
Appendix 3.1

Route Options Assessment - Stage 1 Sifting Tables

1. Route Options Assessment – Stage 1 Sifting Assessment

Table 1.1 West Clare Railway Greenway Section 1 Route Options – Stage 1 Sifting

Route Link	Comments	Pass / Fail
WC01	<p>R487 Strand Line. One-way street with on street parking. Insufficient road width to provide substantially segregated cycle infrastructure and cater for existing one-way traffic facilities while maintaining on-street residential parking. Physical constraints preclude widening the street and road is unsuitable for quiet street treatment. The adjacent promenade is unsuitable for cycling. Within 50m of an SAC, however no significant impacts on the environment anticipated due to its urban nature.</p> <p>This route also ties into a wide, two-lane circulatory carriage roundabout at its southwestern extent which is hostile to cyclists and pedestrians in its current configuration. The roundabout manages the interface between 5 different roads and a residential entrance. It would not be possible to constrain the roundabout footprint to a mini roundabout, which would act as traffic calming and therefore less hostile to cyclists and pedestrians, and there is insufficient land available to incorporate Dutch Style pedestrian and cycle infrastructure.</p>	Fail
WC02	<p>R487 Strand Line. One-way street with on street parking. Insufficient road width to provide substantially segregated cycle infrastructure and cater for existing one-way traffic facilities while maintaining on-street residential parking. Physical constraints preclude widening the street and road is unsuitable for quiet street treatment. The adjacent promenade is unsuitable for cycling.</p> <p>The route is within 50m of an SAC, however no significant impacts on the environment anticipated due to its urban nature.</p>	Fail
WC03	<p>R487 Strand Line. One-way street with on street parking. Insufficient road width to provide substantially segregated cycle infrastructure and cater for existing one-way traffic facilities while maintaining on-street residential parking. Physical constraints preclude widening the street and road is unsuitable for quiet street treatment. The adjacent promenade is unsuitable for cycling.</p> <p>Within 50m of an SAC, however no significant impacts on the environment anticipated due to its urban nature.</p>	Fail
WC04	<p>N67 Gratten Street in Kilkee town. Two-way Road with footpaths on the eastern side. Existing EuroVelo Route 1. Built land (BL3). Existing road width of approx. 12m with landscaped space to the west and path through. Potential to provide substantially segregated active travel facilities. Potentially within 100m of SAC.</p> <p>No significant impacts on the environment anticipated.</p>	Pass

Route Link	Comments	Pass / Fail
WC05	<p>N67 Gratten Street in Kilkee town. Two-way Road with footpaths on both sides. Existing EuroVelo Route 1. Built land (BL3). Existing road width of approx. 12m. Potential to provide substantially segregated active travel facilities. Potentially within 100m of SAC.</p> <p>No significant impacts on the environment anticipated.</p>	Pass
WC06	<p>Kilkee town, between Erin Street and Gratten Street. Two-way road with on-road parking. Continuous footpath on northern side with an intermittent footpath on the southern side. Narrowest road width of 8m with a typical width of approximately 10m with potential for quiet street treatment provided on-road parking is restricted. Built land (BL3). Potentially within 100m of SAC.</p> <p>No significant impacts on the environment anticipated.</p>	Pass
WC07	<p>Erin Street, online in Kilkee town. Two-way section of street with informal parking activities. Typical width of 7m. Physical constraints prevent widening of street to provide segregated active travel facilities and the street is not suitable for quiet street treatment. Parking for domestic use may be difficult to relocate and provide adequate protection for cyclists.</p> <p>Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated.</p>	Fail
WC08	<p>Erin Street, online in Kilkee town. Built land (BL3). One-way section of the street with informal on street parking on the west side and footpaths on both sides. Width of 10.3m narrowing to 7.3m further north. Insufficient existing road width and physical constraints prevent widening of the street to provide segregated active travel facilities and the street is not suitable for quiet street treatment. On-street residential parking may be difficult to relocate and provide adequate protection for cyclists.</p> <p>Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated.</p>	Fail
WC09	<p>N67 Gratten Street in Kilkee town. Two-way Road with footpaths on both sides with green space on the western side. Existing EuroVelo Route 1. Existing width of approx. 14m with opportunities for substantially segregated active travel facilities. Potentially within 100m of SAC. No significant impacts on biodiversity anticipated.</p> <p>Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated.</p>	Pass
WC10	<p>R487 O'Connell Street between Railway Road and Gratten Street in Kilkee town. Two-Way Road with on-street parking on the southern side and footpaths on both sides. Approximately 18m width with opportunities for substantially segregated active travel facilities. Existing EuroVelo Route 1. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated.</p>	Pass

Route Link	Comments	Pass / Fail
WC11	R487 O'Connell Street between Chapel Road and Erin Street in Kilkee town. Two-way road with footpaths on both sides of the road. Approximately 15m wide at narrowest point with opportunities for substantially segregated active travel facilities. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated.	Pass
WC12	Kilkee town, short section between O'Connell Street and O'Curry Street / Chapel Street. Two-way road with footpaths on both sides of the road. Approximately 25m wide at narrowest point with significant opportunities for substantially segregated active travel facilities. Existing EuroVelo Route 1. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated.	Pass
WC13	R487 O'Connell Street between Strand Line and O'Curry Street / Chapel Street in Kilkee town. Two-way road with footpaths on both sides of the road and informal parking on the northern side. Approximately 20m wide with significant opportunities for substantially segregated active travel facilities. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated.	Pass
WC14	R487 O'Connell Street between Erin Street and Railway Road in Kilkee town. Two-Way Road with on-street parking and footpaths on both sides. Approximately 18m width with opportunities for substantially segregated greenway facility. Existing EuroVelo Route 1. Built land (BL3). No significant impacts on the environment anticipated.	Pass
WC15	Ballalley Lane between Chapel Street and Railway Road. Two-way road with footpaths on both sides. Approximately 12.5m typical width with opportunities for active travel facilities. Built land (BL3). No significant impacts on the environment anticipated.	Pass
WC16	R487 O'Curry Street. One-way street with on-street parking on both sides. Potential for reallocation of road space to accommodate active travel facilities. Built land (BL3). No significant impacts on the environment anticipated. Existing EuroVelo Route 1.	Pass
WC17	O'Curry Street is a pedestrianised lane which links O'Curry Street with Strand Line. Potential opportunities to provide enhanced active travel facilities. Built land (BL3). No significant impacts on the environment anticipated.	Pass

Route Link	Comments	Pass / Fail
WC18	<p>R487 O'Curry Street is a one-way street with on-street parking and footpaths on both sides. Potential for reallocation of road space to accommodate an active travel facility. Existing EuroVelo Route 1. Built land (BL3). No significant impacts on the environment anticipated.</p> <p>However, this route ties into a wide, two-lane circulatory carriage roundabout at its southwestern extent which is hostile to cyclists and pedestrians in its current configuration. The roundabout manages the interface between 5 different roads and a residential entrance. It would not be possible to constrain the roundabout footprint to a mini roundabout, which would act as traffic calming and therefore less hostile to cyclists and pedestrians, and there is insufficient land available to incorporate Dutch Style pedestrian and cycle infrastructure.</p>	Fail
WC19	<p>South Circular Road is a wide single carriageway with formalised residential parking on one side. There is potential to narrow the road carriageway to provide a wide shared active travel facility on one side. The gradient however is quite steep and may not be suitable for less able cyclists in particular. Built land (BL3). No significant impacts on the environment anticipated.</p> <p>This route also ties into a wide, two-lane circulatory carriage roundabout at its southwestern extent which is hostile to cyclists and pedestrians in its current configuration. The roundabout manages the interface between 5 different roads and a residential entrance. It would not be possible to constrain the roundabout footprint to a mini roundabout, which would act as traffic calming and therefore less hostile to cyclists and pedestrians, and there is insufficient land available to incorporate Dutch Style pedestrian and cycle infrastructure.</p>	Fail
WC20	<p>Corry Lane is a one-way narrow street with a footpath on the western side for approximately 120m only. It is unsuitable for proposed active travel facilities since there is insufficient existing width and existing physical constraints prevent narrowing the road to provide a sufficiently wide shared active travel facility and cater for any potential parking requirements for residents. Built land (BL3). No significant impacts on the environment anticipated.</p>	Fail
WC21	<p>Circular Road in Kilkee town. Built land (BL3). Two-way road with footpaths on both sides and some assigned parking on the south side for the church on the south east corner. There is potential to narrow the road carriageway to provide a wide shared active travel facility on one side. No significant impacts on the environment anticipated.</p>	Pass
WC22	<p>Circular Road in Kilkee town. Short Section between Chapel Steet and access to Percy French estate. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated. There is potential to narrow the road carriageway to provide an active travel facility along this section of route.</p>	Pass

