
Appendix 3.2

Route Options Assessment - Stage 2 TAF Tables

Criteria	Sub-Criteria	Indicator to be measured	Indicator Included in TAA	Data Source Included in TAA	Description of any proposed changes
Accessibility	Access to Services	Urban Centres	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of users (i.e. pedestrians and cyclists) to urban centres compared to the existing facilities along the route.
		Schools and educational institutions	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of users (i.e. pedestrians and cyclists) to schools and educational institutions.
		Hospitals and healthcare facilities	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of users (i.e. pedestrians and cyclists) to hospitals and healthcare facilities.
		Major land transport hubs and interchange facilities such as rail and bus stations	No	No	This sub-criterion has not been included as there are no major land transport hubs or interchange facilities such as rail or bus stations within the Study Area. Connectivity with existing public transport facilities is assessed under Land Use Impact below.
	Access to Recreational Facilities	Parks and playgrounds	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of users (i.e. pedestrians and cyclists) to parks and playgrounds.
		Sports clubs and facilities	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of users (i.e. pedestrians and cyclists) to sports clubs and facilities.
	Access to jobs	Access to jobs	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of users (i.e. pedestrians and cyclists) to jobs.
	Access to International Transport Gateways	Change in PT access	No	No	These sub-criteria have not been included as it is not anticipated that the proposed development will improve access to international gateways or freight access, due to the nature of the development. In addition, there are no international gateways or freight access facilities within the Study Area.
		Change in HGV/LGV access	No	No	
	Freight Access	Freight Facilities change	No	No	
LGV access to urban centres		No	No		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of deprived groups to urban centres.
		Access to schools	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of deprived groups to schools.
		Access to healthcare facilities	Yes	Yes	This assessment examines if the relevant Route Corridor Option increases or decreases the accessibility of deprived groups to healthcare facilities.
	Transport users with different mobility needs	Scheme facilities	Yes	Yes	This assessment examines how the relevant Route Corridor Option will impact transport users with disabilities or limited mobility.
	Gender Impacts	Scheme facilities	Yes	Yes	This assessment examines how the relevant Route Corridor Option may have gender specific impacts.
Land Use Impact	Public Realm	Scheme details	Yes	Yes	This assessment examines if the relevant Route Corridor Option will impact on existing Public Realm.
	Connectivity with existing public transport facilities	Scheme details	Yes	Yes	This assessment examines if the relevant Route Corridor Option will integrate with the existing transport network and major transport hubs.
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	Yes	This assessment examines if the relevant Route Corridor Option provides a connection with zoned land and acts as an enabler for key national or regional policies such as the National Planning Framework (NPF), Regional Spatial and Economic Strategies (RSES) and the Clare County Development Plan.
Safety Impact	Safety Impact	Safety assessment	Yes	Yes	As it is not possible to obtain collision data, this assessment provides a qualitative assessment of the road safety conditions before and after the proposed development. This considers factors such as: • Vehicle Speeds • Protection for vulnerable road users such as pedestrians and cyclists • Interactions between vulnerable users and vehicles.
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	Yes	A Greenhouse Gas Assessment (GHGA) has been undertaken to inform this sub-criterion. The embodied construction emissions for the route options were calculated using the online TII Carbon Assessment Tool (TII 2022c). Consideration is given to routes which have higher potential for mitigation during further design. The assessment also considers the potential of the relative option in creating a modal shift to more sustainable modes of travel by providing improved facilities for walking and cycling within the area, in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050. The full assessment undertaken by AWN is provided in Appendix E and has informed the TAA Scorings.
		Percentage change in private car kilometres travelled.	Yes	Yes	
		Percentage change in CO2 emissions	Yes	Yes	

Criteria	Sub-Criteria	Indicator to be measured	Indicator Included in TAA	Data Source Included in TAA	Description of any proposed changes
	Climate Adaptation	Climate hazard assessment	Yes	Yes	A climate change risk assessment has been conducted in order to consider the vulnerability of each route corridor option to future climate change. This involves an analysis of the sensitivity and exposure of the project to climate hazards which together provide a measure of vulnerability. The full assessment undertaken by AWN is provided in Appendix E and has informed the TAA Scorings.
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	Yes	Emissions from road traffic have been screened out (See Section 1.2.2) of this assessment due to the nature of the proposed scheme. As such, in order to allow for a comparative air quality assessment of the various route options, the potential for construction dust emissions has been used as the differentiating factor. The full assessment undertaken by AWN is provided in Appendix E and has informed the TAA Scorings.
	Noise and Vibration	Potential Impact Rating	Yes	Yes	An assessment of potential impact as a result of the proposed development has been undertaken for each relevant Route Corridor Option based upon property counts.
	Biodiversity	Scheme details	Yes	Yes	An assessment of each relevant Route Corridor Option, if they will result in any impacts on any designated sites or habitats.
	Water Resources	Scheme details	Yes	Yes	An assessment of each relevant Route Corridor Option, if they will result in any impacts on any surface water or water courses.
	Landscape and Visual Quality	Scheme details	Yes	Yes	An assessment of each relevant Route Corridor Option, if they will result in any impacts on the landscape or any significant landscape features.
	Soils and Geology	Scheme details	Yes	Yes	An assessment of each relevant Route Corridor Option, if they will result in any impacts on any soils or geological features.
	Agriculture / Material Assets	Scheme details	Yes	Yes	An assessment of each relevant Route Corridor Option, if they will result in any impacts on any private properties.
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	Yes	An assessment of each relevant Route Corridor Option, if they will result in any impacts on any Archaeological, Architectural, or Cultural Heritage features.

Instructions:

TAA Scoping (Tab)

During the preparation of the appraisal plan at the POD stage the Sponsoring Agency should complete the TAA Scoping Tab. This includes details on whether specific indicators are to be included in the TAA or not. The Sponsoring Agency should mark this column as "Yes" or "No". Yes, indicates that the impact is to be included in the TAA while No indicates that it is not relevant to the scheme in question and as a result has not been assessed in the TAA. Sponsoring Agencies should clearly note their intention and rationale for screening out any indicators as part of the TAA assessment in the "Description of any proposed changes" text box. For example, an urban active travel or public transport intervention may not have any impact on international gateways, in this instance the Sponsoring Agency may signal their intention not to include related indicators as part of the TAA.

Similarly, the "Data Source in TAA" column should be marked as "Yes" where the Sponsoring Agency intends to use the methodology and data sources outlined in the TAF to assess the indicator. While a "No" signals a Sponsoring Agencies intention to apply an alternative data source or methodology. In general, the sources and methods set out in the TAF should be used and the Sponsoring Agency should clearly set out the reason for any proposed change and the alternative evidence which will be used to assess the indicator.

Instructions:

Option Assessment

Four Options Tabs have been included. If a Sponsoring Agency wishes to assess additional options these can be copied and pasted into a new blank excel tab.

Impact Included in TAA (TAA Column)

Further to the information recorded in the TAA Scoping Tab a "No" should be entered if it is proposed to screen out an indicator and exclude it from the TAA, in this case the corresponding

Indicator Score (TAA Column)

The indicator score column includes a score ranging from High Positive to High Negative. Sponsoring Agencies should in general use the indicators, data sources and assessment methodologies set out in the TAF when assigning scores.

Text Description of Impact (TAA Column)

The Sponsoring Agency should include a text description of the impact for each indicator noting the rationale for the score assigned.

Comment on Score (TAA Column)

The TAA automatically calculates the Criteria Score based on an average of the individual sub-criteria scores. The Sponsoring Agency should comment on the overall score noting some of the key results from individual sub-criteria. They may also make the case for a score other than the one assigned by the TAA. This is particularly relevant for the Climate Adaptation and Local Environmental Indicators where a High Negative Impact on a single sub-criteria may be sufficient to justify a high negative score overall. However, the Sponsoring Agency must present a clear case for any divergence from the overall criteria score recorded in the TAA.

Scorecard (Tabs)

The Scorecard tabs of the TAA provide guidance to the Sponsoring Agency on the assessment of specific indicators and their scoring.

Option Name				Option A-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor traverses through the urban centre of Kilkee. This corridor does not increase or decrease the accessibility of active travel users to the urban centre of Kilkee	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	There are no schools located along this route corridor.	Neutral			
		Hospitals and healthcare facilities	Yes	There are no hospitals or health facilities located along or close to this route corridor therefore there will be no change to the accessibility of active travel users to such facilities	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	There are no playgrounds located along this route corridor however it may enable active travel users to travel to the nearby playground via a dedicated active travel facilities for a portion of the journey.	Slight Positive	Positive	Slight Positive	
		Sports clubs and facilities	Yes	There are no sports facilities located along this route corridor however it may enable active travel users to travel to the nearby astro pitches or St Senan's GAA via a dedicated active travel facilities for a portion of the journey.	Positive			
	Access to jobs	Access to jobs	Yes	This corridor traverses through the urban centre of Kilkee. This corridor will therefore improve the accessibility of active travel users to jobs.	Positive	Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
LGV access to urban centres		No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located along a 'Marginally Below Average area' within the urban centre of Kilkee offering some of the population an additional and cheaper means of travel to the private vehicle.	Slight Positive	Neutral	Neutral	
		Access to schools	Yes	There are no schools located along this route corridor.	Neutral			
		Access to healthcare facilities	Yes	There are no hospitals or health facilities located within or nearby this route corridor.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities.	High Positive	High Positive	Neutral	
	Gender Impacts	Scheme facilities	Yes	There is existing public lighting along this corridor. This is a higher trafficked corridor forming a section of the N67 national road and the main road into Kilkee town. It may be difficult to fully remove the hostile environment associated with such a high traffic volume road for female users even if the proposed active travel facilities will be segregated from motorised traffic. There are also very high seasonal pedestrian volumes along this corridor which currently tends to overflow on to the road corridor. Even with urban realm improvements, this phenomenon may impact on the safety of cyclists and force them onto the road corridor to seek suitable space to travel. This can create a hostile environment particularly for vulnerable road users including women and girls who may not have chosen active travel modes had the segregated facility not been provided.	Negative	Negative		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor has excellent public realm opportunities to improve the streetscape and formalise parking, particularly as the main road into Kilkee and given the wide corridor space for urban landscaping and greening.	High Positive	High Positive		
	Connectivity with existing public transport facilities	Scheme details	Yes	Sub-option A-1 passes by a bus stop in Kilkee and is therefore slightly better connected with public transport interchanges.	Slight Positive	Slight Positive		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	It is contrary to national policy to guide a greenway along a National Road. This corridor travels along the N67 through Kilkee town centre with existing residential properties, passing a small parcel of land zoned for community space. While the County Development Plan illustrates the 'Indicative Route of the West Clare Railway Greenway' along this route, given the urban context through which this section of the N67 travels the land use is more in keeping with urban development and improvement in active travel through town centres.	Neutral	Neutral	Slight Positive	
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor follows the main road into Kilkee town which conveys high traffic volumes and high intensity parking / loading activities. A section of this corridor is also designated the N67 National Road. It is unknown the number of accidents or incidents that may have occurred along this road but segregation of the active travel facilities from urban vehicular traffic will reduce the accident potential along this corridor. There are also very high seasonal pedestrian volumes along this corridor which currently tends to overflow on to the road corridor. Even with urban realm improvements, this phenomenon may impact on the safety of cyclists and force them onto the road corridor to seek suitable space to travel. This can create a hostile and unsafe environment particularly for vulnerable road users.	Negative	Negative	Negative	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Both Option A-1 and A-2 will follow existing roads within the built up area of Kilkee. The options primarily have medium to low vulnerabilities to the identified climate hazards. Both options are considered to have a high vulnerability to extreme heat in relation to potential impacts to utilities. Both option A-1 and A-2 have been assigned a score of 3 – Minor or slightly negative as they have a high vulnerability to climate change risk for one climate hazard.	Slight Negative	Slight Negative	

Option Name				Option A-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	There are a total of 37 no. high sensitivity receptors within 20m of Option A-1 and is also within 50m of a section of Kilkee Reefs SAC, option A-1 is considered neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	A-1 is in a built up, urban environment. The Potential Impact Rating for sub-option A-1 is 1692. Due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option A-1 occurs within 500m of Kilkee Reef SAC. Located on existing built ground with limited ecological value.	Neutral	Neutral		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option A-1 is preferable and would have a significant advantage if the Greenway is to be separated from the road corridor, as it traverses a wide street (O'Connell Street) with footpaths and space on both sides. On street parking could be rationalised as it is in close proximity to the car park and the Greenway would not adversely affect the overall character of the street as with appropriate design, the majority of the green areas should be retained. The location passes by Market Square which is a focal point, and the streetscape is attractive with a strong character. Alternatively, the Greenway could still be accommodated within the road corridor and with no impacts on the verges.	Positive	Positive		
	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross an area with 1 single past flood event. Approximately 95% of the route crosses areas of low groundwater vulnerability. The route is more likely to impact groundwater flow and quality of the receptors because 2 groundwater wells are present at approximately 20 meters upgradient from the nearest boundary. The SAC/SPA do not cross the route option. Due to this option being located along made ground, this option is considered to have a Neutral impact.	Neutral	Neutral		
	Soils and Geology (including waste)	Scheme details	Yes	Options A-1 and A-2 will utilise the existing footprint of the road through an urban realm design and are neutral in terms of Soils and Geology.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	No agricultural impact from options.	Neutral	Neutral		
Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	No discernible difference in terms of Archaeology, Architecture and Cultural Heritage. A-1 is located within the ACA for Kilkee and impacts may occur in relation to the treatments of road surfaces and signage.	Neutral	Neutral			

Option Name				Option A-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor traverses through the urban centre of Kilkee. This corridor does not increase or decrease the accessibility of active travel users to the urban centre of Kilkee	Neutral	Positive	Positive	
		Schools and educational institutions	Yes	Scoil Réalt na Mara is located along this route corridor and would provide active travel facilities directly to the school.	High Positive			
		Hospitals and healthcare facilities	Yes	Kilkee Medical Centre is located on Chapel Street and this route corridor would provide active travel facilities directly to the centre	High Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor will improve the direct access to the existing playground facility on Chapel Street via active travel modes.	High Positive	High Positive		
		Sports clubs and facilities	Yes	This corridor will improve the direct access to the existing Kilkee Astra Turf / All Weather facility via active travel modes.	High Positive			
	Access to jobs	Access to jobs	Yes	This corridor traverses through the urban centre of Kilkee. This corridor will therefore improve the accessibility of active travel users to jobs	Positive	Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A			
	Freight Access	Freight Facilities change	No		N/A	N/A		
LGV access to urban centres		No		N/A				
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located along a 'Disadvantaged area' within the urban centre of Kilkee offering an additional and cheaper means of travel to the private vehicle.	Positive	Positive		
		Access to schools	Yes	This corridor will provide direct access to a school within a 'Disadvantaged area' offering an additional and cheaper means of travel to the private vehicle.	Positive			
		Access to healthcare facilities	Yes	Kilkee Medical Centre is located on Chapel Street and this route corridor would provide active travel facilities directly to the centre. As it is located within a 'Disadvantaged Area', it will offer an additional and cheaper means of travel to the private vehicle, when accessing the facilities.	Positive			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities.	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	There is existing public lighting along this corridor. This is a low trafficked corridor through Kilkee town ensuring a pleasant environment for female users. The proposed active travel facilities will be segregated from motorised traffic. Parking will be formalised to minimise interactions with active travel users through opening doors etc.	Positive	Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor has good public realm opportunities to improve the streetscape and formalise parking. Potentially limited scope for urban landscaping and greening.	Positive	Positive		
	Connectivity with existing public transport facilities	Scheme details	Yes	Sub-option A-2 would not integrate with any other public transport connections.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor routes through the town of Kilkee and is surrounded by existing residential properties, passing a large area zoned for community land use within the Clare County Development Plan (2023-2029).	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor travels along a low traffic volume road with low intensity parking activates. It is unknown the number of accidents or incidents that may have occurred along this road but segregation of the active travel facilities from urban vehicular traffic will reduce the accident potential along this corridor.	Positive	Positive		
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive		
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Both Option A-1 and A-2 will follow existing roads within the built up area of Kilkee. The options primarily have medium to low vulnerabilities to the identified climate hazards. Both options are considered to have a high vulnerability to extreme heat in relation to potential impacts to utilities. Both option A-1 and A-2 have been assigned a score of 3 – Minor or slightly negative as they have a high vulnerability to climate change risk for one climate hazard.	Slight Negative	Slight Negative	

