment, especially habitat in ecologically sensitive areas.	3	3	3	3	3	3	2	3
	EN2	To minimise impact to cultural heritage sites.	6	7	3	7	5	3	7	6
	EN3	To increase public appreciation of the natural environment and cultural heritage, by encouraging people to experience the countryside.	7	7	7	7	7	7	7	7
	EN4	To minimise land holding severance and utilise public land.	5	5	5	5	7	7	7	7
	EN5	To reduce air and noise pollution by getting people to cycle or walk rather than drive.	7	7	7	6	5	5	5	6
	EN6	To ensure that planning, construction and operation of the Cycleway is carried out in a sustainable manner.	7	5	5	5	7	7	6	7
ACCESSIBILITY & SOCIAL INCLUSION	AS11	To be attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.	7	7	7	7	3	7	7	7
	AS12	To benefit local communities through enhancing existing amenities and providing new linkages to adjacent town and village centres.	7	7	7	7	7	7	7	7
INTEGRATION	I1	To link to other existing and proposed Cycleways within the area.	7	7	7	7	4	7	7	7
	I2	To be accessible to users arriving by public transport, including bus, rail, and existing or proposed passenger boat services.	7	7	7	7	7	3	5	7
	I3	To connect to other tourist activities or attractions within the area, such as historic and cultural heritage sites, waterway activities and the Wild Atlantic Way.	7	7	7	7	6	6	7	6

Major or Highly Positive	7
Moderately Positive	6
Minor or Slightly Positive	5
Not Significant or Neutral	4

Minor or Slightly Negative	3
Moderately Negative	2
Major or Highly Negative	1
Unviable in this context	0

Candidate Cycleway Option - Ballinasloe to Athlone			
Ref	Galway to Athlone Castle National Cycleway Project Objectives	Railway Route	Bord na Mona Route Corridor
ECONOMY	EC1 To increase the economic contribution of tourism to the Irish economy, by increasing the numbers of international visitors to the area and delivering a cycleway that is attractive by international standards.	5	7
	EC2 To create local employment opportunities and wealth through new and expanded enterprises.	5	7
	EC3 To deliver the Cycleway in a cost-effective manner and deliver real value for money.		
	EC4 To encourage modal change to non-motorised travel modes, thereby reducing congestion and delivering travel time savings.	7	6
SAFETY	S1 To provide a walking and cycling route that is segregated from motorised traffic (recognising that it may be impractical to achieve full segregation over the entire route length, especially in more urban areas).	7	7
	S2 To provide a sense of security for Cycleway users, e.g. through provision of secure bike parking facilities and public lighting (where needed) or reducing isolation along the route.	7	7
	S3 To provide a high level of operational safety on the cycleway through high quality design, construction and maintenance.	7	7
PHYSICAL ACTIVITY	PA1 To increase the number of commuters within the study area who walk or cycle to work or education.	6	6
	PA2 To increase the number of people in Ireland who choose to take part in physically active outdoor recreation and leisure activities.	6	7
ENVIRONMENT	EN1 To minimise impact to the natural environment, especially habitat in ecologically sensitive areas.	7	6
	EN2 To minimise impact to cultural heritage sites.	6	7
	EN3 To increase public appreciation of the natural environment and cultural heritage, by encouraging people to experience the countryside.	5	7
	EN4 To minimise land holding severance and utilise public land.	6	7
	EN5 To reduce air and noise pollution by getting people to cycle or walk rather than drive.	7	7
	EN6 To ensure that planning, construction and operation of the Cycleway is carried out in a sustainable manner.	6	7
ACCESSIBILITY & SOCIAL INCLUSION	ASI1 To be attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.	6	6
	ASI2 To benefit local communities through enhancing existing amenities and providing new linkages to adjacent town and village centres.	6	7
INTEGRATION	I1 To link to other existing and proposed Cycleways within the area.	6	7
	I2 To be accessible to users arriving by public transport, including bus, rail, and existing or proposed passenger boat services.	7	7
	I3 To connect to other tourist activities or attractions within the area, such as historic and cultural heritage sites, waterway activities and the Wild Atlantic Way.	5	7