Route Link	Comments	Pass / Fail
WC23	Railway Road in Kilkee town. Two-way road with footpaths and informal residential parking on both sides. Approximately 13.2m typical width. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated. There is potential to narrow the road carriageway to provide an active travel facility along this section of route.	Pass
WC24	Chapel Steet in Kilkee town. Two-way road with footpaths on both sides. Variable width between 14 and 20m. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated. There is potential to narrow the road carriageway to provide an active travel facility along this section of route.	Pass
WC25	Circular Road in Kilkee town between N67 O'Connell Street and Railway Road. Two-way road with footpaths and residential parking on both sides. Approximately 13.5m typical width. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated. There is potential to narrow the road carriageway to provide an active travel facility along this section of route.	Pass
WC26	Circular Road in Kilkee town from Strand Line junction (North) to N67 Junction on O'Connell Street. Two-way road with continuous footpath on the east side and intermittent footpath on the west side. Approximately 13.5m typical width. Built land (BL3). No significant impacts on the environment anticipated. There is potential to narrow the road carriageway to provide an active travel facility along this section of the route.	Pass
WC27	Percy French Estate leading through wet grassland. Some vegetation loss anticipated. Section along road has few hedgerows and a weak character, no strong visual qualities. Any intervention unlikely to affect character however landscape considered of lower value compared to some sections. No significant impacts on the environment. Narrow section of road with footpath on one side for approximately 400m. Narrow boreen there after linking to an existing farm track. Potential to widen the existing corridor to provide suitable and safe active travel facilities.	Pass
WC28	O'Connell Street link to Ballalley Lane in Kilkee town. Narrow 2-way lane with a typical width of 4.5m bounded by 2 dwellings and no footpaths. This link is not critical for vehicular access and could be pedestrianised as part of the overall greenway route. No significant impacts on the Environment anticipated.	Pass
WC29	Smith's Gardens in Kilkee town. Built land (BL3). Two-way road with a footpath and assigned residential parking on the eastern side and a green area on the north west corner. Potentially within 100m of SAC. No significant impacts on the environment anticipated. This link is constrained as it approaches Railway Road with no scope to incorporate safe and suitable active travel facilities.	Fail

Route Link	Comments	Pass / Fail
WC30	O'Connell Street link to Smith's Gardens in Kilkee town. Built land (BL3). Narrow, 6m wide two-way road with a footpath on the eastern side. There is no scope to widen the path to accommodate a greenway facility, however the link is not critical for vehicular access and could be pedestrianised as part of the overall greenway route. Potentially within 100m of SAC. No significant impacts on biodiversity anticipated.	Pass
WC31	N67 O'Connell Street between Gratten Street and Smith's Gardens in Kilkee town. Two-Way Road with formalised and informal parking on both sides and footpaths on both sides. Approximately 21m width with significant opportunities to provide substantially segregated active travel facilities. Built land (BL3). Potentially within 100m of SAC. Landscaped area along the northern side. No significant impacts on the environment anticipated. Potential to provide accommodate a greenway facility.	Pass
WC32	Existing road from N67 to Poulnasherry Bay in Baunmore. Built land (BL3). Potential loss of hedgerows and treelines along road. 60m form SAC & SPA. No significant impacts on biodiversity anticipated. Disused rail line within farm holding. Potential for disturbance anticipated. This section relies on WC159, or WC161 to form a coherent route, which have both failed the initial sift, therefore this route fails the initial sift.	Fail
WC33	N67 O'Connell Street in Kilkee town between O'Connell Street link to Smith's Gardens and Circular Road. Two-Way Road with on-street parking on both sides, assigned parking on for approximately halfway along the southern side and informal parking on the northern side continuously, with footpaths on both sides. Approximately 25m width with significant opportunities to provide segregated active travel facilities and ensure separation from car parking manoeuvres. Built land (BL3). Potentially within 100m of SAC. No significant impacts on the environment anticipated. Potential to accommodate a greenway facility.	Pass
WC34	The N67 (Kilrush Road) national road is a two-way road with a posted speed limit of 60kph along this section. Footpaths are available on both sides of the road , with the northern footpath ending at the eastern entrance to St Senans GAA Club, and the southern footpath ending approximately 500m east of Kilkee town. The potential to provide segregated cycle/pedestrian facilities from road traffic, which is necessary due to the high speed nature of the N67, is limited due to existing physical constraints and will require significant land acquisition. This option may require a speed reduction along this section of route via traffic management to make the environment less hostile to pedestrians and cyclists, as would be appropriate in such an urban context. The environment comprises Built Land (B3) and would result in impacts to the curtilage of a number of properties along the N67.	Pass

Route Link	Comments	Pass / Fail
WC35	Short section in Kilkee town between Railway Road and Percy French Estate. Two-way road with footpath on east side, adjacent to the Church of the Immaculate Conception and St. Senan. Approximate width 10.5m at narrowest point. Built land (BL3). No significant impacts on the environment anticipated. There is potential to narrow the road carriageway to provide a substantially segregated active travel facility along this section of route.	Pass
WC36	Link through Meadow View Court, East of Kilkee. This link traverses north from the original railway corridor to tie into a quiet residential lane for 4 no. houses in Meadow View Court. The environment comprises Built land (BL3) and wet grassland along this section. A stream runs north along the western boundary of the Meadow View Court estate that would have to be accounted for in the design. No significant impacts on the environment are anticipated. Potential to accommodate an active travel facility through quiet street treatment.	Pass
WC37	This potential link follows the original railway corridor before diverting south around an existing dwelling house that has been constructed on the original West Clare Railway corridor. The field through which the link traverses is at a lower level to the existing road and would require significant land acquisition to accommodate necessary embankments directly in front of the property. A stream runs north along the western boundary of the Meadow View Court estate that would have to be accounted for in the design. The route would also negatively impact on the privacy and visual amenity of the dwelling due to its close proximity and impact on its primary views across the landscape.	Fail
WC38	Railway Road in Kilkee Town between O'Connell Street and Ballalley Lane. Two-way road with footpaths on both sides. Typical width of approximately 12m. Built land (BL3). Potentially within 50m of SAC. No significant impacts on the environment anticipated. There is potential to narrow the road carriageway to provide a greenway facility along this section of route.	Pass
WC39	The N67 national road is a high speed (signposted as 100kph), high traffic volume road which would require a segregated greenway facility separated from the road carriageway by a 1m verge. There is no existing footpath provision along this road. Through a robust landscape with low sensitivity, the N67 National Road is not a pleasant/attractive location for pedestrians / cyclists, which is one of the policy criteria for new Greenways. Providing a segregated greenway with a 1m verge adjacent to the road result in the loss of hedgerows and treelines along road and would require significant land acquisition and embankment structures since the bounding sites are at a level lower than the road. The high-speed national road environment is inappropriate for young children and a greenway here is unlikely to encourage a modal shift to more active travel modes in the area, particularly for young people, due to its hostile environment.	Fail