Option Name				Option A-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	There are a total of 20 no. high sensitivity receptors within 20m of Option A-2 and is also within 50m of a section of Kilkee Reefs SAC, option A-2 is considered neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	A-2 is in a built up, urban environment. The Potential Impact Rating for sub-option A-2 is 1593. Due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option A-2 occurs within 500m of Kilkee Reef SAC. Located on existing built ground with limited ecological value.	Neutral	Neutral		
	Landscape and Visual Quality	Scheme details	Yes	Section A2 is considered to have some disadvantage, as while Chapel Lane has sufficient width at the southern end, it becomes narrower and more residential in character, with many properties opening out directly on to the narrow street. Though a pleasant street for walking and cycling, the proposed Greenway would have to be within the existing road corridor in this location and the narrowness of the street has more potential to affect residential amenity.	Slight Negative	Slight Negative		
	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross an area with 1 single past flood event. Approximately 95% of the route crosses areas of low groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 2 groundwater wells are present at approximately 200 meters upgradient from the nearest boundary. The SAC/SPA do not cross the route option. Due to this option being located along made ground, this option is considered to have a Neutral impact.	Neutral	Neutral		
	Soils and Geology (including waste)	Scheme details	Yes	Options A-1 and A-2 will utilise the existing footprint of the road through an urban realm design and are neutral in terms of Soils and Geology.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	No agricultural impact from options.	Neutral	Neutral		
Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	No discernible difference in terms of Archaeology, Architecture and Cultural Heritage. A-2 is located within the ACA for Kilkee and impacts may occur in relation to the treatments of road surfaces and signage.	Neutral	Neutral			

Option Name				Option A-3				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor routes active travel users via the main road directly into Kilkee town via a segregated active travel facility. This corridor is already served by a footpath along the N67 however it would improve this access to the town centre for residents located along this road.	Slight Positive	Neutral	Slight Positive	
		Schools and educational institutions	Yes	There are no schools or educational facilities located along or close to this route corridor therefore there will be no change to the accessibility of active travel users to such facilities	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres of Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	There are no parks or playgrounds located along or close to this route corridor therefore there will be no change to the accessibility of active travel users to such facilities	Neutral	N/A		
		Sports clubs and facilities	Yes	This corridor passes directly adjacent to St Senan GAA, providing access to this facility directly via a segregated active travel facility	High Positive			
	Access to jobs	Access to jobs	Yes	This corridor passes directly adjacent to several key employment locations such as a hotel, florist, tyre centre etc.	Positive	Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	LGV access to urban centres	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor caters for a mixture of disadvantaged and marginally below average deprivation areas to access Kilkee centre via alternative means to the private vehicle.	Positive	Slight Positive		
		Access to schools	Yes	This route is located in a marginally below average and very disadvantaged area, however there are no schools located along this route corridor.	Neutral			
		Access to healthcare facilities	Yes	There are no hospitals or health facilities located within or nearby this route corridor.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities.	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	There is existing public lighting along this corridor. This is a higher trafficked corridor as the N67 national road and the main road into Kilkee town. It may be difficult to fully remove the hostile environment associated with such a high traffic volume road for female users even if the proposed active travel facilities will be segregated from motorised traffic.	Negative	Negative		
Land Use Impact	Public Realm	Scheme details	Yes	There is limited scope to improve the public realm along this corridor due to geometric constraints of the available road space.	Neutral	Neutral		
	Connectivity with existing public transport facilities	Scheme details	Yes	There are no connecting transport stations or hubs along or in the proximity of either of the sub-options. Neither of the sub-options would integrate with any other public transport connections.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	It is contrary to national policy to guide a greenway along a National Road. This corridor travels along the N67 towards Kilkee town centre with the land either side of the road zoned as Open Space, Tourism, Enterprise, Commercial and Existing Residential. While the County Development Plan illustrates the 'Indicative Route of the West Clare Railway Greenway' along this route, given the urban context through which this section of the N67 travels the land use is more in keeping with urban development and improvement in active travel through town centres.	Slight Negative	Slight Negative		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor, along the N67 National Road, is constrained geometrically and land acquisition is necessary to provide a suitable segregated active travel facility. Limitations on the extent of land acquisition possible may preclude the provision of a verge separator to improve the safety of active travel users along this corridor. Intentionally guiding active travel users along this route would create worse conditions for existing users who may have chosen a quieter alternative route in the absence of a formal greenway route.	High Negative	High Negative	High Negative	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive		
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Options A-3, A-4 and A-5 are all located in close proximity to one another. The options have medium to low vulnerabilities to the majority of climate hazards. All 3 options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options A-3, A-4 and A-5 have been assigned a score of 3 – Minor or slightly negative as they have a high vulnerability to climate change risk for one climate hazard.	Slight Negative	Slight Negative	

Option Name				Option A-3				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	There are a total of 9 no. high sensitivity receptors within 20m of Option A-3, there are no designated ecological sites within 50m of any of this option and A-3 is therefore considered to be neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option A-3 is in a built up, semi-urban environment. Sub-option A-3 has a potential impact rating of 1005 and this route also has a higher volume of users because of running along the N67. This option was ranked as a Neutral due to the nature of the proposed development.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option A-3 runs along the existing N67. It would likely result in habitat loss during construction, to facilitate the greenway along the road.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option A-3 runs along the main N67 where traffic runs at speed (60kph). Though a robust landscape with low sensitivity, it is considered sub-options A-4 and A5 are a more suitable Greenway location in terms of an attractive and pleasant route with less traffic.	Slight Negative	Slight Negative		
	Water Resources	Scheme details	Yes	The route option crosses approx. 47m of the Kilkee_lower_010 river waterbody, the route is going to be constructed along an existing road. The CFRAM River Flood Extents - Present Day Map shows that 230m of the route does traverse lands with a low, Medium and High probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that 230m of the route option does traverse land with a low, Medium and High probability of coastal flooding. The route does not cross any areas with historical flood events. 100% of the route crosses areas of low groundwater vulnerability. The route may impact groundwater flow and quality of the receptors because the route intersects 2 groundwater wells. The SAC/SPA do not cross the route option. However, since this route will be constructed entirely along an existing road, it is likely that this route option will have a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology (including waste)	Scheme details	Yes	Sub-option A-3 would be incorporated along the existing footpath where possible. Where properties bound the road, a corridor may be required to construct the greenway affecting the road carriageway and curtilage of properties.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option A-3 would be incorporated along the existing footpath where possible. Where properties bound the road, a corridor may be required to construct the greenway affecting the road carriageway and curtilage of properties.	Neutral	Neutral		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	A-3 is located within an existing road and will not affect any known archaeological, architectural or cultural heritage sites.	Slight Positive	Slight Positive		

Option Name				Option A-4				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor routes active travel users directly to the back of Kilkee town via a new and segregated route. This corridor potentially provides some of the peripheral population with improved access to the town centre	Slight Positive	Slight Positive	Slight Positive	
		Schools and educational institutions	Yes	This corridor traverses close to Scoil Réalt na Mara. It provides a segregated link to Chapel Street where the school is located, thereby partially improving the accessibility for children to this school by active modes	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor traverses close to the Kilkee Medical Centre. It provides a segregated link to Chapel Street where the medical centre is located, thereby partially improving the accessibility to the healthcare facility by active modes.	Slight Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor will improve the access to the existing playground facility via active travel modes. The corridor provides a segregated link to Chapel Street where the playground is located, thereby improving the accessibility for children and parents to this playground by active modes.	Slight Positive	Slight Positive		
		Sports clubs and facilities	Yes	This corridor will improve the access to the existing Astra Turf / All Weather facility via active travel modes. The corridor provides a segregated link to Chapel Street where the Astra Turf / All Weather facility is located, thereby improving the accessibility for children and adults to this facility by active modes.	Slight Positive			
	Access to jobs	Access to jobs	Yes	This corridor does not pass directly adjacent to any employment locations.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	LGV access to urban centres	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor caters for a very disadvantaged area to access Kilkee centre by alternative and cheaper means to the private vehicle.	Positive	Slight Positive	Positive	
		Access to schools	Yes	There are no schools located along this route corridor however it will enable the population within the very disadvantaged area to travel to the nearby Scoil Réalt na Mara via a dedicated active travel facilities for a portion of the journey	Slight Positive			
		Access to healthcare facilities	Yes	There are no healthcare facilities located along this route corridor however it will enable the population within the very disadvantaged area to travel to the nearby Kilkee Health Centre via a dedicated active travel facilities for a portion of the journey, as it connects into Chapel Street.	Slight Positive			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The route predominantly follows the original rail corridor which by its nature has a gently gradient at worst, making it wholly suitable for users of all abilities.	High Positive	High Positive		
Gender Impacts	Scheme facilities	Yes	There is existing public lighting along this corridor through the built sections of residential areas. This is a low trafficked corridor to Kilkee town which is wholly suitable for quiet street treatment and mostly a completely segregated corridor away from any motorised traffic ensuring a pleasant environment for female users.	Positive	Positive			
Land Use Impact	Public Realm	Scheme details	Yes	There is potential to provide some public realm facilities such as benches and other rest areas along the undeveloped section of the corridor.	Slight Positive	Slight Positive		
	Connectivity with existing public transport facilities	Scheme details	Yes	There are no connecting transport stations or hubs along or in the proximity of either of the sub-options. Neither of the sub-options would integrate with integrate with any other public transport connections.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	The corridor is surrounded by existing residential and land zoned for residential properties and tourism with the latter half being surrounded by open space.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor makes use of existing very low trafficked and low speed residential roads which are suitable for quiet street treatment. It also proposes to route along the former railway corridor which is undeveloped and a greenfield site. The proposed greenway will be substantially segregated through this corridor, improving the conditions particularly for existing active travel users and suitable to encourage new active travel users, however the potential for accidents will not be completely eliminated. The greenway will not contribute to the potential for additional accidents.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Options A-3, A-4 and A-5 are all located in close proximity to one another. The options have medium to low vulnerabilities to the majority of climate hazards. All 3 options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options A-3, A-4 and A-5 have been assigned a score of 3 – Minor or slightly negative as they have a high vulnerability to climate change risk for one climate hazard.	Slight Negative		Slight Negative

Option Name				Option A-4				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	There are a total of 46 no. high sensitivity receptors within 20m of Option A-4, there are no designated ecological sites within 50m of any of this option and A-4 is therefore considered to be neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option A-4 has a potential impact rating of 1259. In terms of Noise and Vibration, sub-option A-4 is in a built up, semi-urban environment and is ranked as a neutral impact due to the nature of the development.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option A-4 would result in the loss of habitats on the disused railway line. These habitats are typically grassland.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	A-4 runs along the former railway line, and past the former Kilkee railway station. The landscape is relatively robust, and the railway line runs through flat grassland with few sensitive features and vegetation removal would be minimal. The route passes along the front of Meadow View Court and through the vehicle turning area so at detailed design this option should be adjusted to keep a sufficient distance from residences. However this Option is preferable to Option A3 which runs adjacent to a busy road.	Neutral	Neutral		
	Water Resources	Scheme details	Yes	The route option crosses approx. 30m of the Kilkee_lower_010 river waterbody, there are existing buildings where the route crosses. The CFRAM River Flood Extents - Present Day Map shows that 30m of the route does traverse lands with a low, Medium and High probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that 30m of the route option does traverse land with a low, Medium and High probability of coastal flooding. The route does not cross any areas with historical flood events. 100% of the route crosses areas of low groundwater vulnerability. The route is more likely to impact groundwater flow and quality of the receptors because the route intersects 2 groundwater wells. The SAC/SPA do not cross the route option. Therefore, this route could lead to a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology (including waste)	Scheme details	Yes	The majority of Sub-option A-4 will run along the old railway line and would be preferred in terms of Soils and Geology, due to less impact during construction, however, the old railway area may have contaminated land. The western section will be located along made ground, while the eastern extent will travel along the front of Meadow View Court and through the vehicle turning area.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	The former rail line has been incorporated into the land use of the adjoining agricultural lands that are extensively grazed by livestock. There will be a slight to moderate level of land severance on a small number of properties on sub-option A-4.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option will run along the route of the former railway and ground disturbances associated with construction may have an impact on buried associated remains. This is slightly offset by the opening up of a heritage feature within the landscape.	Slight Negative	Slight Negative		

Option Name				Option A-5				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor routes active travel users directly to the back of Kilkee town via a new and segregated route. This corridor potentially provides some of the peripheral population with improved access to the town centre	Slight Positive	Slight Positive	Slight Positive	
		Schools and educational institutions	Yes	This corridor traverses close to Scoil Réalt na Mara. It provides a segregated link to Chapel Street where the school is located, thereby improving the accessibility for children to this school by active modes	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor traverses close to the Kilkee Medical Centre. It provides a segregated link to Chapel Street where the medical centre is located, thereby partially improving the accessibility to the healthcare facility by active modes.	Slight Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor will improve the access to the existing playground facility via active travel modes. The corridor provides a segregated link to Chapel Street where the playground is located, thereby improving the accessibility for children and parents to this playground by active modes.	Slight Positive	Slight Positive		
		Sports clubs and facilities	Yes	This corridor will improve the access to the existing Astra Turf / All Weather facility via active travel modes. The corridor provides a segregated link to Chapel Street where the Astra Turf / All Weather facility is located, thereby improving the accessibility for children and adults to this facility by active modes.	Slight Positive			
	Access to jobs	Access to jobs	Yes	This corridor does not pass directly adjacent to any employment locations.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	LGV access to urban centres	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor caters for a very disadvantaged area to access Kilkee centre by alternative and cheaper means to the private vehicle.	Positive	Slight Positive	Positive	
		Access to schools	Yes	There are no schools located along this route corridor however it will enable the population within the very disadvantaged area to travel to the nearby Scoil Réalt na Mara via a dedicated active travel facilities for a portion of the journey	Slight Positive			
		Access to healthcare facilities	Yes	There are no healthcare facilities located along this route corridor however it will enable the population within the very disadvantaged area to travel to the nearby Kilkee Health Centre via a dedicated active travel facilities for a portion of the journey, as it connects into Chapel Street.	Slight Positive			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The route predominantly follows the original rail corridor which by its nature has a gently gradient at worst, making it wholly suitable for users of all abilities. The new route through agricultural fields has the potential for a gentle gradient by raising the corridor along embankments.	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	There is existing public lighting along this corridor through the built sections of residential areas. This is a low trafficked corridor to Kilkee town which is wholly suitable for quiet street treatment and mostly a completely segregated corridor away from any motorised traffic ensuring a pleasant environment for female users.	Positive	Positive		
Land Use Impact	Public Realm	Scheme details	Yes	There is potential to provide some public realm facilities such as benches and other rest areas along the undeveloped section of the corridor.	Slight Positive	Slight Positive	Slight Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes	There are no connecting transport stations or hubs along or in the proximity of either of the sub-options. Neither of the sub-options would integrate with integrate with any other public transport connections.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	The corridor is surrounded by existing residential and land zoned for residential properties and tourism with the latter half being surrounded by open space.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor makes use of existing very low trafficked and speed residential roads which are suitable for quiet street treatment. It also proposes to route along the former railway corridor which is undeveloped and a greenfield site. The proposed greenway will be substantially segregated through this corridor, improving the conditions particularly for existing active travel users and suitable to encourage new active travel users, however the potential for accidents will not be completely eliminated. The greenway will not contribute to the potential for additional accidents.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Options A-3, A-4 and A-5 are all located in close proximity to one another. The options have medium to low vulnerabilities to the majority of climate hazards. All 3 options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options A-3, A-4 and A-5 have been assigned a score of 3 – Minor or slightly negative as they have a high vulnerability to climate change risk for one climate hazard	Slight Negative		Slight Negative

Option Name				Option A-5				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	There are a total of 42 no. high sensitivity receptors within 20m of Option A-5, there are no designated ecological sites within 50m of any of this option and A-5 is therefore considered to be neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	This option has a potential impact rating of 1260. In terms of Noise and Vibration, sub-option A-5 is in a built up, semi-urban environment and is ranked as neutral due to the nature of the development.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option A-5 would result in the loss of habitats on the disused railway line. These habitats are typically grassland. This option passes to the rear of Meadow View Court which will result in the loss of grassland and hedgerows/scrub.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	A5 has a similar alignment to A4, which is along the original railway line and passes the former Station, however this option avoids the residences and turning area at Meadow View Court so is considered the most preferable option .	Slight Positive	Slight Positive		
	Water Resources	Scheme details	Yes	The route option crosses approx. 80m of the Kilkee_lower_010 river waterbody. The CFRAM River Flood Extents - Present Day Map shows that 80m of the route does traverse lands with a low, Medium and High probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that 80m of the route option does traverse land with a low, Medium and High probability coastal of flooding. The route does not cross any areas with historical flood events. 100% of the route crosses areas of low groundwater vulnerability. The route is likely to impact groundwater flow and quality of the receptors because the route intersects 2 groundwater wells. The SAC/SPA do not cross the route option. Therefore, this route could lead to a neutral impact on water resources	Neutral	Neutral		
	Soils and Geology (including waste)	Scheme details	Yes	The majority of Sub-option A-5 will run along the old railway line and would be preferred in terms of Soils and Geology, due to less impact during construction, however, the old railway area may have contaminated land. The western section will be located along made ground. On the eastern section through the greenfield land, structural embankments would be required to achieve suitable gradients.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	The former rail line has been incorporated into the land use of the adjoining agricultural lands that are extensively grazed by livestock. There will be a slight to moderate level of land severance on a small number of properties on sub-option A-5.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option will cross an area of greenfield and whilst it will not impact on any known remains, it is possible that buried archaeological remains may be present that could be impacted by ground disturbances.	Slight Negative	Slight Negative		