Candidate Cycleway Option - Athlone Routes			
Ref	Galway to Athlone Castle National Cycleway Project Objectives	Flood Defence Route	Batteries Route
ECONOMY	EC1 To increase the economic contribution of tourism to the Irish economy, by increasing the numbers of international visitors to the area and delivering a cycleway that is attractive by international standards.	6	2
	EC2 To create local employment opportunities and wealth through new and expanded enterprises.	6	2
	EC3 To deliver the Cycleway in a cost-effective manner and deliver real value for money.	5	4
	EC4 To encourage modal change to non-motorised travel modes, thereby reducing congestion and delivering travel time savings.	4	4
SAFETY	S1 To provide a walking and cycling route that is segregated from motorised traffic (recognising that it may be impractical to achieve full segregation over the entire route length, especially in more urban areas).	6	6
	S2 To provide a sense of security for Cycleway users, e.g. through provision of secure bike parking facilities and public lighting (where needed) or reducing isolation along the route.	7	7
	S3 To provide a high level of operational safety on the cycleway through high quality design, construction and maintenance.	7	7
PHYSICAL ACTIVITY	PA1 To increase the number of commuters within the study area who walk or cycle to work or education.	5	6
	PA2 To increase the number of people in Ireland who choose to take part in physically active outdoor recreation and leisure activities.	7	5
ENVIRONMENT	EN1 To minimise impact to the natural environment, especially habitat in ecologically sensitive areas.	7	7
	EN2 To minimise impact to cultural heritage sites.	7	6
	EN3 To increase public appreciation of the natural environment and cultural heritage, by encouraging people to experience the countryside.	7	4
	EN4 To minimise land holding severance and utilise public land.	7	7
	EN5 To reduce air and noise pollution by getting people to cycle or walk rather than drive.	7	5
	EN6 To ensure that planning, construction and operation of the Cycleway is carried out in a sustainable manner.	7	7
ACCESSIBILITY & SOCIAL INCLUSION	ASI1 To be attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.	7	7
	ASI2 To benefit local communities through enhancing existing amenities and providing new linkages to adjacent town and village centres.	7	7
INTEGRATION	I1 To link to other existing and proposed Cycleways within the area.	4	4
	I2 To be accessible to users arriving by public transport, including bus, rail, and existing or proposed passenger boat services.	4	4
	I3 To connect to other tourist activities or attractions within the area, such as historic and cultural heritage sites, waterway activities and the Wild Atlantic Way.	4	4