Route Link	Comments	Pass / Fail
WC40	Disused railway corridor which may result in land severance of existing farm holding(s), requiring access mitigation. The link is located to the south of an equine constraint and crosses through agricultural wet grassland along old railway corridor. While the route would result in some loss of vegetation, no significant impacts on the environment are anticipated.	Pass
WC41	Existing narrow local road with high speeds noted, within a 60kph speed zone. Habitats comprise built land (BL3). There is potential for loss of hedgerows and treelines along road, however no significant impacts on the environment are anticipated. Given the high speeds noted, quiet street treatment is unsuitable, and a segregated facility would be preferable, however such a hostile environment is unlikely to encourage a mode shift to active travel modes. The adjacent fields are at a lower level to the road and would therefore require additional land acquisition to facilitate the construction of necessary embankments.	Fail
WC42	Lisdeen, existing narrow local road within the 60kph speed zone unsuitable for quiet street treatment and a segregated facility would be preferable. The gradient on approach to L6048 is quite steep and may not be suitable for vulnerable active travel users. Narrow road featuring built land (BL3), while low hedgerows line either side which would require removal to achieve a segregated facility. No significant impact on the environment is anticipated.	Fail
WC43	Disused rail corridor which may result in land severance of existing farm holding(s) requiring access mitigation. Crosses through agricultural wet grassland along old corridor. Loss of vegetation anticipated. No significant impacts on the environment anticipated. The route follows behind an existing private dwelling however the landowner has indicated their willingness to use the original railway corridor as part of the greenway and suitable mitigation will be developed to provide screening during the design stage.	Pass
WC44	On existing road between the N67 and intersection with the original railway corridor. Narrow road comprising Built land (BL3), with hedgerows. Potential loss of hedgerows and treelines along road, however no significant impacts on the environment anticipated. Low volume local road however the sign-posted speed is 80kph and in use by heavy farm machinery which is inappropriate for sharing with pedestrians and cyclists. A segregated facility would result in impacts to properties either side of the road and is unlikely to encourage a mode shift to more sustainable active travel modes due to this hostile environment. The level difference between the adjacent lands, and the presence of a ditch at one side would require significant investment and intervention.	Fail
WC45	Disused Rail corridor bounded by intact hedgerow either side. Crosses through agricultural wet grassland along old corridor. Loss of vegetation anticipated along the railway line, however no significant impacts on the environment anticipated. Potential for a high-quality segregated greenway facility.	Pass

Route Link	Comments	Pass / Fail
WC46	Apparent route of the railway corridor south of Blackweir Bridge which may result in land severance of existing farm holding(s) requiring access mitigation. Mostly agricultural grassland and no	Pass
WC47	Disused railway corridor which may result in land severance of existing farm holding(s) requiring access mitigation. Mostly agricultural grassland and existing paths with some scrub located along the old railway corridor. Two former watercourse crossings are missing which will need replacing. These crossings are located adjacent to the SAC, SPA and pNHA. The CFRAM Coastal Flood Extents - Present Day Map shows approximately 560m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. Potential impacts to biodiversity can be mitigated. No significant impacts on the environment anticipated.	Pass
WC48	Route behind the Lisdeen recycling centre. This option would require two new crossings over a watercourse within the SAC and pNHA. Such crossings would require long, single span structures. Potential impact on sensitive habitats. The CFRAM Coastal Flood Extents - Present Day Map shows approximately 560m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. This route through Lisdeen Recycling centre, does not meet the criteria of a suitable location in terms of amenity or attractiveness, or safety therefore it fails the initial sift.	Fail
WC49	Apparent route of the railway corridor south of Blackweir Bridge which may result in land severance of existing farm holding(s) requiring access mitigation. Crosses through wet grassland and sensitive habitat within the SAC. Would require one crossing over a watercourse within the SAC and pNHA. Such crossing would require a long, single span structure. Potential impact on sensitive habitats. This link would cause severance of a key dairy constraint within the Study Area. The CFRAM Coastal Flood Extents - Present Day Map shows approximately 715m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. This link should be avoided based on the above constraints.	Fail
WC50	Link affecting private yard of existing dairy constraint within the Study Area. Significant impact on private farmyard resulting in high degree of disturbance to operation of farm and movement of dairy herd. Crosses agricultural grassland. This link should be avoided.	Fail
WC51	Section of local road south of Blackweir Bridge. Built land (BL3). No significant impacts on biodiversity anticipated. Road is unsuitable for quiet street treatment due to 80kph speed limit but has the potential for a segregated active travel facility.	Pass

Route Link	Comments	Pass / Fail
WC52	Existing Road crossing Blackweir bridge. Built land (BL3). Potential loss of hedgerows and treelines along road. Potential disturbance to birds during construction which could be avoided through timing of works. Within SAC, SPA and pNHA. Link located within an 80kph sign posted road which is inappropriate for sharing, and a segregated greenway facility is required as a result. Would require a significant bridge crossing adjacent to Blackweir Bridge or a cantilevered overhang, which would have significant environmental challenges due to the Protected status of the existing bridge. The CFRAM Coastal Flood Extents - Present Day Map also shows approximately 250m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. This link should be avoided based on the above constraints and therefore fails the initial sift.	Fail
WC53	Built land (BL3), L2016 local road located within an 80kph sign posted road which is inappropriate for quiet street treatment, and a segregated greenway facility is required as a result, in adjacent lands. No significant impacts on the environment anticipated. The gradient on approach to the N67 is quite steep and may not be suitable for vulnerable greenway users, unlikely to encourage a modal shift to more sustainable transport modes. Potential disturbance to key agricultural dairy constraint with significant lands on both sides causing severance. This link should be avoided based on the above constraints and therefore fails the initial sift.	Fail
WC54	The original railway corridor has been subsumed as part of a private dwelling garden and elements of the dwelling itself have been built across the corridor. An alternative route could follow the L20161 local road however this is located within an 80kph sign posted, high traffic volume road which is inappropriate for quiet street treatment, and a segregated greenway facility is required as a result. Potential to locate the greenway inside the hedgerow if agreement is sought with the landowner. Alternatively, a left turn restriction from the N67 would reduce the traffic volumes along this link. Built land (BL3). Potential loss of hedgerows and treelines along road. Within 40m of SAC, SPA, and pNHA. No significant impacts on the environment anticipated.	Pass
WC55	The N67 national road is a high speed (signposted as 100kph), high traffic volume road which would require a segregated greenway facility separated from the road carriageway by a 1m verge. There is no existing footpath provision along this road. Though a robust landscape with low sensitivity, the N67 National Road is not a pleasant/attractive location for pedestrians/cyclists, which is one of the policy criteria for new Greenways. Providing a segregated greenway with a 1m verge adjacent to the road would require costly land acquisition and embankment structures since the bounding sites are at a level lower than the road. The high-speed national road environment is inappropriate for young children and a greenway here is unlikely to encourage a modal shift to more sustainable active travel modes, particularly for young people, due its hostile environment.	Fail

Route Link	Comments	Pass / Fail
WC56	<p>The N67 national road is a high speed (signposted as 100kph), high traffic volume road which would require a segregated greenway facility separated from the road carriageway by a 1m verge. There is no existing footpath provision along this road. Though a robust landscape with low sensitivity, the N67 National Road is not a pleasant/attractive location for pedestrians/cyclists, which is one of the policy criteria for new Greenways. Providing a segregated greenway with a 1m verge adjacent to the road would require costly land acquisition and embankment structures since the bounding sites are at a level lower than the road. The high-speed national road environment is inappropriate for young children and a greenway here is unlikely to encourage a mode shift to more sustainable active travel modes, particularly for young people, due its hostile environment.</p>	Fail
WC57	<p>L20161 local road, linking Blackweir Bridge to N67 located within an 80kph sign posted, high traffic volume road which is inappropriate for quiet street treatment, and a segregated greenway facility is required as a result. Potential to locate the greenway inside the hedgerow if agreement is sought with the landowner. Alternatively, a left turn restriction from the N67 would reduce the traffic volumes along this link. Built land (BL3). Runs adjacent to forestry. Potential loss of hedgerows and treelines along road. Once greenway avoids forestry significant impacts on biodiversity are not anticipated.</p>	Pass
WC58	<p>L20161 local road, linking Blackweir Bridge to N67 located within an 80kph sign posted, high traffic volume road which is inappropriate for quiet street treatment, and a segregated greenway facility is required as a result. Alternatively, a left turn restriction from the N67 would reduce the traffic volumes along this link. Potential slight disturbance to key agricultural dairy constraint with significant lands on both sides. Built land (BL3). Potential loss of hedgerows and treelines along road. Potential to locate the greenway inside the hedgerow if agreement is sought with the landowner. This route is located approx. 40m of the SAC, SPA, and pNHA. No significant impacts on the environment anticipated.</p>	Pass
WC59	<p>Disused railway corridor which may result in land severance of existing farm holding(s) requiring access mitigation. This section of the old railway was not surveyed due to restricted access but is likely to be overgrown. One section runs through woodland, and along SAC, SPA & pNHA boundaries. Vegetation clearance needed. No significant impacts on the environment anticipated.</p>	Pass
WC60	<p>Link between 2 agricultural grassland fields alongside hedgerow/treeline habitat which acts as an ecological corridor. Potential loss of hedgerow/treeline which could be avoided. The route terminates at the boundary of the SAC and pNHA along the old railway line. Route has been included as a recommendation by the landowner and is not considered an agricultural constraint.</p>	Pass