Option Name				Option A-6				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres of Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral		
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Positive	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor follows along field boundaries through relatively flat fields and as such the gradient will be suitable for users of all abilities.	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route will be wholly segregated from motorised traffic ensuring a pleasant environment for female users.	Positive	Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through agricultural land and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	There are no connecting transport stations or hubs along or in the proximity of either of the sub-options. Neither of the sub-options would integrate with any other public transport connections.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor does not follow the route of the West Clare Railway however its alignment considers the existing land use as agricultural and intends to minimise intrusion on such activities.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users.	High Positive	High Positive	High Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
	Percentage change in CO2 emissions	Yes	Slight Positive					
Climate Adaptation	Climate hazard assessment	Yes	Options A-6 and A-7 have medium to low vulnerabilities to the majority of climate hazards. Both options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options A-6 and A-7 have been assigned a score of 3 – slightly negative as they have a high vulnerability to climate change risk for one climate hazard	Slight Negative	Slight Negative			
Air Quality	Air Quality	Air Quality Impact	Yes	Option A-6 has a single receptor within 200 – 350m of the route. Option A-6 is within 20m of a section of Poulmasherry Bay pNHA. Option A-6 is not predicted to result in significant air quality impacts and therefore considered neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Option A-6 is in a rural environment with a potential impact rating of 2. Due to the nature of the development, is considered to be neutral in terms of Noise and Vibration.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option A-6 deviates from the railway line and passes through a field to the north, which will result in the loss of grassland and scrub habitat.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	Option A6 departs from the former railway routes and crosses through an area of more dense scrub vegetation, adjacent to a hedgerow, and turns to re-join the route. There is more potential for vegetation loss on this section, so Option A7 is preferred. but the hedgerows should be retained if this option is chosen.	Slight Negative	Slight Negative		

Option Name				Option A-6				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Water Resources	Scheme details	Yes	<p>The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events.</p> <p>100% of the route crosses areas of medium groundwater vulnerability. The route is more likely to impact groundwater flow and quality of the receptors because 1 groundwater well is present at approximately 41 meters from the nearest boundary. The SAC/SPA do not cross the route option.</p> <p>Therefore, this route could lead to a slight negative impact on water resources.</p>	Slight Negative	Slight Negative	Slight Negative	
	Soils and Geology (including waste)	Scheme details	Yes	Option A-6 would require construction in greenfield environment.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	The former rail line has been incorporated into the land use of the adjoining agricultural lands. Sub-option A-6 will follow the existing field boundary.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option will cross greenfield land and also through the zone of notification of two recorded ringforts (AH2/3). The option has the potential to impact on buried archaeological remains.	Negative	Negative		

Option Name				Option A-7				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres of Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral		
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	LGV access to urban centres	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Positive	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The route wholly follows the original rail corridor which by its nature has a gently gradient at worst, making it wholly suitable for users of all abilities.	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route will be wholly segregated from motorised traffic ensuring a pleasant environment for female users.	Positive	Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through agricultural land and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	There are no connecting transport stations or hubs along or in the proximity of either of the sub-options. Neither of the sub-options would integrate with any other public transport connections.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor follows the route of the original West Clare Railway, making this corridor the most advantageous from a policy perspective however it causes severance to agricultural land, potentially having a negative impact on the land use surrounding the greenway.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users.	High Positive	High Positive	High Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
	Percentage change in CO2 emissions	Yes	Slight Positive					
Climate Adaptation	Climate hazard assessment	Yes	Options A-6 and A-7 have medium to low vulnerabilities to the majority of climate hazards. Both options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options A-6 and A-7 have been assigned a score of 3 – slightly negative as they have a high vulnerability to climate change risk for one climate hazard	Slight Negative	Slight Negative			
Air Quality	Air Quality	Air Quality Impact	Yes	Option A-7 has a single receptor within 200 – 350m of the route. Option A-7 is within 20m of a section of Poulmasherry Bay pNHA. Option A-7 is not predicted to result in significant air quality impacts and therefore considered neutral.	Neutral	Neutral		
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option A-7 is in a rural environment and has a potential impact rating of 2. Due to the nature of the development, it is considered to be neutral in terms of Noise and Vibration.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option A-7 follows the line of the railway line which is in use as an agricultural track. This would result in minimal habitat loss.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	Option A7 follows the alignment of the former railway and traverses grassland and a small areas of scrub/low vegetation.	Neutral	Neutral		

Option Name				Option A-7				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Water Resources	Scheme details	Yes	<p>The route option does not cross any surface water bodies, transitional waterbodies, estuaries or bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events.</p> <p>100% of the route crosses areas of medium groundwater vulnerability. The route is more likely to impact groundwater flow and quality of the receptors because 2 groundwater wells are present, with the closest point approximately 45 meters from the nearest boundary. The SAC/SPA do not cross the route option.</p> <p>Therefore, this route could lead to a slight negative impact on water resources.</p>	Slight Negative	Slight Negative	Neutral	
	Soils and Geology (including waste)	Scheme details	Yes	<p>Option A-7 would be constructed using the existing embankment. However this option would likely require construction of farm accommodation works within greenfield land, as the railway line is currently used as an agricultural access track.</p>	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	<p>The former rail line has been incorporated into the land use of the adjoining agricultural lands. Sub-option A-7 will follow the existing rail line.</p>	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	<p>This option will run along the route of the former railway and ground disturbances associated with construction may have an impact on buried associated remains. This is slightly offset by the opening up of a heritage feature within the landscape.</p>	Neutral	Neutral		

Option Name				Subsection A Common Route				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral	Neutral	
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral	Neutral	
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
LGV access to urban centres		No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This common route corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres.	Neutral	Neutral	Neutral	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities.	Neutral			
		Access to healthcare facilities	Yes	This common route corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	This common route corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The route predominantly follows the original rail corridor which by its nature has a gently gradient at worst, making it wholly suitable for users of all abilities. The new route through agricultural fields has the potential for a gentle gradient by raising the corridor along embankments.	High Positive	High Positive	Slight Positive	
	Gender Impacts	Scheme facilities	Yes	This common route corridor will not have public lighting facility. The route will be wholly segregated from motorised traffic ensuring a pleasant environment for female users. The route will require crossings of two local roads.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This common route corridor traverses through agricultural land and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment.	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This common route corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	There are no zoned land uses for subsection common route A within the Clare County Development Plan (2023-2029) however, this common route corridor predominantly follows the former West Clare railway corridor, making it advantageous from a policy perspective by aligning with objectives in the Clare County Development Plan while also avoiding the sparsely located residential dwellings and an agricultural field that is used for access.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor has the potential to be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users. Suitable road crossings will be required to ensure the safety of users.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes	The common route for subsection A has mostly medium vulnerabilities to the majority of climate hazards. This section has a high vulnerability to coastal flooding for landscaping due to its proximity to the coast. The landscaping strategy for this section will need to consider the potential for coastal flooding at further design stage. The subsection A common route has been assigned a score of 3 – Minor or slightly negative as it has a high vulnerability to climate change risk for one climate hazard.	Slight Negative	Slight Negative		
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	There are a total of 4 no. high sensitivity receptors within 20m of the subsection A common route. Additionally, this common route section is also within 20m of a section of the Poulmasherry Bay pNHA and within 20m of a section of the Lower River Shannon SAC. This common route option is not predicted to result in significant air quality impacts and is considered neutral.	Neutral	Neutral		
	Noise and Vibration	Potential Impact Rating	Yes	This common route subsection consists of two parts, partially located in a built up, semi urban environment while the majority is located in a rural environment. In terms of Noise and Vibration, the subsection A common route has a PIR of 133 and is ranked as neutral due to the nature of the development.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	The greenway follows the disused railway corridor in this section. The railway corridor is overgrown and is a mix of rank grassland and scrub. This section crosses two watercourses at the SAC boundary. One of these crossing points will require a new bridge. The construction of this subsection will result in the loss of common and widespread habitats, and has potential to impact water quality in the SAC and SPA downstream, however, this risk can be mitigated.	Slight Negative	Slight Negative		

Option Name				Subsection A Common Route				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Landscape and Visual Quality	Scheme details	Yes	This common route subsection follows the former railway line, beginning at the outskirts of Killee, in a semi urban environment, and the remainder traverses rural lands. The topography is generally flat and open, and the main landcover is grassland and scrub with some hedgerows, and the railway line is clearly evident along the majority of the route areas. The landscape effects will result in a low level of some scrub/tree removal along the route. Visual effects are considered to be minor and concentrated where the route crosses roads or close to dwellings and vegetation/ fence/wall removal will occur. Some mitigation by proposed screening will be possible. The landscape quality is not considered highly scenic, apart from the more sensitive area at Blackweir Bridge. Overall the proposed landscape effect will be neutral.	Neutral	Neutral	Neutral	
	Water Resources	Scheme details	Yes	The route option crosses the Termon East_010 river waterbody as well as, the Mouth of Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The route does not cross any areas with past flood events Majority of the route crosses areas of moderate groundwater vulnerability. The route is likely to impact groundwater flow and quality of the receptors because the route intersects 3 groundwater wells. The SAC/SPA do not cross the route option. Therefore, this route could lead to a neutral impact on water resources	Neutral	Neutral		
	Soils and Geology (including waste)	Scheme details	Yes	Subsection A Common Route predominantly follows the former railway corridor, embankment with local deviations required to avoid private dwellings. As this option predominantly follows the former railway corridor, it will require minimal excavation on greenfield lands, however since the land was previously used for a railway, there could be some contaminated land present. The route passes through an area with marine / estuarine silts and clays; however it is anticipated that the footprint of the former railway line can be used.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Subsection A Common Route will follow the disused rail line and existing field boundary on a number of agricultural holdings. There will be a slight to moderate level of land severance on a small number of holdings. Sub-options B-2 – B4 will all require minor amounts of excavation and construction on greenfield lands.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	The greenway follows the disused railway corridor in this section, which has already been subject to ground disturbance due to the construction of the railway line. There is one recorded archaeological site located within the corridor and the former railway is flanked by greenfield. The recorded monument comprises a ringfort (AH4), which has already been truncated by the railway at its northern extent. It is highly likely that further impacts can be avoided by the scheme. This section will cross two watercourses and one of these crossing points will require a new bridge. Impacts may occur on archaeological deposits or artefacts that may be located within the channel of the watercourse. The use of the former railway represents an enhancement of the cultural heritage resource and as such this is a positive effect.	Slight Positive	Slight Positive		

Option Name				Option B-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral		
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Slight Positive	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient along Lisgreen local road steepens as it travels north of the railway corridor and the fields within the corridor are either at a lower level to the surrounding road network or slope towards the sea. Provided a gentle gradient can be achieved along the route overall this will have a positive impact for all active travel users including those with mobility issues. The remainder of the corridor follows the original railway corridor which by its very nature is relatively flat and highly appropriate to cater for users with mobility needs. Overall the route would have a high positive impact for transport users with different mobility needs	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users. Two road crossings will be required.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through forestry and agricultural fields, and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor closely follows the route of the West Clare Railway where possible in line with the objective contained in the Clare County Development Plan, however it is forced to make use of either existing roads or adjacent fields due to a section of the railway corridor in private use as a garden.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be substantially segregated from motorised traffic creating a safer environment for all active travel and mobility impaired users. The corridor follows the route of the original railway line. Suitable road crossings will be required where it crosses local roads. The potential for accidents will not be completely eliminated however the greenway will not contribute to the potential for additional accidents.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Options B-1 to B-4 have medium to low vulnerabilities to the majority of climate hazards. All 4 options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options B-1, B-2, B-3 and B-4 have been assigned a score of 3 – slightly negative as they have a high vulnerability to climate change risk for one climate hazard	Slight Negative		Slight Negative

Option Name				Option B-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	Option B-1 has 2 no. high sensitivity receptors within 20m of the route. Option B-1 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option B-1 is located in a rural environment. The Potential Impact Rating for this Sub-option = 35. Due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option B-1 follows the route of the disused railway line for the majority of Section B. It will result in the loss of an area of woodland/ scrub habitat. It is close to the boundary of the SPA and has the potential to disturb wintering birds for which the SPA is designated. The disturbance to wintering birds during the construction phase could be avoided by restriction the construction phase to the summer months. There is existing screening along the railway embankment which reduce the level of disturbance during the operation of the greenway.	Negative	Negative		
	Landscape and Visual Quality	Scheme details	Yes	While the majority of sub-option B-1 would be a pleasant and scenic route, and the route avoids the private garden, it also traverses a wooded section of the railway line south of a residence, which would result in vegetation removal.	Negative	Negative		
	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events. 100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 1 groundwater well is present at approximately 240 meters from the nearest boundary. The route option is located approx 2m away from an SAC/SPA boundary. Therefore, this route could lead to a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	The greenway along sub-option B-1 would be incorporated on to the existing railway embankment requiring the least amount of excavation on greenfield lands. However, since the land was previously used for a railway, there could be some contaminated land present. The route is also in close proximity to the estuary and in risk of impacts from coastal erosion.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option B-1 follows the former line which is a natural farm boundary along the coast at this location.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	Most of this route runs along the route of the former railway line, which is an overall positive impact. It passes to the north and east of the site of AH6, which is a recorded ringfort. To the east of the ringfort the route will cross previously undisturbed greenfield before rejoining the route of the historic railway. Ground disturbances associated with part of this option have the potential to impact on previously unrecorded archaeological remains	Slight Positive	Slight Positive		

Option Name				Option B-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral		
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Slight Positive	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient along Lisgreen local road steepens as it travels north of the railway corridor and the fields within the corridor are either at a lower level to the surrounding road network or slope towards the sea. Provided a gentle gradient can be achieved along the route overall this will have a positive impact for all active travel users including those with mobility issues. The remainder of the corridor follows the original railway corridor which by its very nature is relatively flat and highly appropriate to cater for users with mobility needs. Overall the route would have a high positive impact for transport users with different mobility needs	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users. Two road crossings will be required.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through forestry, agricultural fields and adjacent to a rural road which will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor follows the route of the West Clare Railway where possible in line with the objective contained in the Clare County Development Plan, however it is forced to make use of either existing roads or adjacent fields due to a section of the railway corridor in private use as a garden.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be substantially segregated from motorised traffic creating a safer environment for all active travel and mobility impaired users. The corridor follows agricultural field boundaries but also incorporates a heavily trafficked road which is unsuitable for quiet street treatment unless traffic restrictions are in place from the N67 National Road to reduce traffic volumes. A segregated route adjacent to the road corridor will be required. Suitable road crossings will be required. The potential for accidents will not be completely eliminated however the greenway will not contribute to the potential for additional accidents.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Options B-1 to B-4 have medium to low vulnerabilities to the majority of climate hazards. All 4 options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options B-1, B-2, B-3 and B-4 have been assigned a score of 3 – slightly negative as they have a high vulnerability to climate change risk for one climate hazard	Slight Negative		Slight Negative

Option Name				Option B-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	Option B-2 has 2 no. high sensitivity receptors within 20m of the route. Option B-2 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option B-2 is located in a rural environment. The Potential Impact Rating for this sub-option= 36. Due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option B-2 follows the route of the disused railway line for the majority of Section B and also crosses local roads and agricultural land. It is close to the boundary of the SPA and has the potential to disturb wintering birds for which the SPA is designated. The disturbance to wintering birds during the construction phase could be avoided by restriction the construction phase to the summer months. There is existing screening along the railway embankment which reduces the level of disturbance during the operation of the greenway.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option B-2 is preferred to B1 as it avoids the wooded area south of the dwelling, but maximises the route of the railway line. This option along with all options, will possibly traverse a field with some broadleaf trees, north of the existing bóithrín, with a lesser need for tree removal, compared to Option B1, and more direct compared to Options B3 and B4.	Neutral	Neutral		
	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events. 100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 1 groundwater well is present at approximately 240 meters from the nearest boundary. The route option is located approx 8m away from an SAC/SPA boundary. Therefore, this route could lead to a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	Sub-options B-2 will require half of the route to be constructed through greenfield lands.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	The offline section involves a moderate level of land severance on one property. There is a slight level of disturbance associated with a dairy herd crossing the greenway along the bóithrín.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	Most of this route runs along the route of the an existing road, before turning south across greenfield, before joining the route of the historic railway. It passes to the north of the site of AH6, which is a recorded ringfort. Ground disturbances associated with the section of the option that crosses greenfield have the potential to impact on previously unrecorded archaeological remains. The impact on the historic railway is positive in terms of the enhancement of cultural heritage.	Slight Positive	Slight Positive		

Option Name				Option B-3				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral	Neutral	
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres.	Neutral	Neutral	Neutral	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities.	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient along Lisgreen local road steepens as it travels north of the railway corridor and the fields within the corridor are either at a lower level to the surrounding road network or slope towards the sea. Provided a gentle gradient can be achieved along the route overall this will have a positive impact for all active travel users including those with mobility issues.	Positive	Positive	Slight Positive	
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users. Two road crossings will be required.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through forestry, agricultural fields and adjacent to a rural road which will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor mostly avoids the use of the original railway corridor and instead incorporates existing roads or adjacent fields.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be substantially segregated from motorised traffic creating a safer environment for all active travel and mobility impaired users. The corridor follows agricultural field boundaries but also incorporates a heavily trafficked road and farm access road, both of which are not suitable for quiet street treatment. A segregated route adjacent to the road corridor will be required. Suitable road crossings will be required. The potential for accidents will not be completely eliminated however the greenway will not contribute to the potential for additional accidents.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned a MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Options B-1 to B-4 have medium to low vulnerabilities to the majority of climate hazards. All 4 options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options B-1, B-2, B-3 and B-4 have been assigned a score of 3 – slightly negative as they have a high vulnerability to climate change risk for one climate hazard	Slight Negative		Slight Negative