Ref	Galway to Athlone Castle National Cycleway Project Objectives	Strong	Moderate	Weak	
ECONOMY	EC1	To increase the economic contribution of tourism to the Irish economy, by increasing the numbers of international visitors to the area and delivering a cycleway that is attractive by international standards.	Very attractive and scenic areas with lots to see and do.	Attractive areas with some things to see and do.	Less attractive areas with very little to see and do.
	EC2	To create local employment opportunities and wealth through new and expanded enterprises.	Large influx of tourists to the area expected.	Some influx of tourists to the area expected.	Little influx of tourists to the area expected.
	EC3	To deliver the Cycleway in a cost-effective manner and deliver real value for money.	Good value for money based on the length of the route and benefits to be gained.	Some value for money based on the length of the route and benefits to be gained.	Little to no value for money based on the length of the route and benefits to be gained.
	EC4	To encourage modal change to non-motorised travel modes, thereby reducing congestion and delivering travel time savings.	Areas close to large urban centres.	Rural areas with some towns and villages.	Very remote rural areas with low population densities.
SAFETY	S1	To provide a walking and cycling route that is segregated from motorised traffic (recognising that it may be impractical to achieve full segregation over the entire route length, especially in more urban areas).	Areas substantially away from the existing transport network.	Areas adjacent to existing railways and quiet local roads.	Areas adjacent to busy transport routes.
	S2	To provide a sense of security for Cycleway users, e.g. through provision of secure bike parking facilities and public lighting (where needed) or reducing isolation along the route.	Areas with low risk of anti-social behaviour.	Areas with some risk of anti-social behaviour.	Areas with a high risk of anti-social behaviour.
	S3	To provide a high level of operational safety on the cycleway through high quality design, construction and maintenance.	Areas substantially away from the existing transport network.	Areas adjacent to existing quiet, urban or low speed transport routes.	Areas adjacent to busy high-speed transport routes.
PHYSICAL ACTIVITY	PA1	To increase the number of commuters within the study area who walk or cycle to work or education.	Areas close to large urban centres.	Rural areas with some towns and villages.	Very remote rural areas with low population densities.
	PA2	To increase the number of people in Ireland who choose to take part in physically active outdoor recreation and leisure activities.	Areas close to large urban centres.	Rural areas with some towns and villages.	Very remote rural areas with low population densities.
ENVIRONMENT	EN1	To minimise impact to the natural environment, especially habitat in ecologically sensitive areas.	Areas that do not contain any European or other Designated sites.	Areas with European or other Designated sites where some minor disturbance may potentially occur.	Areas with European or other Designated sites where disturbance will occur.
	EN2	To minimise impact to cultural heritage sites.	Areas with cultural heritage sites where minor disturbance is not likely to occur.	Areas with cultural heritage sites where some minor disturbance may potentially occur.	Areas with cultural heritage sites where disturbance will occur.
	EN3	To increase public appreciation of the natural environment and cultural heritage, by encouraging people to experience the countryside.	Very attractive and scenic areas with lots to see and do.	Attractive areas with some things to see and do.	Less attractive areas with very little to see and do.
	EN4	To minimise land holding severance and utilise public land.	Areas with a significant amount of public land or parallel to existing transport routes.	Urban centres or areas with a mixture of public and private land.	Rural areas with little to no public land.
	EN5	To reduce air and noise pollution by getting people to cycle or walk rather than drive.	Areas close to large urban centres.	Rural areas with some towns and villages.	Very remote rural areas with low population densities.
	EN6	To ensure that planning, construction and operation of the Cycleway is carried out in a sustainable manner.	Areas with existing tracks and trails available to the cycleway.	Populated areas with some or no existing tracks and trails available to the cycleway.	Remote rural areas with no existing tracks and trails available to the cycleway.
ACCESSIBILITY & SOCIAL INCLUSION	ASI1	To be attractive to people of all age groups and abilities, with multiple accesses to the route allowing use for long or short distances.	Accessible areas with relatively flat gradients and suitable lengths between destinations.	Partially accessible areas with challenging gradients and lengths between destinations.	Remote areas with difficult gradients and lengths between destinations.
	ASI2	To benefit local communities through enhancing existing amenities and providing new linkages to adjacent town and village centres.	Areas close to large towns and villages with good facilities.	Areas close to small towns and villages with some facilities.	Very remote rural areas with little to no facilities.
INTEGRATION	I1	To link to other existing and proposed Cycleways within the area.	Areas with lots of existing or future cycleways planned.	Areas with some existing or future cycleways planned.	Areas with no existing or future planned cycleways.
	I2	To be accessible to users arriving by public transport, including bus, rail, and existing or proposed passenger boat services.	Areas with good connections to public transport.	Areas with some connections to public transport.	Areas with little to no connections to public transport
	I3	To connect to other tourist activities or attractions within the area, such as historic and cultural heritage sites, waterway activities and the Wild Atlantic Way.	Areas with good tourist activities and attractions.	Areas with some tourist activities and attractions.	Areas with little or no tourist activities and attractions.

Multi-Criteria Analysis Scale	
Major or Highly Positive	7
Moderately Positive	6
Minor or Slightly Positive	5
Not Significant or Neutral	4
Minor or Slightly Negative	3
Moderately Negative	2
Major or Highly Negative	1
Unviable in this context	0