Route Link	Comments	Pass / Fail
WC61	Follows the original railway corridor along the shoreline. On SAC & pNHA boundaries. Minor vegetation clearance needed. No significant impacts on the environment anticipated.	Pass
WC62	Following hedgerows and land boundaries, crossing an existing road. Crosses through agricultural grassland. Loss of grassland anticipated. Adjacent to SAC & pNHA boundaries. No significant impacts on the environment anticipated.	Pass
WC63	Follows the original railway corridor. Located along the SAC and pNHA boundary and within 30m of SPA. Minor vegetation clearance needed. No significant impacts on the environment anticipated. Disused rail line which may result in land severance of existing farm holding(s) requiring access mitigation.	Pass
WC64	Dwelling House and local farm access road. Built land (BL3). The route terminates at the boundary of the SAC, SPA and pNHA along the old railway line. No significant impacts on the environment anticipated.	Pass
WC65	Crosses though agricultural grassland, following field boundaries. Hedgerows may be impacted. Offline route causing some land severance of existing farm holding(s), requiring access mitigation. The route terminates at the boundary of the SAC, SPA and pNHA along the old railway line.	Pass
WC66	Dwelling house and local farm access road. Built land (BL3). Runs adjacent to forestry. Potential loss of hedgerows and treelines along road. Once greenway avoids forestry significant impacts on the environment are not anticipated. The potential to provide quite street treatment would have to be reviewed.	Pass
WC67	This route is within the SAC, SPA and pNHA boundary when following the shoreline. Significant impacts to biodiversity including European sites cannot be ruled out along shoreline. However, provided the route remains inside the existing hedgerow, on SAC, SPA and pNHA border, significant impacts on biodiversity are not anticipated. This route follows the field boundary to avoid severance on an agricultural dairy constraint. The CFRAM Coastal Flood Extents - Present Day Map shows the outer boundary of this field, along the bay, is within Low, Medium or High probability Coastal Flood Hazard Mapping.	Pass
WC68	This route follows the original railway corridor, crossing through agricultural grassland, hedgerow and scrub habitats. It is located approx. 40m from SAC, SPA and pNHA. The option will result in land severance and disturbance to the operation of a key dairy constraint. This route should be avoided if possible, and therefore has failed the initial sift.	Fail

Route Link	Comments	Pass / Fail
WC69	Original railway corridor which is overgrown. Loss of vegetation anticipated. Located in close proximity to the SAC, SPA and pNHA. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 50m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. This link may result in land severance of existing farm holding(s) requiring access mitigation to a small area of land.	Pass
WC70	Crosses through agricultural grassland. Hedgerows may be impacted. Adjacent to SAC, SPA and pNHA boundary. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 220m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Generally following existing field/ farm boundaries.	Pass
WC71	Passes through agricultural grassland, hedgerow and scrub habitats. Potential loss of hedgerow habitat which could be avoided. No significant impacts on the environment anticipated. However, following the original railway corridor which may result in land severance of existing farm holding(s) requiring access mitigation.	Pass
WC72	Local road L6082 located within an 80kph sign posted road which is generally inappropriate for sharing, however this link is a short section at the end of the cul de sac at the edge of the shore and is not likely to encounter high speed vehicles. Built land (BL3). Potential loss of hedgerows and treelines along road. 90m from SAC, SPA & pNHA. No significant impacts on biodiversity anticipated. Extremely low traffic volumes expected given its location.	Pass
WC73	Link crosses through agricultural grassland and hedgerow habitats. 90m from SAC, SPA & pNHA. No significant impacts on biodiversity anticipated. Offline with land severance of existing farm holding(s) requiring access mitigation. Link proffered by the landowner to mitigate privacy concerns by neighbour whose dwelling has been constructed across the original railway line.	Pass
WC74	Link skirts the existing dwelling boundary which has been constructed across the original railway corridor. Crosses through agricultural grassland and hedgerow habitats. 90m from SAC, SPA & pNHA.. No significant impacts on biodiversity anticipated. The route would also negatively impact on the privacy and visual amenity of the dwelling due to its close proximity and location in front of the primary views from the residence across the bay.	Fail
WC75	Follows the original railway corridor which is overgrown with grass and scrub Loss of vegetation anticipated. Next to SAC, SPA & pNHA. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 160m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Disused rail line which may result in land severance of existing farm holding(s) requiring access mitigation.	Pass

Route Link	Comments	Pass / Fail
WC76	Link follows the shoreline. Crosses through agricultural fields within SAC, SPA & pNHA boundary. Adjacent to estuarine habitat which is likely to contain saltmarsh habitat. No significant impacts on biodiversity anticipated once the saltmarsh habitats can be avoided and the route can be screened from birds using the bay. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 475m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Generally following existing field/ farm boundaries.	Pass
WC77	Follows the original railway corridor which is overgrown with scrub. Loss of vegetation anticipated. Next to SAC, SPA & pNHA. No significant impacts on the environment anticipated.	Pass
WC78	Follows the original railway corridor, using the existing Red Bridge over the inlet, through the SAC, SPA & pNHA boundaries. Built land (BL3) and Recolonising Bare Ground. Potential disturbance to birds but can be avoided through timing of construction and screening. No significant impacts on the environment anticipated once mitigation measures are developed accordingly. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 220m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass
WC79	This route follows the coastline, creating a new path which would impact on the pNHA, SPA, SAC, Wetland habitats, and Saltmarsh habitats. Significant impacts on biodiversity cannot be ruled out. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 220m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Fail
WC80	Follows the original railway corridor. Located adjacent to and within the SAC, SPA & pNHA boundaries. Built land (BL3) and Recolonising Bare Ground. Potential disturbance to birds but can be avoided through timing of construction. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 150m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass
WC81	Located adjacent to and within the SAC, SPA & pNHA boundaries. Crosses through wet grassland and potentially saltmarsh habitat. Significant impacts on biodiversity cannot be ruled out at this stage, however mitigation can be developed to minimise same. Revised route outside of SAC utilising existing embankment where possible is acceptable to pass the initial sift.	Pass

Route Link	Comments	Pass / Fail
WC82	Follows the original railway corridor to the Moyasta junction station house. No significant impacts on the environment anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 150m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. This link crosses the N67 and would require a grade separated crossing to avoid interaction with high-speed, high-volume traffic on the N67. The original railway is largely intact on this link and is used as part of the West Clare Railway amenity and would therefore render this amenity obsolete which is contrary to the objectives of the scheme.	Fail
WC83	This link follows along the existing N67 through Moyasta, where a posted speed of 60 km/h is in place. Two-way road with wide verges, hard shoulders on both sides of the road, and a footpath on the east side. Potential for a greenway to be incorporated into the existing carriageway cross section. Built land (BL3). No significant impacts on the environment anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 150m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass
WC84	Crosses through wet grassland along old line. Potential loss of grassland. Adjacent SAC, SPA & pNHA boundaries. No significant impacts on the environment anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 200m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Disused rail line which may result in land severance of existing farm holding(s) requiring access mitigation.	Pass
WC85	Following the original alignment of the West Clare Railway would require crossing the N67 through grade separation. While not entirely infeasible, it should be ruled out for this Section of the West Clare Greenway (Kilrush to Kilkee) on the basis of other more direct available routes. Crosses through wet grassland, treelines and hedgerow habitats along old line. Vegetation loss anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 50m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Fail
WC86	Runs along farm track/ existing railway embankment. Lies adjacent to sensitive Annex 1 Saltmarsh, SAC, SPA & pNHA. If greenway stays on raised embankment significant impacts can be avoided. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 500m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass

Route Link	Comments	Pass / Fail
WC87	Crosses through wet grassland and scrub on original rail line. Lies 60m from SAC, SPA & pNHA. No significant impacts on biodiversity anticipated. The route would negatively impact on the privacy and visual amenity of the dwelling due to its close proximity however it may combine the mitigation measure of WC88 to follow the boundary land side of the canal. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 75m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Disused rail line which may result in land severance of existing farm holding(s) requiring access mitigation.	Pass
WC88	This option is located within the SAC boundary and crosses through wet grassland. It is close to an area of Annex 1 Saltmarsh habitat along the coast. It lies adjacent to the SPA and pNHA boundaries. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 230m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Significant impacts on biodiversity can be avoided if Saltmarsh habitats are not impacted by the route. . Mitigation would need to be developed to screen users of the greenway from birds in the SPA. This route would utilise the existing bridge over the canal.	Pass
WC89	Thei route is located within SAC, SPA & pNHA on sensitive habitat vulnerable to erosion. The CFRAM Coastal Flood Extents – Present Day map also shows that the full extent of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Significant impacts on biodiversity including habitats and species within the SPA and SAC cannot be ruled out, and alternative feasible options are available, therefore this fails the initial sift.	Fail
WC90	While this section of route has been identified as part of the original West Clare Railway, significant construction works would be required to reinstate the original embankments within various protected sites and has been ruled out as unviable as a result. This option is within the SAC, SPA & pNHA on sensitive habitat vulnerable to erosion. The CFRAM Coastal Flood Extents – Present Day map also shows that the full extent of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Significant impacts on biodiversity including habitats and species within the SPA and SAC cannot be ruled out.	Fail
WC91	Along rail line which is now overgrown with scrub and grassland, adjacent to saltmarsh habitat. Vegetation loss anticipated. Within SPA and follows the boundary of the SAC & pNHA. No significant impacts on biodiversity anticipated once the saltmarsh habitat can be avoided. Existing screening will be utilised where possible to screen impacts from the bay. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 250m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Disused rail line which may result in land severance of existing farm holding(s) requiring access mitigation.	Pass

Route Link	Comments	Pass / Fail
WC92	Through agricultural, grassland, hedgerow and scrub. Within the SAC, SPA & pNHA, however no significant impacts on biodiversity or the environment anticipated. Existing screening will be utilised where possible to screen impacts from the bay. Generally following existing field/ farm boundaries to reduce impacts on agricultural activities.	Pass
WC93	On existing farm track and agricultural grassland. Loss of vegetation anticipated. Located along the boundary of the SAC, SPA & pNHA. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 50m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. The disused track is used by the landowner in accessing land from his farm yard. It would not be feasible to use this route as the track arrives into the main area of the farm yard.	Pass
WC94	Through agricultural grassland. Within SAC, SPA & pNHA. Close to sensitive habitats. Existing screening will be utilised where possible to screen impacts from the bay. No significant impacts on the environment anticipated once sensitive habitats are avoided. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 175m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Generally following existing field/ farm boundaries.	Pass
WC95	Existing farm track within SAC, SPA & pNHA. Adjacent to sensitive habitat. No significant impacts on the environment anticipated once sensitive habitats are avoided. Offline with land severance of existing farm holding(s) requiring access mitigation. Existing track lightly used, however it would not be feasible to use this route as the track arrives into the main area of the farm yard.	Pass
WC96	Along the boundary of the SAC, SPA & pNHA. On or adjacent to existing farm track and local road. Minor loss of grassland. No significant impacts on biodiversity anticipated once mitigation is developed to mitigate impacts on the bay. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 625m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Generally following existing field/ farm boundaries.	Pass
WC97	Along rail line which now is now an overgrown farm path. Planted with conifer trees on eastern end. Adjacent to SAC, SPA & pNHA. Significant loss of mature trees. Route used by heavy farm machinery daily. Disused rail line which may result in land severance of existing farm holding(s) requiring access mitigation. Key dairy constraint with disturbance to operation. Should be avoided in favour of WC94 & WC96, therefore this fails the initial sift.	Fail

Route Link	Comments	Pass / Fail
WC98	Crosses along boundaries of wet grassland fields. Potential loss of hedgerow and grassland habitats. Adjacent to SAC & SPA boundaries. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 150m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. This option would impact on a private dwelling.	Pass
WC99	Along rail line which is now grown over with scrub. Vegetation loss anticipated. Adjacent to SAC & SPA boundaries. No significant impacts on biodiversity anticipated.	Pass
WC100	Along rail line which is now grown over with scrub. Vegetation loss anticipated. Adjacent to SAC & SPA. No significant impacts on the environment anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 400m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass
WC101	Existing Pella Road – narrow road with hedgerows on both sides of the road. Built land (BL3). Potential loss of hedgerows and treelines along road, or improved grassland in adjacent fields if it is to be routed off road. No significant impacts on biodiversity anticipated. Low traffic volumes but high speed so it's suitability for quiet street treatment would have to be reviewed.	Pass
WC102	Built land (BL3). Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated. Low traffic volumes but high speed so it's suitability for quiet street treatment would have to be reviewed.	Pass
WC103	The N67 national road is a high speed (100kph), high traffic volume road which is unsuitable for cyclists to share. There is no footpath provision along this road. Providing a segregated greenway adjacent to the road would require significant land acquisition and embankment structures since the bounding sites are at a level lower than the road. The high-speed national road environment is inappropriate for young children and a greenway here is unlikely to encourage a mode shift to more sustainable active travel modes, particularly for young people, due to its hostile environment.	Fail
WC104	Built land (BL3). Runs adjacent to forestry. Potential loss of hedgerows and treelines along road. Provided the greenway avoids the forestry, significant impacts on biodiversity are not anticipated. Low traffic volumes but high speed so it's suitability for quiet street treatment is unlikely. An offline option would result in impacts to a number of private properties due to ribbon development alongside the road, therefore this option fails the sift.	Fail
WC105	This road is a high speed (80kph), unlined road which is unsuitable for cyclists to share. There is no footpath provision along this road. Providing a segregated greenway adjacent to the road would require costly land acquisition and embankment structures since the bounding sites are at a level lower than the road.	Fail

Route Link	Comments	Pass / Fail
WC106	The N67 national road is a high speed (100kph), high traffic volume road which is unsuitable for cyclists to share. There is no footpath provision along this road. There is the potential to provide a segregated greenway facility since there are wide verges available, however since the verge locations vary on either side of the road, significant road realignment would be required to ensure the greenway is continuous and doesn't require criss-crossing of the N67 at various points. The high-speed national road environment is inappropriate for young children and a greenway here is unlikely to encourage a mode shift to more sustainable active travel modes, particularly for young people, due to its hostile environment.	Fail
WC107	Online - potential disturbance to key agricultural dairy constraint with significant lands on both sides. Built land (BL3). Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated. This section relies on a combination of WC103, WC104 or WC106 which have all failed the initial sift, therefore this route fails the initial sift.	Fail
WC108	Existing Pella Road into Kilrush. Narrow road with low traffic volumes and a posted speed of 80km/h. Potential disturbance to key agricultural dairy constraint with significant lands on both sides. Built land (BL3). Potential loss of hedgerows and treelines along road, or improved grassland in adjacent fields if it is to be routed off road. No significant impacts on biodiversity anticipated. Low traffic volumes but high speed so it's suitability for quiet street treatment would have to be reviewed.	Pass
WC109	Existing Road from Pella Road to Shanakyle Road. Built land (BL3). Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated. The potential for quiet street treatment could be reviewed provided low vehicular speeds can be managed.	Pass
WC110	Existing Road from Shanakyle Road to Brew's Bridge. Built land (BL3). Potential loss of hedgerows and treelines along road. Next to SAC & SPA. No significant impacts on biodiversity anticipated. The potential for quiet street treatment could be reviewed, provided low vehicular speeds can be managed.	Pass
WC111	Existing Shanakyle Road, narrow with hedgerows on both sides of the road and a posted speed of 80 km/h. Built land (BL3). Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated. The potential for quiet street treatment could be reviewed, provided the speeds of the road can be reduced.	Pass
WC112	Existing road near Brew's Bridge. Built land (BL3) next to beach. Within SAC & SPA. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 25m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. The potential for quiet street treatment could be reviewed, provided the speeds of the road can be reduced.	Pass