Option Name				Option B-3				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	Option B-3 has 2 no. high sensitivity receptors within 20m of the route. Option B-3 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option B-3 is located in a rural environment. The Potential Impact Rating for this sub-option = 40. Due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option B-3, which runs along local roads and through agricultural land. It will result in the loss of grassland and hedgerows, but is set back from the coast.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option B-3 is the next preferable option as it maximises the use of the existing road network, minimising landscape impacts. This option along with all options, will possibly traverse a field with some broadleaf trees, north of the existing bóithrín, with a lesser need for tree removal, compared to Option B1.	Slight Negative	Slight Negative		
	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events. 100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 1 groundwater well is present at approximately 200 meters from the nearest boundary. The route option is located approx 7m away from an SAC/SPA boundary. Therefore, this route could lead to a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	Sub-options B-3 – B4 will both be constructed along greenfield lands.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	The offline section involves a moderate level of land severance on one property. There is a slight level of disturbance associated with a dairy herd crossing the greenway along the bóithrín.	Slight Negative	Slight Negative		
Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	Whilst half of this route runs along existing roads, the remaining section crosses greenfield and this option will not utilise the path of the historic railway. Where it crosses greenfield the option has the potential to impact on previously unrecorded archaeological remains.	Slight Negative	Slight Negative			

Option Name				Option B-4				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral		
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Slight Positive	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient along Lisgreen local road steepens as it travels north of the railway corridor and the fields within the corridor are either at a lower level to the surrounding road network or slope towards the sea. Provided a gentle gradient can be achieved along the route overall this will have a positive impact for all active travel users including those with mobility issues.	Positive	Positive		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users. Two road crossings will be required.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through forestry, agricultural fields and adjacent to a rural road which will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor does not follow the original railway corridor and instead makes use of existing roads or adjacent fields.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be substantially segregated from motorised traffic creating a safer environment for all active travel and mobility impaired users. The corridor follows agricultural field boundaries but also incorporates a heavily trafficked road which is unsuitable for quiet street treatment unless traffic restrictions are in place from the N67 National Road to reduce traffic volumes. A segregated route adjacent to the road corridor will be required. Suitable road crossings will be required. The potential for accidents will not be completely eliminated however the greenway will not contribute to the potential for additional accidents.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Options B-1 to B-4 have medium to low vulnerabilities to the majority of climate hazards. All 4 options have a high vulnerability to extreme wind in relation to landscaping. Robust planting that can withstand extreme winds would need to be considered at further design stage if one of these options is brought forward to the next phase of the process. Options B-1, B-2, B-3 and B-4 have been assigned a score of 3 – slightly negative as they have a high vulnerability to climate change risk for one climate hazard	Slight Negative		Slight Negative

Option Name				Option B-4				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact	Yes	Option B-4 has 2 no. high sensitivity receptors within 20m of the route. Option B-4 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option B-4 is located in a rural environment. The Potential Impact Rating for this sub-option = 39. Due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option B-4, which runs along local roads and through agricultural land. It will result in the loss of grassland and hedgerows, but is set back from the coast.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option B-4 follows some of the same route, but traverses through more areas of agricultural lands and is less direct. This option along with all options, will possibly traverse a field with some broadleaf trees, north of the existing bóithrín, with a lesser need for tree removal, compared to Option B1.	Slight Negative	Slight Negative		
	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events. 100% of the route crosses areas of medium groundwater vulnerability. The route is more likely to impact groundwater flow and quality of the receptors because 1 groundwater well is present at approximately 80 meters from the nearest boundary. The route options is located approx 22m away from an SAC/SPA boundary. Therefore, this route could lead to a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	Sub-options B-3 – B4 will both be constructed along greenfield lands.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	On option B-4 there is a longer offline section resulting in a moderate level of land severance.	Negative	Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	Whilst a portion of this route runs along existing roads, the remaining section crosses the largest amount of greenfield and this option will not utilise the path of the historic railway. Where it crosses greenfield the option has the potential to impact on previously unrecorded archaeological remains.	Slight Negative	Slight Negative		

Option Name				Option B-5				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral	Neutral	
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral	Neutral	
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
Freight Access	Freight Facilities change	No		N/A	N/A			
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Neutral	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor follows field boundaries and the topography of these fields is generally flat and a new greenway through this corridor will have a high positive impact for transport users with different mobility needs.	High Positive	High Positive	Slight Positive	
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users. One local road crossing will be required.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through agricultural fields and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor does not follow the old railway line however it skirts around agricultural land and open land, and does not impact on the current use of the railway corridor as a field.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor has the potential to be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users. Suitable road crossings will be required to ensure the safety of users.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes	Option B-5 has a high vulnerability to coastal flooding and extreme wind in relation to landscaping. However, less new planting is required for this option as it follows existing hedgerows. The location of Option B-5 in closer proximity to Poulmasherry Bay compared with Option B-6 increases the exposure to coastal flooding. These vulnerabilities in relation to landscaping elements will need to be considered and mitigated if this option progresses to further assessment. Option B-5 has been assigned a score of 2 – Negative.	Negative	Negative		
Landscape and Visual Quality	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	Option B-5 has 2 no. high sensitivity receptors within 20-50m of the route. Option B-5 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option B-5 is located in a rural environment. The Potential Impact Rating for this route = 18. Due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option B-5 is adjacent to the SAC and SPA and has the potential to disturb wintering birds for which the SPA is designated. The construction phase disturbance to wintering birds could be mitigated by restricting the construction phase to the summer months. There is no existing hedgerow or embankment between the corridor and the bay, therefore there is potential for disturbance to wintering birds during the operational phase. Screening in the form of fencing and planting could be provided to mitigate this impact. This option is scored slightly worse than sub-option B-6 due to its proximity to the	Negative	Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option B-5 makes use of the existing bóithrín, and there is a short section close to the shore which then runs south of an existing hedgerow, where it will be better assimilated into the landscape from a visual perspective and is the preferred option.	Neutral	Neutral		

Option Name				Option B-5				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Water Resources	Scheme details	Yes	<p>The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability coastal of flooding. The route does not cross any areas with past flood events.</p> <p>100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 380 meters from the nearest boundary. The route option is located approx 1m away from an SAC/SPA boundary.</p> <p>Therefore, this route could lead to a slight negative impact on water resources.</p>	Slight Negative	Slight Negative	Slight Negative	
	Soils and Geology	Scheme details	Yes	<p>Sub-option B-5 runs close to the shoreline near Poulmasherry Bay and could be subject to soft soils adjacent to the estuary. Both B-5 and B-6 will require excavation and construction within greenfield lands.</p>	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	<p>Section B-5 follows the existing field boundaries and partly along the farm boundary along the coast. There would be a slight level of land severance.</p> <p>Sub-option B-5 runs close to the shoreline near Poulmasherry Bay and could be subject to soft soils adjacent to the estuary.</p>	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	<p>This option crosses greenfield and has the potential to impact on previously unrecorded archaeological remains.</p>	Slight Negative	Slight Negative		

Option Name				Option B-6				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral	Neutral	
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral	Neutral	
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
Freight Access	Freight Facilities change	No		N/A	N/A			
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Neutral	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor mostly follows the original railway corridor which by its very nature is almost completely flat. The topography of the field through which the corridor routes is also generally flat and a new greenway through this corridor will have a high positive impact for transport users with different mobility needs.	High Positive	High Positive	Slight Positive	
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users. One local road crossing will be required.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through agricultural fields and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor closely follows the route of the West Clare Railway, avoiding the section of railway corridor that is now in use as a private garden, requiring a short section of greenway on the local road in doing so. While it aligns with policy to incorporate the original railway corridor as part of the greenway, it has been subsumed into the agricultural fields.	Slight Negative	Slight Negative		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor has the potential to be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users. Suitable road crossings will be required to ensure the safety of users.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes	Option B-5 has a high vulnerability to coastal flooding and extreme wind in relation to landscaping. However, less new planting is required for this option as it follows existing hedgerows. The location of Option B-5 in closer proximity to Poulmasherry Bay compared with Option B-6 increases the exposure to coastal flooding. Option B-6 has been assigned a score of 3 – slightly negative.	Slight Negative	Slight Negative		
Air Quality	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	Option B-6 has 2 no. high sensitivity receptors within 20-50m of the route. Option B-6 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral		
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option B-6 is located in a rural environment. The Potential Impact Rating for this route = 22. Due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option B-6 follows the route of the disused railway line and would result in the loss of grassland and hedgerows. Although this corridor is set back from the coast, there is no screening between the corridor and the bay. The construction phase disturbance to wintering birds could be mitigated by restricting the construction to the summer months. There is no existing hedgerow or embankment between the corridor and the bay, therefore there is potential for disturbance to wintering birds during the operational phase. Screening in the form of fencing and planting could be provided to mitigate this impact.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	B-6 runs along the old railway line through open fields, there is a short section where it traverses scrub/vegetation which may be removed.	Slight Negative	Slight Negative		

Option Name				Option B-6				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Water Resources	Scheme details	Yes	<p>The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events.</p> <p>99% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 350 meters from the nearest boundary. The route options is located approx 35m away from an SAC/SPA boundary.</p> <p>Therefore, this route could lead to a slight negative impact on water resources</p>	Slight Negative	Slight Negative	Slight Negative	
	Soils and Geology	Scheme details	Yes	<p>Sub-option B-5 runs close to the shoreline near Poulmasherry Bay and could be subject to soft soils adjacent to the estuary. Both B-5 and B-6 will require excavation and construction within greenfield lands.</p>	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	<p>Section B-6 follows the former line which has been removed for some time. Section B-6 would introduce a moderate level of land severance on this farm.</p> <p>Sub-option B-5 runs close to the shoreline near Poulmasherry Bay and could be subject to soft soils adjacent to the estuary.</p>	Negative	Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	<p>This option follows the path of the former railway and then diverts around a residence through greenfield. Ground disturbances associated with this option may impact on remains associated with the railway, but this is offset by the reuse of a heritage feature in the landscape.</p>	Neutral	Neutral		

Option Name				Option B-7				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral	Neutral	
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral	Neutral	
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A			
	Freight Access	Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A				
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Neutral	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor mostly follows the original railway corridor which by its very nature is almost completely flat and a new greenway through this corridor will have a high positive impact for transport users with different mobility needs.	High Positive	High Positive	Positive	
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users.	Positive	Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses along the original railway corridor and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment.	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor follows the old railway line and is therefore in line with the objectives of the County Development Plan. The original corridor has not been subsumed into the surrounding agricultural fields.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor has the potential to be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users.	High Positive	High Positive	High Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes	Option B-8 has a high vulnerability to coastal flooding and extreme wind in relation to landscaping. The location of Option B-8 in closer proximity to Poulmasherry Bay compared with Option B-7 increases the exposure to coastal flooding. These vulnerabilities in relation to landscaping elements will need to be considered and mitigated if this option progresses to further assessment. Option B-7 has been assigned a score of 3 – slightly negative	Slight Negative	Slight Negative		
Air Quality	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There is 1 no. high sensitivity receptor within 20 – 50m of Option B-7, option B-7 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral		
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option B-7 is located in a rural environment. The Potential Impact rating for this sub-option – 8, therefore due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option B-7 follows the disused railway line. Screening would be provided by the existing hedgerows along the disused railway line, which could be supplemented by planting as required.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	B-7 traverses the original railway line and would involve some vegetation (scrub) removal however it is a more direct route for the Greenway. The route passes close to a farm and dwelling so it would be preferable if it was visually separate from the Greenway.	Neutral	Neutral		

Option Name				Option B-7				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or, bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events. 100% of the route crosses areas of medium groundwater vulnerability. The route is more likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 330 meters from the nearest boundary. The route option crosses approx 200m of an SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on water resources.	Slight Negative	Slight Negative	Neutral	
	Soils and Geology	Scheme details	Yes	Sub-option B-7 will run along the old railway line and would be preferred in terms of Soils and Geology, due to less impact during construction, however, the old railway area may have contaminated land.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Section B-7 is in close proximity to the farmhouse and farmyard. There would be a moderate level of land severance and disturbance associated with Section B-7.	Negative	Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option follows the path of the former railway. Ground disturbances associated with this option may impact on remains associated with the railway, but this is offset by the reuse of a heritage feature in the landscape.	Neutral	Neutral		

Option Name				Option B-8				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral	Neutral	
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral	Neutral	
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A	N/A	
		Change in HGV/LGV access	No		N/A	N/A	N/A	
Freight Access	Freight Facilities change	No		N/A	N/A	N/A		
	LGV access to urban centres	No		N/A	N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres	Neutral	Neutral	Positive	
		Access to schools	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities	Neutral			
		Access to healthcare facilities	Yes	This corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor follows field boundaries and the topography of these fields is generally flat and a new greenway through this corridor will have a high positive impact for transport users with different mobility needs.	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users.	Positive	Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through agricultural fields and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment.	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor does not follow the old railway line however it skirts around agricultural land and open land.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor has the potential to be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users.	High Positive	High Positive	High Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
Climate Adaptation	Climate hazard assessment	Yes	Option B-8 has a high vulnerability to coastal flooding and extreme wind in relation to landscaping. The location of Option B-8 in closer proximity to Poulmasherry Bay compared with Option B-7 increases the exposure to coastal flooding. These vulnerabilities in relation to landscaping elements will need to be considered and mitigated if this option progresses to further assessment. Option B-8 has been assigned a score of 2 – Negative.	Negative	Negative			
Air Quality	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There is 1 no. high sensitivity receptor within 50 – 100m of Option B-8, option B-8 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Positive	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option B-8 is located in a rural environment. The Potential Impact rating for this sub-option – 4, therefore due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option B-8 follows the coast. There is a flood embankment which would provide screening between the Greenway and the bay for part of this route. At the eastern half, there is no screening between the greenway and the bay. At this point the corridor enters the SAC and SPA. It is likely that parts of this corridor contain QJ habitat. Although the construction phase could be timed to avoid disturbance to wintering birds, it is likely that this corridor would lead to disturbance during the operational phase, given the lack of existing screening and the proximity to intertidal habitats. If this route corridor option were to turn north and rejoin the disused railway line at the farm house, it would reduce the impact of this corridor on biodiversity.	High Negative	High Negative		
	Landscape and Visual Quality	Scheme details	Yes	Option B-8 travels close to the shoreline adjacent to several field boundaries and would likely have pleasant views of the shoreline.	Slight Positive	Slight Positive		

Option Name				Option B-8				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events. 80% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 300 meters from the nearest boundary. The route option crosses approx 500m of an SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on water resources.	Slight Negative	Slight Negative	Slight Negative	
	Soils and Geology	Scheme details	Yes	Route Corridor B-8 will require construction and excavation within greenfield land. As it runs close to the shoreline near Poulmasherry Bay it could be subject to soft soils adjacent to the estuary.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	Section B-8 mostly follows the natural farm boundary along the coast. There would be a slight level of land severance.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option crosses greenfield and has the potential to impact on previously unrecorded archaeological remains.	Slight Negative	Slight Negative		

Option Name				Subsection B Common Route				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilkee or Moyasta and Kilrush however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral		
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	LGV access to urban centres	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This common route corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres.	Neutral	Neutral	Slight Positive	
		Access to schools	Yes	This common route corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to educational facilities.	Neutral			
		Access to healthcare facilities	Yes	This common route corridor routes through a marginally below average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	This common route corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The beginning of this corridor follows field boundaries while the latter half follows the original railway corridor, the topography of these fields is generally flat and a new greenway through this corridor will have a high positive impact for transport users with different mobility needs.	High Positive	High Positive		
		Gender Impacts	Scheme facilities	Yes	This common route corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users.	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This common route corridor traverses through agricultural fields at the beginning of this corridor then along the original railway corridor for the latter half of this common route corridor, this subsection route corridor will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This common route corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor closely follows the route of the West Clare Railway, avoiding the section of railway corridor that is now in use as a private garden.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This common route corridor will be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		The common route for subsection B has mostly medium vulnerabilities to the majority of climate hazards. This section has a high vulnerability to coastal flooding for landscaping due to it's proximity to the coast. The landscaping strategy for this section will need to consider the potential for coastal flooding at further design stage. There is no alternative route option within this subsection for comparison purposes therefore no preference has been assigned. The subsection B common route has been assigned a score of 3 – slightly negative as it has a high vulnerability to climate change risk for one climate hazard.	Slight Negative		