Route Link	Comments	Pass / Fail
WC113	The CFRAM Coastal Flood Extents – Present Day map shows that the full extent of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. It is also located along the border of the SPA and within the SAC and is sensitive to erosion. This route runs adjacent to Brent Geese Feeding area and through potential saltmarsh habitat. Significant impacts to biodiversity including European sites cannot be ruled out, therefore this fails the initial sift.	Fail
WC114	On agricultural grassland and follows the old rail line which is now a farm track and partially overgrown at east end. No significant impacts on the environment anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 300m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Disused rail line which may result in land severance of existing farm holding(s) requiring access mitigation.	Pass
WC115	On existing road from Shanakyle Road to coast. Built land (BL3). Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated. The potential for quiet street treatment could be reviewed, provided the speeds of the road can be reduced.	Pass
WC116	Along restricted local access road with low vehicular volumes and speeds. Japanese knotweed in area. Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated.	Pass
WC117	Existing Shanakyle Road with posted speed limit of 80km/h. Built land (BL3). Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated. The potential for quiet street treatment could be reviewed, provided the speeds of the road can be reduced.	Pass
WC118	Along old railway line. Overgrown. Next to sensitive habitats at Kilrush Marina which can be avoided. Loss of vegetation anticipated. No significant impacts on the environment anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 75m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Generally following existing field/ farm boundaries.	Pass
WC119	Through wet grassland field. Potential loss of hedgerows and treelines. Greenway should avoid hedgerow to prevent biodiversity impacts. Generally following existing field/ farm boundaries.	Pass
WC120	Existing Shanakyle Road. Two-way road with a posted speed limit of 50 km/h traversing a semi private small estate. Two-way road with a footpath and green area on the northern side. Potential for a segregated active travel facility provided gradients are acceptable for vulnerable road users. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass

Route Link	Comments	Pass / Fail
WC121	Along old rail line. Overgrown. Next to sensitive habitats at Kilrush Marina which can be avoided. Loss of vegetation anticipated. No significant impacts on biodiversity anticipated. Generally following existing field/ farm boundaries.	Pass
WC122	Link incorporates Merchant's Quay in Kilrush, two-way road for a section with footpath on the northern side with likely potential for quiet street treatment provided traffic volumes are low. Informal residential parking along the northern side. On built land along marina, scrub and grassland habitat. Japanese knotweed in area. Loss of vegetation anticipated. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 150m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass
WC123	Along old rail line. Overgrown. Loss of vegetation anticipated. No significant impacts on the environment anticipated.	Pass
WC124	Along Merchant's Quay in Kilrush, two-way road with footpath on the northern side with potential for quiet street treatment provided traffic volumes are low. Built land (BL3). Japanese knotweed in area. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 100m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass
WC125	Existing Shanakyle Road. Two-way road with a posted speed limit of 50 km/h and a footpath on the northern side. Potential for a segregated active travel facility provided gradients are acceptable for vulnerable road users. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC126	Existing Merchant's Quay tie-in to R473 and Pound Street. Two-way road with a footpath on the northern side. Potential for segregated active travel route to follow adjacent to existing green field. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC127	Potential segregated active travel route through grassland. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 275m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass
WC128	Built land (BL3). Next to Marina with potential for quiet street treatment due to low traffic volumes and low traffic speeds. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 300m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass

Route Link	Comments	Pass / Fail
WC129	Lane between Vandeleur Street and Griffin Road in Kilrush. This is a one-way road with residential parking on the eastern side and a pedestrian walkway on the western side. Built land (BL3). No significant impacts on biodiversity anticipated. A segregated active travel facility cannot be feasibly facilitated along this route while maintaining residential parking, and is unsuitable for active travel facilities, therefore this fails the initial sift.	Fail
WC130	N68 and Griffin Road in Kilrush. Two-way road with intermittent footpaths along western side of Griffin Road. Footpaths in place on one side and potential for improvements to facilities where lacking. Potential for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC131	Existing pedestrian bridge across Kilrush Marina using former railway bridge abutment. A greenway could feasibly be accommodated across this area replacing the existing pedestrian bridge with a wider, simple structure that continues to utilise the existing abutments.	Pass
WC132	R473 Coast Road from WC 137 to Kilrush Marina stream crossing. This road is a two-way road with a footpath on the western side. Potential to improve the existing active travel provision with wider footpath as a shared facility. Built land (BL3). Potential loss of hedgerows and treelines along road. 130m form SAC & SPA. No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 275m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Pass
WC133	R473 Coast Road from WC 134 to WC137. This road is a two-way road with a footpath on the western side. Potential to improve the existing footpath with wider active travel provision as a shared facility. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC134	Crosses over existing road and marina lock gates. Potential for water quality impacts. This section of route requires crossing through private lands and crossing the existing lock gates. Routing the proposed greenway along this section of road would require land acquisition and significant works to the lock gates to make them safely passable by all users at all times. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 375m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. This environment, so close to deep waters, may not be suitable or attractive to vulnerable active travel users and may not encourage a modal shift to more active modes. Therefore, this fails the initial sift.	Fail

Route Link	Comments	Pass / Fail
WC135	R473 Coast Road from Cappagh Pier to a connection to the Kilrush Marina gates. This road is a two-way road with a footpath on the western side. Potential to improve the existing footpath with wider active travel provision as a shared facility. Built land (BL3). No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents - Present Day Map shows the outer boundary of this route, along the bay, is within Low, Medium or High probability Coastal Flood Hazard Mapping.	Pass
WC136	Fort Road, near Kilrush town. This a two-way road with on-street residential parking and no adequate footpath provision. The gradient along this section of road is unsuitable for an active travel facility, unlikely to encourage a modal shift to more active modes and has been ruled out as a result.	Fail
WC137	Soldier's Hill south of Kilrush. The gradient along this section of road is unsuitable for an active travel facility, unlikely to encourage a modal shift to more active modes and has been ruled out as a result.	Fail
WC138	The Fort Road is a narrow 2 lane road with a posted speed of 50 km/h. The footpath is intermittent along this route. Built land (BL3). Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated. The eastern section of this link forms part of the exiting road on N67 outbound from Kilrush and along Fort Road. The N67 has a footpath on the western side only. Though a robust landscape with low sensitivity, the N67 National Road environment is inappropriate for young children and a greenway here is unlikely to encourage a mode shift to more sustainable active travel modes, particularly for young people, due to its hostile environment. Therefore, this fails the initial sift.	Fail
WC139	Philip's Hill South of Kilrush. The gradient along this section of road is unsuitable for an active travel facility, unlikely to encourage a modal shift to more active modes and has been ruled out as a result.	Fail
WC140	R473 Coast Road, south of Kilrush. This is a two-way road with no parking or footpath provision. The road is constrained by adjacent properties and the coast with limited scope to widen existing active travel facilities. The road is also unsuitable for quiet street treatment. This section relies on WC139 which has failed the initial sift, therefore this route fails the initial sift. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 150m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Fail
WC141	Along bank of river, near Kilrush. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 450m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. Potential for water quality impacts and loss of vegetation, better alternatives on built land, therefore this fails the initial sift.	Fail

Route Link	Comments	Pass / Fail
WC142	R473 Cappagh Road on approach to bridge over Marina stream. The road allows for two-way traffic and a footpath on both sides of the road. Road is unsuitable for quiet street treatment and limited scope to widen the existing footpaths to accommodate both pedestrians and cyclists safely. Built land (BL3). No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 25m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. As this relies on WC143 which has failed the initial sift, this also fails the initial sift.	Fail
WC143	R473 Cappagh Road bridge over Marina stream. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 50m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping. The existing structure accommodates two-way traffic and a footpath on both sides of the road. The structure is not adequate to accommodate two-way traffic and a suitable active travel facility. This road is not suitable for quiet street treatment. For this reason, this fails the initial sift.	Fail
WC144	R473 Frances Street. Two-way road with parking and footpaths on both sides and landscaped area on the southern side. Significant potential to provide a segregated greenway through the existing open green area. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC145	R473 Frances Street. Two-way road with a footpath on the northern side and a green area behind a wall along the southern side. Potential to provide a segregated greenway through widening into the adjacent field and private garden. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC146	Pound Street from Pella Street to Crofton Street in Kilrush. This is a two-way road with informal residential parking and footpaths on both sides of the road. Potential for a segregated active travel facility provided parking is formalised. This road is not suitable for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC147	Pound Street from Crofton Street to Hector Street in Kilrush. This is a two-way road with informal residential parking and footpaths on both sides of the road. Potential for a segregated active travel facility provided parking is formalised. This road is not suitable for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC148	Crofton Street in Kilrush. This is a two-way road with informal residential parking and footpath on the eastern / northern side of the road. This road may be suitable for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC149	Hector Street in Kilrush. This is a two-way road with and residential parking on the west side and footpaths on both sides of the road. This road may be suitable for quiet street treatment Built land (BL3). No significant impacts on biodiversity anticipated.	Pass

Route Link	Comments	Pass / Fail
WC150 (Pound St)	Pound Street from Toler Street to Hector Street in Kilrush. This is a two-way road with and residential parking and footpaths on both sides of the road. There is a public library on the southern side of the road with allocated parking spaces in front. Potential for a segregated active travel facility provided parking is formalised. This road is not suitable for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC150 (N68)	N68 O'Deas Road in Kilrush. This is a two-way road with footpaths on both sides of the road. Potential for a segregated active travel facility provided parking is formalised or discouraged. This road is not suitable for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC151	Back Road from Toler Street to Henry Street in Kilrush. This is a two-way road with footpaths on both sides of the road. There is a school on the northern side of the road with a set down area in front, and a green area along the southern side of the road behind a cladding wall. Potential for a segregated active travel facility provided parking is formalised. This road is not suitable for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC152	Toler Street in Kilrush. This is a two-way road with parking and footpaths on both sides of the road. Built land (BL3). No significant impacts on biodiversity anticipated. Potential for a segregated active travel facility provided the extent of permitted parking is reduced. This road is not suitable for quiet street treatment.	Pass
WC153	While this section of route across Poulmasherry Bay has been identified as part of the original West Clare Railway, significant construction works would be required to reinstate the original embankments and construct a bridge of approx. 1km in length. This option crosses the SAC, SPA and Poulmasherry Bay pNHA and would involve instream works within marine water body - Sea inlets and bay (MW2) and loss of Annex 1 Habitats. It would result in disturbance to birds, marine mammals and other species. Significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 25m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping and the crossing of the bay would be sensitive to erosion due to the strong tides. The location of this route across the estuary would have the potential to impact marine archaeology including shipwrecks, fishing baskets etc. which would be rich in cultural heritage. This option would require extensive underwater surveys and mitigation to reduce any impacts. This link should be avoided and therefore has failed the initial sift.	Fail

Route Link	Comments	Pass / Fail
WC154	John Street in Kilrush. This is a narrow one-way road from Market Square to Toler Street on with footpaths and residential parking intermittently on both sides of the road. Built land (BL3). No significant impacts on biodiversity anticipated. It is infeasible to accommodate a segregated active travel facility while maintaining the existing parking or circulation given the constraints of this built environment, therefore it has failed the initial sift.	Fail
WC155	N67 Market Square in Kilrush. One-way route with parking and footpaths on both sides. Potential to provide a segregated shared active travel facility. This road is not suitable for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC156	N67 Henry Street in Kilrush. Two-way road with parking and footpaths on both sides of the road. Built land (BL3). No significant impacts on biodiversity anticipated. Segregation between cyclists and pedestrians would be necessary due to high volumes of existing pedestrians along this street. The road is not suitable for quiet street treatment therefore parking may need to be rationalised to allow for such segregation.	Pass
WC157	Vandeleur Street in Kilrush. This is a one-way road with pedestrian parking and narrow footpaths on both sides of the road. Improvements to the existing footpath provision would be required as a minimum. This road may be suitable for quiet street treatment provided parking is rationalised. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC158	Lower Moore Street from N67 to Chapel Street in Kilrush. Two-way road with footpaths on both sides and parking on the southern side. This road is unsuitable for quiet street treatment, but it may be possible to widen the existing footpath and provide a shared active travel facility. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC159	The N67 national road is a high speed (signposted 100kph), high traffic volume road which is unsuitable for cyclists to share. There is no footpath provision along this road. Though a robust landscape with low sensitivity, the N67 National Road is not a pleasant/attractive location for pedestrians/cyclists and is unlikely to encourage a modal shift to more active modes. Providing a segregated greenway adjacent to the road would require significant land acquisition and embankment structures since the bounding sites are at a level lower than the road. The CFRAM Coastal Flood Extents – Present Day showed that approximately 400m of this option is within Low, Medium or High probability Coastal Flooding Hazard.	Fail
WC160	The Fort Road is a narrow road with a steep gradient in Kilrush. The two way road has residential parking on the east side and no footpath. Physical constraints prevent from widening the street to provide segregated active travel facilities. Parking for domestic use may be difficult to relocate and provide adequate protection for cyclists. As route WC140, WC139 and WC136 are required to form a coherent route and both have failed the initial sift, this route has also failed the initial sift.	Fail

Route Link	Comments	Pass / Fail
WC161	The N67 national road is a high speed (100kph), high traffic volume road which is unsuitable for cyclists to share. There is no footpath provision along this road. Though a robust landscape with low sensitivity, the N67 National Road not a pleasant/attractive location for pedestrians/cyclists and is unlikely to encourage a modal shift to more active modes. Providing a segregated greenway adjacent to the road would require significant land acquisition and embankment structures since the bounding sites are at a level lower than the road.	Fail
WC162	The N67 Stewart Street is a two-way road with footpaths on both sides and a posted speed limit of 50 km/h. Built land (BL3). Physical constraints prevent from widening the street to provide segregated active travel facilities. Parking for residential use may be difficult to relocate and provide adequate protection for cyclists. No significant impacts on biodiversity anticipated, but as this relies on WC141 or WC138 which has failed the initial sift, this also fails the initial sift.	Fail
WC163	N67 Moore Street in Kilrush. Two-way road with footpaths on both sides and parking on both sides. This road is unsuitable for quiet street treatment, but it may be possible to provide segregated active travel facilities provided the parking is rationalised or curtailed. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC164	N67 Market Square in Kilrush. One-way road with parking and footpaths on both sides. Potential to provide a segregated shared active travel facility. This road is not suitable for quiet street treatment. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC165	R473 Frances Street from Toler Street to Market Square in Kilrush. Two-way road with parking and footpaths on both sides of the road. Approx. width of 21m along the section providing excellent opportunities to provide segregated active travel facilities. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC166	R473 Frances Street from Hector Street to Toler Street in Kilrush. Two-way road with parking and footpaths on both sides of the road. Approx width 23m along the section providing excellent opportunities to provide segregated active travel facilities. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC167	R473 Frances Street in Kilrush. Two-way road with parking and footpaths on both sides. Approximately 18m width along this section providing excellent opportunities to provide segregated active travel facilities. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC168	Hector Street in Kilrush. This is a narrow two-way section of road with and residential parking on the west side and footpaths on both sides of the road. This road may be suitable for quiet street treatment and the footpaths widened provided the parking is formalised or curtailed. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass

Route Link	Comments	Pass / Fail
WC169	Part of WC169 utilises road of Percy French Estate / Gurrane cul-de-sac in Kilkee, passing in front of the original West Clare Railway Station. A two-way road with a continuous footpath on the southern side of the road with intermittent footpath on the northern side. Widths vary from 13m to 8m approximately. Part of WC169 also runs along old rail which is now wet grassland and built land. No significant impacts on the environment anticipated."	Pass
WC170	On existing road east of Kilkee. Built land (BL3). No significant impacts on biodiversity anticipated. Adjacent to quiet residential estate with an existing footpath to the west. Potential to implement quiet street treatment along the short section of road or to provide a segregated active travel facility to the east of the road.	Pass
WC171	Chapel Street in Kilrush. Two-way road with footpaths and residential parking on both sides of the roads. This road is unsuitable for quiet street treatment, but it may be possible to provide segregated active travel facilities provided the parking is rationalised or curtailed. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC172	High Street in Kilrush. Two-way road with footpaths and residential parking on both sides of the roads. This road is unsuitable for quiet street treatment however there is sufficient existing road width to provide a segregated active travel facility provided parking is rationalised or curtailed. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC173	Crosses wet grassland habitat and requires a new crossing over a watercourse within the SAC and pNHA. Significant impacts to biodiversity including European sites cannot be ruled out. The CFRAM Coastal Flood Extents - Present Day Map shows that the route is within an area for High, Medium and Low probability of flooding and it crosses an area of estuarine silts and clays. On the basis of the above reasons, WC173 fails the initial sift.	Fail
WC174	Ballalley Lane in Kilkee Town. Two-way road with a footpath on the northern side and a green on the southern side. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC175	Vandeleur Street in Kilrush. This is a one-way road with pedestrian parking and footpath on both sides of the road. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC176	On existing two-way road off N67, east of Kilkee with footpath on western side. Built land (BL3). No significant impacts on biodiversity anticipated. Adjacent to quiet residential estate with an existing footpath to the west. Potential to implement quiet street treatment along the short section of road or to provide a segregated active travel facility to the east of the road. Would require raised embankment due to level difference between the adjacent road.	Pass
WC177 and 178	NOT USED.	NOT USED