Option Name				Subsection B Common Route				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There are 2 no. high sensitivity receptors within 50 - 100m of the subsection B common route. This common route section is also within 50m of a section of the Lower River Shannon SAC and the River Shannon and River Fergus Estuaries SPA. This common route option is not predicted to result in significant air quality impacts and is considered neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	This common route subsection consists of three parts, located in a rural environment. In terms of Noise and Vibration, the subsection B common route has a PIR of 28 and is ranked as neutral due to the nature of the development.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	This common subsection is in three parts. The first part to the west follows the coast through agricultural fields. There are existing hedgrows along the shore which would screen the greenway from the intertidal habitats to the south. This subsection will result in the loss of habitat that is common and widespread locally. The most significant ecological receptor is wintering birds and the risk of disturbance, however this can be mitigated through seasonal restrictions on construction, and screening during the operational phase. The second part of subsection B common route follows the disused railway corridor. This will result in the loss of locally common habitat. The existing boundary hedgrows will provide screening between the greenway and the intertidal habitats to the south. The third section, further east and west of Moyasta Bridge, follows the existing railway corridor. The railway corridor is on an embankment in this	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	A short section of this route at the western end, departs from the former railway line and runs inside a hedgerow adjacent to the coast where effects are likely to be neutral should the hedgerow be retained, while the adjacent section to the east traverses the former railway line with some dense vegetation. The section to the east near Moyasta is located along the former railway line. In these areas, some vegetation clearance will result in Slight negative effects. Visual effects are considered limited as there are no residences adjacent to the common route.	Slight Negative	Slight Negative		
	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies, transitional waterbodies, estuaries or bays. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross any areas with past flood events. 80% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 4 groundwater wells are present at approximately 250 meters from the nearest boundary. The route option crosses a small extent of an SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on water resources.	Slight Negative	Slight Negative		
	Soils and Geology (including waste)	Scheme details	Yes	Subsection B Common Route follows an agricultural field boundary and greenfield lands before diverting and joining up with the existing railway corridor for the remainder of this common route. The route crosses an area of blanket peat on the approach to Moyasta, and because of its close proximity to the shoreline, it could potentially run close to an area with estuarine silts and clays and some tidal marsh; however, it is anticipated that the footprint of the former railway line can be used requiring the least amount of excavation on greenfield lands.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Section B Common Route in Baunmore route follows along the existing farm boundary along the coast on a small number of agricultural holdings. There is no land severance. Section B Common Route in Moyasta follows existing field boundary on a number of agricultural holdings. There would be a slight level of land severance.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This common subsection is in two parts. The western section runs to the immediate north of the river estuary and then rejoins the historic railway. The eastern part continues on along the path of the railway. There are no recorded archaeological or architectural sites located along these sections but the area adjacent to the estuary possesses increased archaeological potential. There is the potential for impact in this area on previously unrecorded archaeological remains. The reuse of the railway track also utilises a route that has already been subject to ground disturbance. The use of the former railway represents an enhancement of the cultural heritage resource and as such this is a positive effect.	Neutral	Neutral		

Option Name				Option C-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor passes through a section of Moyasta, providing greenway users with some direct access to the village via active travel modes, providing a slight positive improvement on the existing accessibility.	Slight Positive	Slight Positive	Slight Positive	
		Schools and educational institutions	Yes	This corridor follows close to Moyasta National School however it does not pass by the school. There is potential to provide a separate spur between the school and the greenway as part of additional public realm upgrades however at grade crossing facilities would be required across the N67 national road to ensure safe access to the school from the greenway depending on where the greenway is actually constructed. This would have a slight positive impact on the accessibility to the school for active travel users	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including a playground. Access to this trail head will be required as part of the overall scheme via a grade separated or at grade crossing facility.	Slight Positive	Slight Positive		
		Sports clubs and facilities	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including changing facilities. Access to this trail head will be required as part of the overall scheme via a grade separated or at grade crossing facility.	Slight Positive			
	Access to jobs	Access to jobs	Yes	This corridor passes through a section of Moyasta, providing greenway users with some direct access to the village via active travel modes, providing a slight positive improvement on the existing accessibility to jobs.	Slight Positive	Slight Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
	Freight Access	Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta and captures some of the ribbon development, potentially providing a slight benefit to the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it.	Slight Positive	Slight Positive		
		Access to schools	Yes	There are no schools located along this route corridor however it may enable the population within the marginally below average area to travel to the nearby Moyasta National School through active modes and cheaper means of travel to the private vehicle for those that need it	Slight Positive			
		Access to healthcare facilities	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta however there are no hospitals or health facilities located within this route corridor.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities.	High Positive	High Positive	Positive	
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be almost completely segregated from motorised traffic ensuring a pleasant environment for female users. The corridor requires the greenway adjacent to the N67 National Road for a very short section which is a highly trafficked corridor with high vehicular speeds. It is not considered that such a short section adjacent to the N67 national road will discourage women and girls from using the greenway and therefore the corridor will have a slight positive impact.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	The corridor traverses mostly through agricultural land but it also follows the N67 through Moyasta for a short section, offering the potential for public realm upgrades in the town to slow speeds and improve the provision for more vulnerable road users through the town.	Slight Positive	Slight Positive	Slight Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes	Sub-option C-1 passes by a bus stop in Moyasta and is therefore slightly better connected with public transport interchanges.	Slight Positive	Slight Positive		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor travels along the existing railway corridor in line with the objective of the County Development Plan, before following adjacent to the N67 for a short section through the village of Moyasta. The corridor makes use of the existing railway bridge across Poulmasherry Bay. It overlaps with lands zoned as Tourism, Mixed use and Existing Residential.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor mostly follows through agricultural fields allowing for complete segregation from motorised traffic on these sections, however it does require following adjacent to the N67 National Road for a section. Overall the route will have a positive impact on the safety of existing active travel users, and will impact positively on the potential for future collisions or accidents between vulnerable road users and motorised vehicles.	Slight Positive	Slight Positive	Slight Positive	

Option Name				Option C-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Negative	Negative		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There is 1 no. high sensitivity receptor within 20 – 50m of Option C-1, option C-1 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option C-1 is located in a rural environment. The Potential Impact Rating for sub-option C-1 is 32. This route has potential for an increase level of noise because of the various dwellings along this route in combination with the projected increase of users, however due to the nature of the propose development, this option was ranked as neutral	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option C-1 crosses the SAC and SPA along the existing railway line. It has the potential to lead to disturbance of wintering birds for which the SPA is designated. The construction of the greenway could be timed to avoid disturbance to wintering birds. During the operational phase, screening could be provided on the bridge and approaches to reduce the level of disturbance on wintering birds. Nevertheless, the bridge is exposed to wide expanses of intertidal habitat used by wintering birds.	Negative	Negative		
	Landscape and Visual Quality	Scheme details	Yes	C-1 follows the route of the existing (former) railway line through the railway 'yard', and is the more direct option, traversing the 'Red Bridge' and the existing railway line and embankment, with scenic views. A short section follows the N67 which is a busy road however the road width would facilitate a separate Greenway adjacent to the N67.	Slight Positive	Slight Positive		
	Water Resources	Scheme details	Yes	The route option crosses approx. 30m of the Moyasta_010 river waterbody. The route also crosses 150m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding, NIFM Flood Extents - Present Day Map shows that the route does traverse approx 40m of areas with High, Medium, low probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event. 100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 500 meters from the nearest boundary. The route option crosses approx 200m of an SAC/SPA boundary. Therefore, this route could lead to a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	C-1 will use the Red Bridge and the existing railway embankment, however it will also require some level of excavation along greenfield land. The western extent of C-1 is located in an area of Blanket Bog, however the route will use the railway embankment for this option.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option C-1 follows the existing railway line and results in a slight degree of land severance before tying in with the southern railway embankment.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option follows the path of the former railway and existing roads. Ground disturbances associated with this option may impact on remains associated with the railway, but this is offset by the reuse of a heritage feature in the landscape.	Neutral	Neutral		

Option Name				Option C-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor passes behind the existing Public House in Moyasta but does not link directly to the village. It will neither improve nor disprove the access to the village as a whole.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor follows close to Moyasta National School however it does not pass by the school. There is potential to provide a separate spur between the school and the greenway as part of additional public realm upgrades however at grade crossing facilities would be required across the N67 national road to ensure safe access to the school from the greenway depending on where the greenway is actually constructed. This would have a slight positive impact on the accessibility to the school for active travel users	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including a playground. Access to this trail head will be required as part of the overall scheme via a grade separated or at grade crossing facility.	Slight Positive	Slight Positive		
		Sports clubs and facilities	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including changing facilities. Access to this trail head will be required as part of the overall scheme via a grade separated or at grade crossing facility.	Slight Positive			
	Access to jobs	Access to jobs	Yes	This corridor passes behind the existing Public House in Moyasta but does not link directly to the village. It will neither improve nor disprove the access to the jobs within village as a whole.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta however it avoids any ribbon development, potentially not providing any benefit the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it.	Neutral	Neutral	Positive	
		Access to schools	Yes	There are no schools located along this route corridor however it may enable the population within the marginally below average area to travel to the nearby Moyasta National School through active modes and cheaper means of travel to the private vehicle for those that need it	Slight Positive			
		Access to healthcare facilities	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta however there are no hospitals or health facilities located within this route corridor.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities.	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users.	Positive	Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through agricultural fields and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor travels along the existing railway corridor in line with the objective of the County Development Plan, and avoids the N67 by routing behind the Public House through the village of Moyasta. The corridor makes use of the existing railway bridge across Poulmasherry Bay. It overlaps with lands zoned as Tourism, Mixed use and Existing Residential.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users.	High Positive	High Positive	High Positive	

Option Name				Option C-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes	All options have medium to low vulnerabilities to the majority of climate hazards. All 5 options have a high vulnerability to coastal and fluvial flooding in relation to structures, landscaping and light posts. All options also have a high vulnerability to extreme wind in relation to landscaping. All options have been assigned a score of 2 – Negative as they have a high vulnerability to climate change risk across more than one climate hazard.	Negative	Negative		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There is 1 no. high sensitivity receptor within 20 – 50m of Option C-2, option C-2 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Neutral	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option C-2 is located in a rural environment. The Potential Impact Rating for sub-option C-2 is 24. This route options avoids most residential dwellings and has a low PIR so due to the nature of the proposed development, this sub-option was ranked as neutral in terms of noise and vibration.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option C-2 crosses the SAC and SPA along the existing railway line. It has the potential to lead to disturbance of wintering birds for which the SPA is designated. The construction of the greenway could be timed to avoid disturbance to wintering birds. During the operational phase, screening could be provided on the bridge and approaches to reduce the level of disturbance on wintering birds. Nevertheless, the bridge is exposed to wide expanses of intertidal habitat used by wintering birds. On the east side of the bridge, this corridor travels closer to the bay than C-1, however the flood embankment would avoid disturbance to birds along this section.	Negative	Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option C-2 avoids the heavily trafficked N67 and crosses to the rear of private properties, and it traverses the 'Red Bridge' and the existing railway line and embankment, which would result in scenic views as well as minimal effects on this part of the route. It is assumed vegetation removal would be minimal and that private lands can be avoided.	Positive	Positive		
	Water Resources	Scheme details	Yes	The route also crosses 150m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event. 100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 500 meters from the nearest boundary. The route option crosses approx 550m of an SAC/SPA boundary. Therefore, this route could lead to a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	C-1 will use the Red Bridge and the existing railway embankment, however it will also require some level of excavation along greenfield land. The western extent of C-2 is located in an area of Blanket Bog, however the route will use the railway embankment for this option.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option C-2 follows the existing railway line and results in a slight degree of land severance before tying in with the southern railway embankment.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option follows the path of the former railway and then crosses greenfield. Ground disturbances associated with this option may impact on remains associated with the railway, but this is offset by the reuse of a heritage feature in the landscape. Impacts may occur within the greenfield portions.	Slight Negative	Slight Negative		

Option Name				Option C-3				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor skirts through Moyasta, providing greenway users with some direct access to the village via active travel modes, providing a slight positive improvement on the existing accessibility.	Slight Positive	Slight Positive	Slight Positive	
		Schools and educational institutions	Yes	This corridor follows close to Moyasta National School however it does not pass by the school. There is potential to provide a separate spur between the school and the greenway as part of additional public realm upgrades however at grade crossing facilities would be required across the N67 national road to ensure safe access to the school from the greenway depending on where the greenway is actually constructed. This would have a slight positive impact on the accessibility to the school for active travel users	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including a playground. Access to this trail head will be required as part of the overall scheme via a grade separated or at grade crossing facility.	Slight Positive	Slight Positive		
		Sports clubs and facilities	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including changing facilities. Access to this trail head will be required as part of the overall scheme via a grade separated or at grade crossing facility.	Slight Positive			
	Access to jobs	Access to jobs	Yes	This corridor skirts through a section of Moyasta, providing greenway users with some direct access to the village via active travel modes, providing a slight positive improvement on the existing accessibility to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	LGV access to urban centres	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta however it does not capture enough of the ribbon development potentially provide any benefit to the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it.	Neutral	Neutral	Slight Positive	
		Access to schools	Yes	There are no schools located along this route corridor however it may enable the population within the marginally below average area to travel to the nearby Moyasta National School through active modes and cheaper means of travel to the private vehicle for those that need it	Slight Positive			
		Access to healthcare facilities	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta however there are no hospitals or health facilities located within this route corridor.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities. The proposed corridor forces active travel users to double back on themselves, creating a less direct route that may negatively impact on those with mobility needs.	Neutral	Neutral		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be almost completely segregated from motorised traffic ensuring a pleasant environment for female users. The corridor requires the greenway adjacent to the N67 National Road for a very short section which is a highly trafficked corridor with high vehicular speeds. It is not considered that such a short section adjacent to the N67 national road will discourage women and girls from using the greenway and therefore the corridor will have a positive impact.	Positive	Positive		
Land Use Impact	Public Realm	Scheme details	Yes	The corridor traverses mostly through agricultural land. It is adjacent to the N67 through Moyasta for a very short section that the potential for public realm upgrades in the town to slow speeds and improve the provision for more vulnerable road users through the town are extremely limited and will not have any impact.	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor does not follow the route of the West Clare Railway travels to the back of houses, west of the N67 and routes behind the Public House through the village of Moyasta. This corridor travels through lands that are zoned for existing residential, agricultural and mixed use.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor predominantly follows through agricultural fields allowing for complete segregation from motorised traffic on these sections, however it does require following adjacent to the N67 National Road for a very short section. Overall the route will have a positive impact on the safety of existing active travel users, and will impact positively on the potential for future collisions or accidents between vulnerable road users and motorised vehicles.	Positive	Positive	Positive	

Option Name				Option C-3				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Negative	Negative		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There are 3 no. high sensitivity receptor within 20 – 50m of Option C-3, option C-3 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option C-3 is located in a rural environment. The Potential Impact Rating for sub-option C-3 is 49. Sub-option C-3 could potentially increase noise levels heard from dwellings along the route as well as the higher potential impact rating, however due to the nature of the proposed development this sub-option is therefore considered to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option C-3 travels along the boundary of the SAC and SPA. Rather than using the existing Moyasta Bridge, this option would involve the construction of a new bridge spanning the Lismuse River, approx 220m upstream of the existing Moyasta Bridge. The construction of the greenway and the new bridge could be timed to avoid disturbance to wintering birds. During the optional phase, screening could be provided on the bridge and approaches to reduce the level of disturbance on wintering birds. On the east side of the bridge, this corridor travels behind Keoghs pub. The flood embankment would avoid disturbance to birds along this section. There is potential for this option to result in the loss of QI habitat along the Lismuse River.	High Negative	High Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option C-3 avoids the N67, but uses a more circuitous route, with sub-option C-3 running to the rear of a number of properties. This would require two new bridge crossings and is considered less favourable than Options C1 and C2.	Slight Negative	Slight Negative		
	Water Resources	Scheme details	Yes	The route option crosses approx. 40m of the Moyasta_010 river waterbody. The route also crosses 250m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does traverse approx 40m of areas with High, Medium, low probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does not cross 1 area with a past single flood event. 100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 300 meters from the nearest boundary. The route options crosses approx 800m of an SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on water resources.	Slight Negative	Slight Negative		
	Soils and Geology	Scheme details	Yes	This option will require the construction of a new river crossing. This option will require construction across estuarine silts and clays. It also requires greenfield excavation within areas of cutover peat.	Negative	Negative		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option C-3 results in additional landtake and disturbance on one farm.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	C-3 is located largely across previously undisturbed greenfield land, potential for impacts to previously unidentified archaeological remains. This option also requires new river crossings. Potential for impact to underwater archaeology.	Negative	Negative		

Option Name				Option C-4				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor crosses the N67 national road in two locations and will need to be grade separated as a result. The corridor takes active travel users away from the town, and the grade separation will not allow for direct access to the town. Such requirements for this corridor may make accessibility to or from the greenway difficult for some users and will have a slight negative impact as a result	Slight Negative	Slight Positive	Slight Positive	
		Schools and educational institutions	Yes	This corridor passes almost directly behind the school offering a direct link to the school from the greenway facility. This would have a high positive impact on the accessibility to the school from the greenway for active travel users.	High Positive			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including a playground. This corridor proposes to traverse through this trail head, providing direct and safe access to the playground facility.	High Positive	High Positive		
		Sports clubs and facilities	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including changing facilities. This corridor proposes to traverse through this trail head, providing direct and safe access to the changing facilities.	High Positive			
	Access to jobs	Access to jobs	Yes	This corridor crosses the N67 national road in two locations and will need to be grade separated as a result. The corridor takes active travel users away from the town, and the grade separation will not allow for direct access to the town. Such requirements for this corridor may make accessibility to or from the greenway for jobs difficult for some users and will have a slight negative impact as a result	Slight Negative	Slight Negative		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
	Freight Access	Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta and captures some of the ribbon development, potentially providing a slight benefit to the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it.	Slight Positive	Slight Positive	Neutral	
		Access to schools	Yes	This corridor will provide direct access to a school within a 'Marginally Below Average' deprivation area offering an additional and cheaper means of travel to the private vehicle	High Positive			
		Access to healthcare facilities	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta however there are no hospitals or health facilities located within this route corridor.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities. The proposed corridor forces active travel users to double back on themselves, creating a less direct route that may negatively impact on those with mobility needs.	Neutral	Neutral		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be almost completely segregated from motorised traffic ensuring a pleasant environment for female users. The corridor requires the greenway cross the N67 National Road in two locations. Given the N67 is a highly trafficked corridor with high vehicular speeds, grade separated crossings will be required, meaning an underpass or overpass solution. These facilities can often lead to anti-social behaviour which will deter women and girls from using the greenway as a result.	Negative	Negative		
Land Use Impact	Public Realm	Scheme details	Yes	The corridor traverses mostly through agricultural land but it also crosses the N67 in Moyasta for a such short section that the potential for public realm upgrades in the town to slow speeds and improve the provision for more vulnerable road users through the town are extremely limited and will not have any impact	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	Sub-option C-4 passes by a bus stop in Moyasta and is therefore slightly better connected with public transport interchanges.	Slight Positive	Slight Positive		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This route does not follow the route of the West Clare Railway and requires two grade separated crossings of the N67 national road. This corridor diverts from the existing railway corridor and travels along the N67, overlapping with lands zoned for existing residential, open space, buffer and tourism.	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor predominantly follows through agricultural fields allowing for complete segregation from motorised traffic on these sections, however it does require two crossing facilities over or under the N67 National Road. These types crossing facilities have been known to facilitate anti-social behaviour and may have a slight negative impact on the safety of active travel users as a result.	Slight Negative	Slight Negative	Slight Negative	

Option Name				Option C-4				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Negative	Negative		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There is 1 no. high sensitivity receptor within 0 – 20m of Option C-4 and 4 no. receptors within 20-50m, option C-4 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option C-4 is located in a rural environment and the Potential Impact Rating for sub-option C-4 is 67. C-4 has the potential for an increase of noise levels heard from dwellings during the operation stage, however due to the nature of the proposed development, this sub-option is therefore considered to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option C-4 travels along the boundary of the SAC and SPA. Rather than using the existing Moyasta Bridge, this option would involve the construction of a new bridge spanning the Lismusse River, approx 300m upstream of the existing Moyasta Bridge. The construction of the greenway and the new bridge could be timed to avoid disturbance to wintering birds. During the operational phase, screening could be provided on the bridge and approaches to reduce the level of disturbance on wintering birds. There is potential for this option to result in the loss of QJ habitat along the Lismusse River.	High Negative	High Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option C-4 avoid the N67, but uses a more circuitous route, with option sub-option C-4 crossing the N67 in two places and running through an area of semi natural vegetation. Sub-option C-4 will require 2 no bridge crossings	Negative	Negative		
	Water Resources	Scheme details	Yes	The route option crosses approx. 40m of the Moyasta_010 river waterbody. The route also crosses 250m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does traverse approx 40m of areas with High, Medium, low probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event. 100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 300 meters from the nearest boundary. The route option crosses approx 360m of an SAC/SPA boundary. Therefore, this route could lead to a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	This option will require the construction of a new river crossing. It also requires greenfield excavation within areas of cutover peat.	Negative	Negative		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option C-4 comprises of an offline alignment east and west of the N67 at Moyasta. There is a slight to moderate level of landtake and severance on two farms.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	C-4 is located largely across previously undisturbed greenfield land, potential for impacts to previously unidentified archaeological remains. This option also requires new river crossings. Potential for impact to underwater archaeology.	Negative	Negative		

Option Name				Option C-5				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor passes through Moyasta providing direct and easy access to the village	High Positive	Slight Positive	Positive	
		Schools and educational institutions	Yes	This corridor passes directly in front of the school offering a direct link to the school from the greenway facility. This would improve the accessibility to the school from the greenway for active travel users however at grade crossing facilities would be required across the N67 national road to ensure safe access to the school from the greenway depending on where the greenway is actually constructed. This would have a slight positive impact on the accessibility to the school for active travel users	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including a playground. Access to this trail head will be required as part of the overall scheme via a grade separated or at grade crossing facility.	Slight Positive	Slight Positive		
		Sports clubs and facilities	Yes	A potential trail head may be located to the east of the N67 national road and will incorporate various facilities including changing facilities. Access to this trail head will be required as part of the overall scheme via a grade separated or at grade crossing facility.	Slight Positive			
	Access to jobs	Access to jobs	Yes	This corridor passes through Moyasta providing direct and easy access to any employment in the area.	High Positive	High Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	LGV access to urban centres	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta and will cater to most of the ribbon development along the N67 National Road, potentially providing a positive benefit to the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it.	Positive	Positive	Neutral	
		Access to schools	Yes	This corridor may provide direct access to a school within a 'Marginally Below Average' deprivation area offering an additional and cheaper means of travel to the private vehicle	High Positive			
		Access to healthcare facilities	Yes	This corridor is located within a 'Marginally Below Average area' at Moyasta however there are no hospitals or health facilities located within this route corridor.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities. The proposed corridor forces active travel users to double back on themselves, creating a less direct route that may negatively impact on those with mobility needs.	Neutral	Neutral		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be somewhat segregated from motorised traffic. The corridor requires the greenway adjacent to a long stretch of the N67 National Road which is a highly trafficked corridor with high vehicular speeds. It will be difficult to fully remove the hostile environment associated with such a high traffic volume road for female users even if the proposed active travel facilities will be segregated from motorised traffic and is not likely to encourage the use of the greenway by this cohort of active travel users.	Negative	Negative		
Land Use Impact	Public Realm	Scheme details	Yes	The corridor mostly follows the N67 through Moyasta over an appreciable length, offering a high potential for public realm upgrades in the town to slow speeds and improve the provision for more vulnerable road users through the town, where the cross section allows.	Positive	Positive	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	Sub-option C-5 passes by a bus stop in Moyasta and is therefore slightly better connected with public transport interchanges.	Slight Positive	Slight Positive		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This route does not follow the route of the West Clare Railway and would require a realignment of the N67 for which there is no policy support, making this corridor significantly disadvantageous from a policy perspective. It is also contrary to national policy to guide a greenway along a National Road. This route option diverts from the railway corridor and follows along the N67, overlapping lands that are zoned for agricultural, open space, existing residential and mixed use once this route option reaches the village of Moyasta.	High Negative	High Negative		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor predominantly follows the N67 national road, a high speed and heavily trafficked road. While N67 corridor is wide enough to incorporate verge separators between active travel users and vehicles, active travel users are still within the dangerous environs of a high speed national road for most of the corridor. Children in particular are more susceptible to potential accidents alongside such a high speed national road due to their naivety in relation to the dangers and would have a negative	Negative	Negative	Negative	

Option Name				Option C-5				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Negative	Negative		
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	Option C-5 has 5 no. receptors within 0-20m , option C-5 is not predicted to result in significant air quality impacts and is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option C-5 is located in a rural environment and has a Potential Impact Rating of 71. There is a potential for noise increase along this sub-option during the operational stage because this sub-option utilises an existing local private access bridge however due to the nature of the proposed development, this sub-option is therefore considered to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option C-5 skirts the edge of the SAC and SPA along a simialar corridor to C-3 and C-4. It utilised an existing bridge over the Lismusse River and then follows the route of the N67. A short section of this sub-option passes through the SAC and SAC along an existing roadway. The construction of the greenway could be timed to avoid disturbance to wintering birds. During the optational phase, screening could be provided on the bridge and approaches to reduce the level of disturbance on wintering birds. This option is further upstream than the other options, at which point the channel is a narrower and there is less habitat for wintering birds.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	C-5 is considered as high negative as it would necessitate a new section of the road to replace the N67, which is likely to result in adverse landscape and visual effects on the whole character of this area.	High Negative	High Negative		
	Water Resources	Scheme details	Yes	The route option crosses approx. 40m of the Moyasta_010 river waterbody. The route also crosses 250m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route does traverse approx 40m of areas with High, Medium, low probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event. 100% of the route crosses areas of medium groundwater vulnerability. The route is less likely to impact groundwater flow and quality of the receptors because 3 groundwater wells are present at approximately 300 meters from the nearest boundary. The route options crosses approx 390m of an SAC/SPA boundary. Therefore, this route could lead to a neutral impact on water resources	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	This option will require the construction of a new river crossing. This option will require construction across estuarine silts and clays. It also requires greenfield excavation within areas of cutover peat. The remainder of the route will be located within greenfield land and along / adjacent to the N67.	Negative	Negative		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option C-5 results in additional landtake and disturbance on one farm.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	C-5 crosses undisturbed greenfield land and partially then runs along existing roads before rejoining the path of the former railway. There is some potential for impacts to previously unidentified archaeological remains.	Negative	Negative		

Option Name				Subsection C Common Route				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor will ultimately link to the urban centre of Kilrush or Moyasta and Kilkee, however in isolation does not improve or disprove the accessibility of the user to these urban centres.	Neutral	Neutral	Neutral	
		Schools and educational institutions	Yes	This corridor may ultimately link to the schools and education centres in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to these educational centres.	Neutral			
		Hospitals and healthcare facilities	Yes	This corridor may ultimately link to the healthcare centres in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these healthcare facilities.	Neutral			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	This corridor may ultimately link to the parks and playgrounds in Kilkee and Kilrush however in isolation does not improve or disprove the accessibility of the user to these parks and playgrounds	Neutral	Neutral		
		Sports clubs and facilities	Yes	This corridor may ultimately link to sports clubs and facilities in Kilkee and Kilrush however, in isolation it does not improve or disprove the accessibility of the user to these sports clubs and facilities.	Neutral			
	Access to jobs	Access to jobs	Yes	This corridor may ultimately links to jobs in Kilkee, Moyasta and Kilrush however, in isolation does not improve or disprove the accessibility of the user to jobs.	Neutral	Neutral		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor routes through a Marginally Above Average deprivation area however in isolation does not improve or disprove the accessibility of the user to urban centres.	Neutral	Neutral	Slight Positive	
		Access to schools	Yes	There are no schools located along this route corridor however it may enable the population within the 'Marginally Above Average' area to travel to the nearby Moyasta National School by offering an additional and cheaper means of travel to the private vehicle.	Neutral			
		Access to healthcare facilities	Yes	This common route corridor routes through a marginally above average deprivation area however in isolation does not improve or disprove the accessibility of the user to healthcare facilities.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	This common route corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The gradient of the corridor is relatively flat and will suit all abilities.	High Positive	High Positive		
	Gender Impacts	Scheme facilities	Yes	This common route corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses through agricultural fields and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This common route corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor travels along the existing railway corridor for the most part, in line with the objective from the County Development Plan.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor has the potential to be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users. Suitable road crossings will be required to ensure the safety of users.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero.	Slight Positive	Slight Positive		
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		The common route for subsection C has mostly medium vulnerabilities to the majority of climate hazards. This section has a high vulnerability to coastal flooding for structures and landscaping due to its proximity to the coast. The structural building requirements and the proposed landscaping strategy for this section will need to consider the potential for coastal flooding at further design stage. The subsection C common route has been assigned a score of 3 – slightly negative as it has a high vulnerability to climate change risk for one climate hazard.	Slight Negative	Slight Negative	Neutral
Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab		Yes	There are 3 no. high sensitivity receptors within 20 - 50m of the subsection C common route. This common route section is also within 20m of a section of the Poulmasherry Bay pNHA and the Lower River Shannon SAC. It is within 50m of a section of the River Shannon and River Fergus Estuaries SPA. This common route option is not predicted to result in significant air quality impacts and is considered neutral.	Neutral	Neutral		
		Noise and Vibration	Potential Impact Rating	Yes	This common route subsection consists of one section and is located in a rural environment, following the former west Clare railway corridor and near the coastline. In terms of Noise and Vibration, the subsection C common route has a PIR of 34 and due to the nature of the development, it is ranked as neutral.	Neutral	Neutral	

Option Name				Subsection C Common Route				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Biodiversity	Scheme details	Yes	Subsection C Common Route is from Keogh's pub to Carrowncalla South. This section follows the route of the disused railway line from the N67 on the railway embankment through an area of wet grassland. The corridor travels along the coast, and for a short section at Carrowncalla North, the railway embankment forms a causeway with intertidal habitat on both sides. There is no screening for a significant portion of this corridor and the operation of the greenway would have the potential to cause the disturbance of birds. Seasonal restrictions on construction and screening with fencing and/or planting could be used to mitigate disturbance to birds. The route continues mostly along the coast to Carrowncalla South before turning inland along the Pella Road.	Negative	Negative	Slight Negative	
	Landscape and Visual Quality	Scheme details	Yes	This section east of Moyasta village follows the former railway line, diverting to avoid private residences and a landholding. Some scrub vegetation clearance along the line is likely here. At the eastern end, the route follows the coastline and then a section of the existing local narrow road. Visual effects are possible near to residences where vegetation clearance is likely. Appropriate planting or screening should be proposed for privacy and to enhance visual amenity.	Slight Negative	Slight Negative		
	Water Resources	Scheme details	Yes	The route option crosses a small section of the Mouth of Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does not traverse lands with any probability of flooding. NIFM Flood Extents - Present Day Map shows that the route option does not traverse land with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. 100% of the route crosses areas of medium groundwater vulnerability. The route is likely to impact groundwater flow and quality of the receptors because the route option intersects 3 groundwater wells. The route options crosses an SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on	Slight Negative	Slight Negative		
	Soils and Geology (including waste)	Scheme details	Yes	Subsection C Common Route predominately follows the existing railway corridor embankment for majority of the route south of Moyasta. A small section at the southern end of the will require excavation along the greenfield land as the corridor diverts off the railway to avoid dwellings.	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Section C Common Route in Moyasta route follows along the disused rail line boundary on a small number of agricultural holdings. There would be a slight to moderate level of land severance on two agricultural holdings. Section C Common Route in Carrowncalla North follows disused rail line boundary on a number of agricultural holdings. There would be a slight level of land severance. There will be a slight impact on access to agricultural lands on one dairy farm in Carrowncalla South.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	Subsection C Common Route is in two parts. The first is a short section west of Moyasta Bridge. In this section, the greenway follows the railway corridor. There are no recorded archaeological or architectural sites located along this section and the use of the already disturbed historic railway route will be a positive enhancement of the cultural heritage resource. The second section is from Keogh's pub to Carrowncalla South. This section follows the route of the disused railway line for the most part, before travelling along the eastern side of the estuary through greenfield. There are no recorded archaeological or architectural sites along this section and the reuse of the railway track will be a positive enhancement of the cultural heritage resource. The southern section of the second route is within an area of increased archeological potential and the scheme may result in direct impacts on previously unrecorded archaeological remains here.	Neutral	Neutral		

Option Name				Option D-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor conveys all greenway users into Kilrush town, providing excellent accessibility to this urban centre	High Positive	Positive	Positive	
		Schools and educational institutions	Yes	There are several schools located within the centre of Kilrush and this corridor will allow for slightly improved access towards these facilities via active travel modes	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor terminates at the outskirts of Kilrush town therefore it will slightly improve access to Kilrush Community Hospital via active modes from outside the town.	Slight Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	The proposed trail head at Kilrush will coincide with the route of this corridor, providing highly improved access to the proposed playground within the trail head. This option also connects to Brew's Bridge car park which is a popular location for swimming. The greenway would provide an active travel link between Brew's Bridge and Kilrush town.	High Positive	High Positive		
		Sports clubs and facilities	Yes	The proposed trail head at Kilrush will coincide with the route of this corridor, providing highly improved access to the proposed changing facilities within the trail head.	High Positive			
	Access to jobs	Access to jobs	Yes	This corridor terminates at the outskirts of Kilrush town, where there is a higher concentration of residential development rather than commercial. Users of the Greenway can continue through Kilrush as necessary to the various places of work therefore it will slightly improve access to jobs via active modes from outside the town.	Slight Positive	Slight Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
	Freight Access	Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush providing the population of the area to an additional and cheaper means of travel to the private vehicle for those that need it.	Positive	Slight Positive		
		Access to schools	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush however there are no schools located along the route.	Neutral			
		Access to healthcare facilities	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush however however in isolation does not improve or disprove the accessibility of the user to healthcare facilities.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor generally follows the original railway corridor which by its nature has typically flat topography. Some diversion away from the original corridor is necessary where a house has been constructed on the line, and a former bridge crossing is missing. A level difference will need to be overcome as a result, however overall the greenway through this corridor will have a positive impact for transport users with different mobility needs.	Positive	Positive	Slight Positive	
Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users. This route will require two local road crossings.	Slight Positive	Slight Positive			
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses along the original railway corridor and will be screened as appropriate using a natural boundary. The route travels through the car park at Brew's Bridge which is a popular swimming location used by locals. There is potential to improve the public realm in this area as part of the project. The route arrives into Kilrush Harbour and there may be potential to improve the public realm in this area.	Positive	Positive		
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral	Slight Positive	
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor follows the full extent of the original railway line where it is possible to do so, which is in line with the Clare County Development Plan's objective. A local deviation is required to overcome a number of residential properties, a missing bridge and high topography constraint of the original railway corridor. The railway track is in use at certain points for crossing animals. Accommodation works will need to be provided to ensure access is maintained.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor has the potential to be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users. Suitable road crossings will be required to ensure the safety of users.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Option D-1 and D-2 have a high vulnerability to coastal flooding in relation to landscaping and light posts as both options are nearer to the coast in comparison to options D-3 and D-4. All 4 options have a high vulnerability to extreme wind in relation to landscaping. Option D-1 and D-2 have been assigned a score of 2 – Negative.	Negative		Negative