Route Link	Comments	Pass / Fail
WC179	Follows a deviation just north of the original railway line at Baunmore. This route is currently in use by heavy farm machinery and would require a segregated facility adjacent to the farm track. It is located north of the SAC, SPA and pNHA boundary. No significant impacts on the environment anticipated. Located adjacent to a private dwelling, which would require mitigation measures to be agreed.	Pass
WC180 (Baunmore)	Existing road from N67 to Poulnasherry Bay in Baunmore. Built land (BL3). Potential loss of hedgerows and treelines along road. 60m form SAC & SPA. No significant impacts on biodiversity anticipated. Narrow road width and deep ditch cutting on one side of the road. Road in use by heavy farm machinery therefore unsuitable for quiet street treatment. A segregated facility is required in an adjacent field. Potential for disturbance anticipated. This section relies on WC156, or WC161 to form a coherent route, which have both failed the initial sift, therefore this route fails the initial sift.	Fail
WC180 (Termon West)	Route appears to follow the route of the railway via Poulnasherry Bay. Currently in use as a Woodland area, and the construction of the greenway would involve a significant loss of mature trees. Therefore, this has failed the initial sift.	Fail
WC180 (Kilrush Marina)	Through the Marina car park. Potential for segregated active travel facilities linking the existing RV facility. Built land (BL3). No significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 100m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping	Pass
WC181	This route comprises an existing road and bridge with adjacent saltmarsh habitat located within the SAC & SPA. The road has a narrow width and there are deep ditch cuttings either side. As it is likely in use by heavy farm machinery, it is therefore unsuitable for quiet street treatment. A segregated facility would be required in an adjacent field, however the existing bridge is too narrow to accommodate segregated greenway facilities and the surrounding environment precludes the provision of a separate adjacent bridge crossing. The CFRAM Coastal Flood Extents - Present Day Map also shows approximately 60m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. Based on the above constraints, this link has therefore failed the initial sift.	Fail

Route Link	Comments	Pass / Fail
WC182 (Termon West)	Route appears to follow the route of the railway via Poulnasherry Bay. It would be located within sensitive habitat within SAC & SPA and would require a bridge over the watercourse present within these sites. Significant impacts on biodiversity are therefore likely. The crossing would be located 30m from a Ritual Site for a Holy Well. The location of this route across the estuary would have the potential to impact marine archaeology including shipwrecks, fishing baskets etc. which would be rich in cultural heritage. This option would require extensive surveys and mitigation to reduce any impacts. The CFRAM Coastal Flood Extents - Present Day Map also shows approximately 130m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. Based on the above constraints, this link has therefore failed the initial sift.	Fail
WC183	Route follows near the route of the railway via Poulnasherry Bay. Along sensitive habitat within SAC & SPA. Significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents - Present Day Map also shows approximately 180m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. Based on the above constraints, this link has therefore failed the initial sift.	Fail
WC184 / 191	Route follows the route of the railway along the south of Poulnasherry Bay. Located within an area of sensitive habitat within SAC & SPA. Significant impacts on biodiversity anticipated. The CFRAM Coastal Flood Extents - Present Day Map also shows approximately 180m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. This link should be avoided and therefore fails the initial sift.	Fail
WC185	Existing narrow road with deep ditch cuttings either side. Road potentially in use by heavy farm machinery therefore unsuitable for quiet street treatment. A segregated facility is required in an adjacent field. Built land (BL3). Potential loss of hedgerows and treelines along road. No significant impacts on biodiversity anticipated. As this link relies on WC181 or WC182 and all adjoining links to the east, which have all failed the initial sift, this has failed the initial sift.	Fail
WC186	Route follows the boundary of a field and along the edge of the bay on approach to the Oyster Factory located at the approach to former embankment for bridge crossing Poulnasherry Bay. This option is within the SAC and pNHA and is adjacent to the SPA. Significant impacts on biodiversity cannot be ruled out at this stage. The CFRAM Coastal Flood Extents - Present Day Map shows approximately 150m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. This option would also travel along the shore and would have direct impacts on the Oyster Factory business. This link should be avoided and therefore fails the initial sift.	Fail

Route Link	Comments	Pass / Fail
WC187	Route follows the original railway line along the direct approach to the former bridge crossing across Poulnasherry Bay. This option is within the SPA, SAC and pNHA. Significant impacts on biodiversity cannot be ruled out at this stage. The CFRAM Coastal Flood Extents - Present Day Map shows approximately 30m of this option is within Low, Medium or High probability Coastal Flood Hazard Mapping. This option would also travel through the Oyster Factory business property which is now located on the old rail line. This link should be avoided and therefore fails the initial sift.	Fail
WC188	Ballalley Lane in Kilkee Town. Two-way road with a narrow footpath on the southern side. Potential for quiet street treatment and improved footpath provision provided parking is curtailed. Built land (BL3). No significant impacts on biodiversity anticipated.	Pass
WC190	The N67 national road is a high speed (signposted 100kph), high traffic volume road which is unsuitable for cyclists to share. There is no footpath provision along this road. Though a robust landscape with low sensitivity, the N67 National Road not a pleasant/attractive location for pedestrians/cyclists which is unlikely to encourage a modal shift to active modes. Providing a segregated greenway adjacent to the road would require significant land acquisition and embankment structures since the bounding sites are at a level lower than the road.	Fail
WC192	Existing bóithrín. Built land (BL3). Along edge of SAC, SPA & pNHA. No significant impacts on biodiversity anticipated.	Pass
WC193 (N67)	The N67 national road is a high speed (100kph), high traffic volume road which is unsuitable for cyclists to share. There is no footpath provision along this road. Providing a segregated greenway adjacent to the road would require costly land acquisition and embankment structures since the bounding sites are at a level lower than the road. The high-speed national road environment is inappropriate for young children and a greenway here is unlikely to encourage a mode shift to more sustainable active travel modes, particularly for young people, due its hostile environment. The CFRAM Coastal Flood Extents – Present Day map also shows approximately 150m of this option is within Low, Medium, or High probability Coastal Flooding Hazard Mapping.	Fail
WC193 (Kilrush Town)	Burton Street in Kilrush. This is a two-way road with as far as Place de Plouzane, after which it becomes one-way, travelling eastbound. Parking and footpaths available on both sides of the road. Road is unsuitable for quiet street treatment, but the provision of segregated active travel facilities may be feasible provided parking is rationalised or curtailed.	Pass
WC194	Toler Street in Kilrush. This is a two-way road with parking and footpaths on both sides of the road. Built land (BL3). No significant impacts on biodiversity anticipated. Potential for a segregated active travel facility provided the extent of permitted parking is reduced. This road is not suitable for quiet street treatment.	Pass

Route Link	Comments	Pass / Fail
<p>WC195</p>	<p>The N67 national road is a high speed (60kph), high traffic volume road which is unsuitable for cyclists to share. There is no footpath provision along this road. There is the potential to provide a segregated greenway facility since there are wide verges available, however since the verge locations vary on either side of the road, significant road realignment would be required to ensure the greenway is continuous and doesn't require criss-crossing of the N67 at various points. The high-speed national road environment is inappropriate for young children and a greenway here is unlikely to encourage a mode shift to more sustainable active travel modes, particularly for young people, due its hostile environment.</p>	<p>Fail</p>