Option Name				Option D-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	Option D-1 has 7 no. high sensitivity receptors within 20m and is not predicted to result in significant air quality impacts, it is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option D-1 is primarily located along the West Clare Railway. The potential impact rating for sub-option D-1 = 657. Sub-option D-1 is located in a rural environment with few residential dwellings throughout leading into the town of Kilrush, due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option D-1 follows the route of the disused railway line. It travels along the coast at Brews Bridge and an area west of Kilrush. The corridor overlaps the SAC at Brew's Bridge beach, although there is no QI habitat in this area. Low numbers of wintering birds have been recorded at Brew's Bridge over two seasons with just 45 birds recorded within 100m of the railway embankment over two winter seasons, therefore the construction and operational phases would not cause significant disturbance to wintering birds. This sub-option would lead to the loss of scrub on the railway line. D-1 could take a number of routes around Kilrush Marina. There is already a degree of boat, pedestrian and vehicle activity in the marina, and any disturbance as a result of the greenway is considered to be negligible.	Negative	Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option D-1 traverses the original route of the railway line, and some sections are a well defined track while other sections are somewhat overgrown and will require some vegetation removal. However this is a more direct route and avoids travelling on the local roads, and connects into the narrow road at Merchant's Quay and the Marina, or to the rear of the Marina along the old railway line, which is more suitable for a Greenway. Care should be taken to retain as much vegetation as possible along the Greenway which defines the line for Sub-options D-1 and D-2 where possible.	Slight Positive	Slight Positive		
	Water Resources	Scheme details	Yes	The route crosses 100m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does traverse approx 900m of lands with the probability of High, Medium and, low flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event. Approx. 46% of the route crosses areas of medium groundwater vulnerability, 33% crosses areas of extreme groundwater vulnerability. The rest crosses areas of either high or areas with Rock at or near the surface with Karst. The route is more likely to impact groundwater flow and quality of the receptors because it intersects 7 groundwater wells. The route options crosses approx 950m of an SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on water resources	Slight Negative	Slight Negative		
	Soils and Geology	Scheme details	Yes	Sub-option D-1 travels along the old railway path, which will provide a good footing for the proposed greenway, requiring limited excavation. It may also have potential contaminated land; however, mitigation measures can be proposed. This sub-option will potentially run through soft sandy soils and a small area of blanket peat at Brew's bridge and is in close proximity to the shoreline of the estuary. All options may run through an area with rock presence.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	As D-1 is mainly along the former line, there is a greater level of disturbance. There is a slight or moderate level of land severance on four properties.	Negative	Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option follows the path of the former railway and existing roads. Ground disturbances associated with this option may impact on remains associated with the railway, but this is offset by the reuse of a heritage feature in the landscape. The eastern section of the scheme is located within the ACA for Kilrush and there is potential for indirect impacts arising from surface treatments and signage.	Slight Negative	Slight Negative		

Option Name				Option D-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor conveys all greenway users into Kilrush town, providing excellent accessibility to this urban centre	High Positive	Positive	Positive	
		Schools and educational institutions	Yes	There are several schools located within the centre of Kilrush and this corridor will allow for slightly improved access towards these facilities via active travel modes	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor terminates at the outskirts of Kilrush town therefore it will slightly improve access to Kilrush Community Hospital via active modes from outside the town.	Slight Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	The proposed trail head at Kilrush will coincide with the route of this corridor, providing highly improved access to the proposed playground within the trail head.	High Positive	High Positive		
		Sports clubs and facilities	Yes	The proposed trail head at Kilrush will coincide with the route of this corridor, providing highly improved access to the proposed changing facilities within the trail head.	High Positive			
	Access to jobs	Access to jobs	Yes	This corridor terminates at the outskirts of Kilrush town, where there is a higher concentration of residential development rather than commercial. Users of the Greenway can continue through Kilrush as necessary to the various places of work therefore it will slightly improve access to jobs via active modes from outside the town.	Slight Positive	Slight Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
	Freight Access	LGV access to urban centres	No		N/A	N/A		
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush providing the population of the area to an additional and cheaper means of travel to the private vehicle for those that need it.	Positive	Slight Positive		
		Access to schools	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush however there are no schools located along the route.	Neutral			
		Access to healthcare facilities	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush however in isolation does not improve or disprove the accessibility of the user to healthcare facilities.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor follows field boundaries and the topography of these fields is generally flat. To avoid the missing bridge constraint the route diverts away from the original railway corridor creating a longer greenway corridor over a more direct and straight route. As a result the new greenway through this corridor will have a slightly positive impact for transport users with different mobility needs.	Slight Positive	Slight Positive		
	Gender Impacts	Scheme facilities	Yes	This corridor will not have public lighting facility. The route has the potential to be wholly segregated from motorised traffic ensuring a pleasant environment for female users. This route will require two local road crossings.	Slight Positive	Slight Positive		
	Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses along the original railway corridor and will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment. The route arrives into Kilrush Harbour and there may be potential to improve the public realm in this area.	Slight Positive	Slight Positive	
Connectivity with existing public transport facilities		Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
Connection to zoned lands as part of national and regional planning.		Scheme details	Yes	This corridor mostly follows the old railway line however a local deviation is proposed to overcome the missing bridge and high topography constraint the original railway corridor. The route has been developed to follow field boundaries, therein avoiding severance impacts on agriculture.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor has the potential to be wholly segregated from motorised traffic creating a safe environment for all active travel and mobility impaired users. Suitable road crossings will be required to ensure the safety of users.	Positive	Positive	Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive		
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		Option D-1 and D-2 have a high vulnerability to coastal flooding in relation to landscaping and light posts as both options are nearer to the coast in comparison to options D-3 and D-4. All 4 options have a high vulnerability to extreme wind in relation to landscaping. Option D-1 and D-2 have been assigned a score of 2 – Negative.	Negative	Negative	

Option Name				Option D-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	Option D-2 has 6 no. high sensitivity receptors within 20m and is not predicted to result in significant air quality impacts, it is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option D-2 is primarily located along the West Clare Railway. The potential impact rating for sub-option D-2 = 663. Sub-option D-2 is located in a rural environment with few residential dwellings throughout leading into the town of Kilrush, due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	D-2 follows a similar route to D-1, but deviates of the railway line at Brew's Bridge and follows field boundaries inland, before rejoining the disused railway corridor. This sub-option would lead to the loss of scrub on the railway line. D-2 could take a number of routes around Kilrush Marina. There is already a degree of boat, pedestrian and vehicle activity in the marina, and any disturbance as a result of the greenway is considered to be negligible.	Negative	Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option D-2 avoids a property by routing north west of the strand near Baunhard point which improves residential amenity but otherwise the routes are the same as D1, with both Options having the potential to be located as close as possible to the route of the original railway line. As per D1, there is the possibility of the route following the old railway line to the rear of the industrial buildings, north of the Marina. Care should be taken to retain as much vegetation as possible along the Greenway which defines the line for Sub-options D-1 and D-2 where possible.	Slight Positive	Slight Positive		
	Water Resources	Scheme details	Yes	The route crosses 100m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does traverse approx 900m of lands with the probability of High, Medium and, low flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event. Approx. 50% of the route crosses areas of medium groundwater vulnerability, 31% crosses areas of extreme groundwater vulnerability. The rest crosses areas of either high or areas with Rock at or near the surface with Karst. The route is more likely to impact groundwater flow and quality of the receptors because it intersects 7 groundwater wells. The route options crosses approx 950m of an SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on water resources	Slight Negative	Slight Negative		
	Soils and Geology	Scheme details	Yes	Sub-option D-2 similarly runs along the old railway but diverts through greenfield land for a short section to avoid a landholding. Sub-option D-2 will potentially run through soft sandy soils and a small area of blanket peat at Brew's bridge and is in close proximity to the shoreline of the estuary. All options may run through an area with rock presence.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	D-2 follows the former line with a minor deviation to the north along existing farm and field boundaries. There is a slight or moderate level of land severance on three properties where the former line divides properties.	Negative	Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option follows the path of the former railway and existing roads with a short section running over greenfield. Ground disturbances associated with this option may impact on remains associated with the railway, but this is offset by the reuse of a heritage feature in the landscape. Impacts on buried archaeological remains may occur within the short section of greenfield. The eastern section of the scheme is located within the ACA for Kilrush and there is potential for indirect impacts arising from surface treatments and signage.	Slight Negative	Slight Negative		

Option Name				Option D-3				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor conveys all greenway users into Kilrush town, providing excellent accessibility to this urban centre	High Positive	Positive	Positive	
		Schools and educational institutions	Yes	There are several schools located within the centre of Kilrush and this corridor will allow for slightly improved access towards these facilities via active travel modes	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor terminates at the outskirts of Kilrush town therefore it will slightly improve access to Kilrush Community Hospital via active modes from outside the town.	Slight Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	The route of this corridor will follow adjacent to the proposed trail head at Kilrush. Depending where the actual greenway is constructed a crossing to the trail head may be required, overall providing good access to the proposed playground within the trail head.	Positive	Positive	Positive	
		Sports clubs and facilities	Yes	The route of this corridor will follow adjacent to the proposed trail head at Kilrush. Depending where the actual greenway is constructed a crossing to the trail head may be required, overall providing good access to the proposed changing facilities within the trail head.	Positive			
	Access to jobs	Access to jobs	Yes	This corridor terminates at the outskirts of Kilrush town, where there is a higher concentration of residential development rather than commercial. Users of the Greenway can continue through Kilrush as necessary to the various places of work therefore it will slightly improve access to jobs via active modes from outside the town.	Slight Positive	Slight Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
	Freight Access	Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
LGV access to urban centres		No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush providing the population of the area to an additional and cheaper means of travel to the private vehicle for those that need it.	Positive	Slight Positive	Neutral	
		Access to schools	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush however there are no schools located along the route.	Neutral			
		Access to healthcare facilities	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush however in isolation does not improve or disprove the accessibility of the user to healthcare facilities.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	This corridor follows the route of the Shanakyle Road which has a relatively steep gradient for a section close to Kilrush town that may be difficult for active travel users with mobility needs. Encouraging such a group of active travel users to follow such a gradient will have a slight negative impact on their ability to use active travel modes.	Slight Negative	Slight Negative		
	Gender Impacts	Scheme facilities	Yes	There is some existing public lighting along this corridor through the built sections of residential area closer to Kilrush. This is a trafficked corridor to Kilrush town which may not be suitable for quiet street treatment and a segregated greenway would be required away from motorised traffic ensuring a more pleasant environment for female users. Local road crossings would be required.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses adjacent to a rural road which will be screened as appropriate using a natural boundary. There are no specific public realm upgrades planned in keeping with the rural fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor mostly follows the Shanakyle Road, which is contrary to the objectives of the Development Plan and contrary to national greenway policy unless the greenway can be routed adjacent to the existing road corridor on a segregated path. Otherwise the corridor follows existing field boundaries to minimise intrusion on agricultural activities	Neutral	Neutral		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be substantially segregated from motorised traffic creating a safer environment for all active travel and mobility impaired users. The corridor follows agricultural field boundaries but also incorporates a trafficked road, which is not suitable for quiet street treatment. A segregated route adjacent to the road corridor will be required otherwise. Suitable road crossings will be required. The potential for accidents will not be completely eliminated however the greenway will not contribute to the potential for additional therefore is considered neutral.	Slight Positive	Slight Positive	Slight Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		All 4 options have a high vulnerability to extreme wind in relation to landscaping. Option D-3 and D-4 have been assigned a score of 3 – slightly negative	Slight Negative		Slight Negative

Option Name				Option D-3				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There are 11 no. high sensitivity receptors within 20m of Option D-3 and is not predicted to result in significant air quality impacts, it is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option D-3 is primarily located along local roads. The potential impact rating for sub-option D-3 = 853. Sub-option D-3 is located in a rural environment with few residential dwellings throughout leading into the town of Kilrush, due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option D-3 is travels along the disused railway line for a short section and then follows the Shankyle Road, either on the existing road or adjacent to it, using the hedgerows as screening. This option would result in the loss of hedgerows and grassland habitats.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option D-3 is routed mainly along the Shankyle Road, with a small section along the railway line and a short section through agricultural lands at the eastern end. The Shankyle Road is a slightly wider (and busier) than the Pella Road and the proposed Greenway would either be within the road corridor or in the adjacent fields, with the hedgerows retained. Some vegetation removal may result as the proposed route travels through fields but should be minimised. In addition graveyards are found both south and north of the road which may affect the directness of the route.	Slight Negative	Slight Negative		
	Water Resources	Scheme details	Yes	The route option does not cross any surface waterbodies. The CFRAM River Flood Extents - Present Day Map shows that the route does traverse approx 360m of lands with the probability of High, Medium and low flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event. Approx. 60% of the route crosses areas of medium groundwater vulnerability, 47% crosses areas of extreme groundwater vulnerability. The rest crosses areas of either high or areas with Rock at or near the surface with Karst. The route is more likely to impact groundwater flow and quality of the receptors because it intersects 7 groundwater wells. The route options crosses approx 143m of an SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on water resources.	Slight Negative	Slight Negative		
	Soils and Geology	Scheme details	Yes	Sub-options D-3 and D-4 will require widening of the roads and impacts to greenfield land, however the impacts will be minor. All options may run through an area with rock presence.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	D-3 is predominantly online on public road and the offline section follows existing farm boundaries.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option follows the path of the former railway and then crosses greenfield to then follow a small road. Ground disturbances associated with this option may impact on remains associated with the railway, but this is offset by the reuse of a heritage feature in the landscape. Impacts on buried archaeological remains may occur within the short section of greenfield. The options passes through the zone of notification associated with AH25 and AH26/27. There is potential for impacts on associated remains.	Slight Negative	Slight Negative		

Option Name				Option D-4				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor conveys all greenway users into Kilrush town, providing excellent accessibility to this urban centre	High Positive	Positive	Positive	
		Schools and educational institutions	Yes	There are several schools located within the centre of Kilrush and this corridor will allow for slightly improved access towards these facilities via active travel modes	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor terminates at the outskirts of Kilrush town therefore it will slightly improve access to Kilrush Community Hospital via active modes from outside the town.	Slight Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	The route of this corridor will follow adjacent to the proposed trail head at Kilrush. Depending where the actual greenway is constructed a crossing to the trail head may be required, overall providing good access to the proposed playground within the trail head.	Positive	Positive	Positive	
		Sports clubs and facilities	Yes	The route of this corridor will follow adjacent to the proposed trail head at Kilrush. Depending where the actual greenway is constructed a crossing to the trail head may be required, overall providing good access to the proposed changing facilities within the trail head.	Positive			
	Access to jobs	Access to jobs	Yes	This corridor terminates at the outskirts of Kilrush town, where there is a higher concentration of residential development rather than commercial. Users of the Greenway can continue through Kilrush as necessary to the various places of work therefore it will slightly improve access to jobs via active modes from outside the town.	Slight Positive	Slight Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
	Freight Access	Change in HGV/LGV access	No		N/A	N/A		
		Freight Facilities change	No		N/A	N/A		
LGV access to urban centres		No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush providing the population of the area to an additional and cheaper means of travel to the private vehicle for those that need it.	Positive	Slight Positive	Neutral	
		Access to schools	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush however there are no schools located along the route.	Neutral			
		Access to healthcare facilities	Yes	This corridor is located within both 'Marginally Above Average' and 'Marginally Below Average' deprivation areas outside Kilrush, however in isolation does not improve or disprove the accessibility of the user to healthcare facilities.	Neutral			
	Transport users with different mobility needs	Scheme facilities	Yes	This corridor follows the route of the Pella Road which has a relatively steep gradient for a section close to Kilrush town that may be difficult for active travel users with mobility needs. Encouraging such a group of active travel users to follow such a gradient will have a slight negative impact on their ability to use active travel modes.	Slight Negative	Slight Negative		
	Gender Impacts	Scheme facilities	Yes	There is existing public lighting along this corridor through the built sections of residential area. This is a low trafficked corridor to Kilrush town which is wholly suitable for quiet street treatment and mostly a completely segregated corridor away from any motorised traffic ensuring a pleasant environment for female users. It would require local road crossings.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor traverses adjacent to a rural road which will be screened as appropriate using a natural boundary, and a residential street. There are no specific public realm upgrades planned in keeping with the rural and existing residential fabric of the surrounding environment	Neutral	Neutral	Neutral	
	Connectivity with existing public transport facilities	Scheme details	Yes	This corridor does not provide nor does it remove any connectivity with existing public transport facilities.	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor mostly follows the Pella Road, which is contrary to the objectives of the Development Plan and contrary to national greenway policy. It will impact on the boundary of agricultural properties and private dwellings if it is to be located inside the fields, segregated from the road.	Slight Negative	Slight Negative		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor will be substantially segregated from motorised traffic creating a safer environment for all active travel and mobility impaired users. The corridor incorporates predominantly a farm access road, which is not suitable for quiet street treatment. A segregated route adjacent to the road corridor will be required. The potential for accidents will not be completely eliminated however the greenway will not contribute to the potential for additional therefore is considered neutral.	Slight Positive	Slight Positive	Slight Positive	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050. Sub-option D-4 travels along Pella Road to Kilrush and is the most direct route from Section C to the town. This sub-option would offer the most efficient transport out of the four sub-options and could lower the journey times.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
	Climate Adaptation	Climate hazard assessment	Yes		All 4 options have a high vulnerability to extreme wind in relation to landscaping. Option D-3 and D-4 have been assigned a score of 3 – slightly negative	Slight Negative		Slight Negative

Option Name				Option D-4				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	There are 43 no. receptors within 20m of Option D-4 and is not predicted to result in significant air quality impacts, it is therefore considered to be neutral.	Neutral	Neutral	Slight Negative	
	Noise and Vibration	Potential Impact Rating	Yes	Sub-options D-4 is primarily located along local roads. The potential impact rating for sub-option D-4 = 835. Sub-option D-4 is located in a rural environment with few residential dwellings throughout leading into the town of Kilrush, due to the nature of the development, the impact on Noise and Vibration is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option D-4 is travels along the disused railway line for a short section and then follows the Pella Road, either on the existing road or adjacent to it, using the hedgerows as screening. This option would result in the loss of hedgerows and grassland habitats.	Slight Negative	Slight Negative		
	Landscape and Visual Quality	Scheme details	Yes	Sub-option D-4 travels along the Pella Road which is a pleasant narrow rural road with hedgerows and occasional trees. There are few residences along this route. The proposed Greenway would be a parallel cycleway or within the road corridor. Some vegetation removal may result but should be minimised.	Neutral	Neutral		
	Water Resources	Scheme details	Yes	The route option does not cross any surface water bodies. The CFRAM River Flood Extents - Present Day Map shows that the route does traverse approx 147m of lands with the probability of High, Medium and low flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event. Approx. 60% of the route crosses areas of medium groundwater vulnerability, 23% crosses areas of extreme groundwater vulnerability. The rest crosses areas of either high or areas with Rock at or near the surface with Karst. The route may impact groundwater flow and quality of the receptors because it intersects 7 groundwater wells. The route option does not cross a SAC/SPA boundary. Therefore, this route could lead to a slight negative impact on water resources.	Slight Negative	Slight Negative		
	Soils and Geology	Scheme details	Yes	Sub-options D-3 and D-4 will require widening of the roads and impacts to greenfield land, however the impacts will be minor. All options may run through an area with rock presence.	Slight Negative	Slight Negative		
	Material Assets - Agricultural	Scheme details	Yes	D-4 will require widening of the roads and impacts to greenfield land. There will be slight disturbance on lands including temporary impacts to existing field access.	Slight Negative	Slight Negative		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option follows the existing road however impacts on buried archaeological remains may occur if road widening is required into the adjacent greenfield land. The option travels through the zone of notification associated with AH23, therefore there is potential for impacts on associated remains.	Slight Negative	Slight Negative		

Option Name				Option E-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor conveys all greenway users into Kilrush town, providing excellent accessibility to this urban centre	High Positive	Positive	Positive	
		Schools and educational institutions	Yes	There are several schools located within the centre of Kilrush and this corridor will allow for slightly improved access towards these facilities via active travel modes	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor terminates at the outskirts of Kilrush town therefore it will slightly improve access to Kilrush Community Hospital via active modes from outside the town.	Slight Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	The proposed trail head at Kilrush is proposed near this corridor, providing good access to the proposed playground within the trail head. The corridor also passes through the Cappa Playground giving all round high positive access to playgrounds	High Positive	Positive		
		Sports clubs and facilities	Yes	The proposed trail head at Kilrush proposed near this corridor, providing slightly improved access to the proposed changing facilities within the trail head.	Slight Positive			
	Access to Jobs	Access to jobs	Yes	This corridor provides direct access to various commercial and industrial sites	High Positive	High Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
	LGV access to urban centres	No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is mostly located within an area marginally above average deprivation but also skirts an area marginally below average deprivation within the urban centre of Kilrush offering some of the population an additional and cheaper means of travel to the private vehicle for those that need it	Slight Positive	Slight Positive	Slight Positive	
		Access to schools	Yes	This corridor is mostly located within an area 'Marginally Above Average' deprivation and skirts a 'Marginally Below Average' deprivation area and will cater to the ribbon development along the corridor, potentially providing a slight positive benefit to the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it to travel to nearby schools.	Slight Positive			
		Access to healthcare facilities	Yes	This corridor is mostly located within an area 'Marginally Above Average' deprivation and skirts a 'Marginally Below Average' deprivation area and will cater to the ribbon development along the corridor, potentially providing a slight positive benefit to the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it to travel to nearby healthcare facilities.	Slight Positive			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor generally follows the original railway corridor which by its nature has typically flat topography.	Positive	Positive		
	Gender Impacts	Scheme facilities	Yes	There is existing public lighting along this corridor. This is a trafficked corridor to Kilkee town which may be suitable for quiet street treatment provided traffic speeds can be kept low or a segregated greenway adjacent to motorised traffic may be suitable ensuring a pleasant environment for female users.	Slight Positive	Slight Positive		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor has excellent public realm opportunities to improve the streetscape, particularly as a residential road into Kilrush.	High Positive	High Positive	Slight Positive	
	Connectivity with existing public transport facilities	Scheme details	Yes	No appreciable difference between options	Neutral	Neutral		
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor passes through land zoned for mixed use (residential and industrial) as well as some agricultural land before ending at the area of Cappagh pier. It generally follows the route of the original rail corridor however residential development has occurred along the original corridor.	Slight Positive	Slight Positive		
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor may be substantially segregated from motorised traffic creating a safer environment for all active travel and mobility impaired users. The corridor follows agricultural field boundaries but also incorporates a trafficked road which may be for quiet street treatment provided traffic speeds are kept low. A segregated route adjacent to the road corridor may be required otherwise. The potential for accidents will not be completely eliminated however the greenway will not contribute to the potential for additional therefore is considered neutral.	Neutral	Neutral	Neutral	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
Climate Adaptation	Climate hazard assessment	Yes	Both options have medium to low vulnerabilities to the majority of climate hazards. Both options have a high vulnerability to fluvial flooding in relation to utilities and light posts. Utilities are also considered high vulnerability to extreme heat for both options. Both options also have a high vulnerability to extreme wind in relation to landscaping. Both options have been assigned a score of 2 – Negative as they have a high vulnerability to climate change risk across more than one climate hazard	Negative	Negative			
Air Quality	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	Option E-1 has 12 no. high sensitive receptors and is not predicted to result in significant air quality impacts, it is therefore considered to be neutral.	Neutral	Neutral		
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option E-1 has been given a potential impact rating of 830. Though this sub-options is in a built up, semi-urban environment. Due to the nature of the development, the impact is likely to be neutral.	Neutral	Neutral		
	Biodiversity	Scheme details	Yes	Sub-option E-1 is predominantly online on public road and / or follows existing field boundaries. Although it follows the coastline, it is along existing roads with parking facilities and a pier, therefore there would be no meaningful increase in the levels of disturbance to the Qualifying Interests of the SAC and SPA.	Slight Negative	Slight Negative		

Option Name				Option E-1				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Landscape and Visual Quality	Scheme details	Yes	Route E-1 follows the main coast road from Kilkee to the former railway station at Cappagh pier, which is a pleasant route with sea views approaching the pier. The road is relatively wide in parts. The route would be a pleasant and scenic one however would have higher levels of traffic adjacent to the Greenway compared to Option E2.	Neutral	Neutral	Neutral	
	Water Resources	Scheme details	Yes	The route option crosses approx. 50m of the Wood_010 river waterbody. The route also crosses 83m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does traverse approx 500m of lands with the probability of High, Medium and low flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood event area. 100% of the route crosses areas of medium groundwater vulnerability. The route may impact groundwater flow and quality of the receptors because it intersects 2 groundwater wells. The route options crosses approx 183m of an SAC/SPA boundary. However, since this route will be constructed entirely along an existing road, it is likely that this route option will have a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	Sub-option E-1 is predominantly online on public road	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option E-1 is predominantly online on public road and / or follows existing field boundaries.	Neutral	Neutral		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option will runs along existing roads with the northern part of the option located in the Kilrush ACA and the southern section located in the ACA for Kilrush Quay. There is potential for impacts on these areas from surface treatment and signage.	Slight Negative	Slight Negative		

Option Name				Option E-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Accessibility	Access to Services	Urban Centres	Yes	This corridor conveys all greenway users into Kilrush town, providing excellent accessibility to this urban centre	High Positive	Positive		
		Schools and educational institutions	Yes	There are several schools located within the centre of Kilrush and this corridor will allow for slightly improved access towards these facilities via active travel modes	Slight Positive			
		Hospitals and healthcare facilities	Yes	This corridor terminates at the outskirts of Kilrush town therefore it will slightly improve access to Kilrush Community Hospital via active modes from outside the town.	Slight Positive			
		Major land transport hubs and interchange facilities such as rail and bus stations	No		N/A			
	Access to Recreational Facilities	Parks and playgrounds	Yes	The proposed trail head at Kilrush is proposed near this corridor, providing good access to the proposed playground within the trail head. The Cappa Playground is also located near the corridor giving all round slight positive access to playgrounds	Slight Positive	Slight Positive	Positive	
		Sports clubs and facilities	Yes	The proposed trail head at Kilrush proposed near this corridor, providing slightly improved access to the proposed changing facilities within the trail head.	Slight Positive			
	Access to Jobs	Access to jobs	Yes	This corridor provides direct access to various commercial and industrial sites	High Positive	High Positive		
	Access to International Transport Gateways	Change in PT access	No		N/A	N/A		
		Change in HGV/LGV access	No		N/A	N/A		
	Freight Access	Freight Facilities change	No		N/A	N/A		
LGV access to urban centres		No		N/A	N/A			
Social Impacts	Impact on deprived groups	Access to urban centres	Yes	This corridor is located within an area marginally above average deprivation but also skirts an area marginally below average deprivation for most of its length within the urban centre of Kilrush offering some of the population an additional and cheaper means of travel to the private vehicle for those that need it	Slight Positive	Slight Positive	Slight Negative	
		Access to schools	Yes	This corridor is located within an area 'Marginally Above Average' deprivation and skirts a 'Marginally Below Average' deprivation area for most of its length and will cater to the ribbon development along the corridor, potentially providing a slight positive benefit to the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it to travel to nearby schools.	Slight Positive			
		Access to healthcare facilities	Yes	This corridor is located within an area 'Marginally Above Average' deprivation and skirts a 'Marginally Below Average' deprivation area for most of its length and will cater to the ribbon development along the corridor, potentially providing a slight positive benefit to the population of the area or an additional and cheaper means of travel to the private vehicle for those that need it to travel to nearby healthcare facilities.	Slight Positive			
	Transport users with different mobility needs	Scheme facilities	Yes	The proposed corridor will cater for all active travel users, including those with mobility needs, such as buggies, wheelchair users and other mobility impaired users, by implementing universal design. The corridor follows the original railway corridor, which by its nature has typically flat topography, for a portion of the route and follows Fort Road for the rest. The gradient of Fort Road is too steep that it would have a high negative impact on the potential for active travel users with mobility needs to use the greenway.	Negative	Negative		
	Gender Impacts	Scheme facilities	Yes	There is existing public lighting along this corridor. This is a trafficked corridor to Kilkee town which may be suitable for quiet street treatment provided traffic speeds can be kept low. The gradient of Fort Road however would preclude pregnant women from continuing with active travel as a means of transport, and may deter women and girls in general from a modal shift to active travel. This corridor has a high negative gender impact as a result.	Negative	Negative		
Land Use Impact	Public Realm	Scheme details	Yes	This corridor has good public realm opportunities to improve the streetscape and formalise parking. Potentially limited scope for urban landscaping and greening.	Slight Positive	Slight Positive		
	Connectivity with existing public transport facilities	Scheme details	Yes	No appreciable difference between options	Neutral	Neutral	Neutral	
	Connection to zoned lands as part of national and regional planning.	Scheme details	Yes	This corridor passes through land zoned for mixed use (residential and industrial) as well as some agricultural land, diverting to a local road which has additional land that is zoned for residential, existing residential use, and agricultural land before ending at the area of Cappagh pier.	Neutral	Neutral	Neutral	
Safety Impact	Safety Impact	Safety assessment	Yes	This corridor may be substantially segregated from motorised traffic creating a safer environment for all active travel and mobility impaired users. The corridor follows agricultural field boundaries but also incorporates a trafficked road which may be for quiet street treatment provided traffic speeds are kept low. A segregated route adjacent to the road corridor may be required otherwise. The potential for accidents will not be completely eliminated however the greenway will not contribute to the potential for additional therefore is considered neutral.	Neutral	Neutral	Neutral	
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	All route options have been assigned an MCA score of 5 – Minor or Slightly Positive. There is not a significant degree of difference between the GHG emissions for all the route options. While each route will result in some GHG emissions the scheme overall will promote a modal shift to more sustainable modes of travel through active travel by providing improved facilities for walking and cycling within the area. This is in line with the objectives of the 2023 Climate Action Plan and Ireland's trajectory towards net zero by 2050.	Slight Positive	Slight Positive	Neutral	
		Percentage change in private car kilometres travelled.	Yes		Slight Positive			
		Percentage change in CO2 emissions	Yes		Slight Positive			
Climate Adaptation	Climate hazard assessment	Yes	Both options have medium to low vulnerabilities to the majority of climate hazards. Both options have a high vulnerability to fluvial flooding in relation to utilities and light posts. Utilities are also considered high vulnerability to extreme heat for both options. Both options also have a high vulnerability to extreme wind in relation to landscaping. Both options have been assigned a score of 2 – Negative as they have a high vulnerability to climate change risk across more than one climate hazard	Negative	Negative			
Air Quality	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	Option E-2 has 47 no. high sensitive receptors and is not predicted to result in significant air quality impacts, it is therefore considered to be neutral.	Neutral	Neutral		
	Noise and Vibration	Potential Impact Rating	Yes	Sub-option E-2 has been given a potential impact rating of 882. Sub-option E-2 is part of a built up, semi-urban environment. Part of this route corridor option would require access between two estates which are currently separated by a brick wall. Due to the nature of the development, the impact is likely to be neutral.	Slight Negative	Slight Negative		

Option Name				Option E-2				
Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score	Comment on Score
Local Environmental Impact	Biodiversity	Scheme details	Yes	Sub-option E-2 is predominantly online on public road and / or follows existing field boundaries. This sub-option passes through housing estates and will require some vegetation removal to link up the Greenway, however this is not significant and would not significantly affect the species normally found in these types of habitats.	Slight Negative	Slight Negative	Neutral	
	Landscape and Visual Quality	Scheme details	Yes	Option E2 departs from the coast road and runs through housing estates, and along Fort Road. This route will have fewer scenic qualities and views of the sea, however the route would be quieter and more pleasant as removed from traffic and would largely follow existing roads (apart from wall removal which is required) so landscape and visual effects would be minimal.	Neutral	Neutral		
	Water Resources	Scheme details	Yes	The route option crosses approx. 50m of the Wood_010 river waterbody. The route also crosses 83m of the Mouth of the Shannon coastal waterbody. The CFRAM River Flood Extents - Present Day Map shows that the route does traverse approx 500m of lands with the probability of High, Medium and low flooding. NIFM Flood Extents - Present Day Map shows that the route does not traverse areas with any probability of flooding. The CFRAM Coastal Flood Extents - Present Day map shows that the route option does not traverse land with any probability of coastal flooding. The route does cross 1 area with a past single flood area. 100% of the route crosses areas of medium groundwater vulnerability. The route may impact groundwater flow and quality of the receptors because it intersects 3 groundwater wells. The route option does not cross an SAC/SPA boundary. However, since this route will be constructed entirely along an existing road, it is likely that this route option will have a neutral impact on water resources.	Neutral	Neutral		
	Soils and Geology	Scheme details	Yes	Sub-option E-2 is predominantly online on public road	Neutral	Neutral		
	Material Assets - Agricultural	Scheme details	Yes	Sub-option E-2 is predominantly online on public road and / or follows existing field boundaries.	Neutral	Neutral		
	Archaeology, Architecture and Cultural Heritage	Scheme details	Yes	This option will runs along existing roads with the northern part of the option located in the Kilrush ACA and the southern section located in the ACA for Kilrush Quay. There is potential for impacts on these areas from surface treatment and signage.	Slight Negative	Slight Negative		