

Route Corridor Option 1a (RCO1a)

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	No	N/A	N/A	Positive	Positive
		Schools and educational institutions	No	N/A	N/A		
		Hospitals and healthcare facilities	No	N/A	N/A		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	The Kilbeggan terminus of the Grand Canal Greenway is within corridor RCO1a at Kilbeggan Harbour. This existing greenway infrastructure connects to the Grand Canal Greenway in Tullamore. The corridor will have access to national bus routes at Kilbeggan town centre adjacent to the corridor. This facility offers opportunity to connect to Galway City, Dublin City and Dublin Airport. Kilbeggan also has regional roads, national roads and motorways. The R446, the R436 and the R389 are regional routes which pass through Kilbeggan town. The N52 National route and the M6 motorway can both be accessed 1km south of Kilbeggan town. Both RCO2a and RCO1a are rated as positive as they have the same infrastructure available to allow for interchange of transport modes.	Positive		
	Access to Recreational Facilities	Improved connectivity to ‘things to see and do’, such as tourism sites, attractions or activities	Yes	Eight primary 'things to see and do' within or in close proximity to this corridor: Kilbeggan Harbour, Kilbeggan Town, Kilbeggan Distillery, Coola Mill, Kilbeggan Pitch and Putt, Kilbeggan Racecourse, Westmeath Way and River Brosna. RCO1a also has football pitch and Pilates' studio. There are 4 recorded monuments and places, and 11 places on the national inventory of architectural heritage within the corridor. All these being within the corridor are considered to be a Positive.	Positive	Slight Positive	
		Sports clubs and facilities	Yes	No differentiator as both RCOs connect to the two urban centres in the area.	Neutral		
	Access to jobs	Access to jobs	No	N/A	N/A	N/A	
	Access to International Transport Gateways	Change in PT access	No	N/A	N/A	N/A	
	Freight Access	Change in HGV/LGV access	No	N/A	N/A	N/A	
		Freight Facilities change	No	N/A	N/A	N/A	
Social Impacts	Impact on deprived groups	LGV access to urban centres	No	N/A	N/A	Slight Positive	Slight Positive
		Access to urban centres	No	N/A	N/A		
		Access to schools	Yes	Connects to the new Mercy Secondary School and Scoil an Chlochair Kilbeggan is within the Route Corridor. Using the CSO statistics, there are 30 children in the corridor aged between 5 and 19 that could potentially have access to school through route option RCO1a. Liaison with Mercy Secondary School has indicated support for the project for use as a recreational facility for the school and therefore this section is rated as slight positive.	Slight Positive		
		Access to healthcare facilities	No	N/A	N/A		
	Transport users with different mobility needs	Accessibility of infrastructure for users of all ages and abilities.	Yes	The average disability rate for the small areas within RCO1a is 20.1% giving an estimated population of 33 people within the corridor with limited ability. There is also approximately 19 people between the ages of 65 and 79 within the corridor. Providing a greenway in this area can offer users of all ages and abilities an opportunity to safely engage in outdoor activities and is considered to be a positive to this social demographic.	Slight Positive	Slight Positive	
	Gender Impacts	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling	Yes	There are an estimated 78 female residents within RCO1a who could access the facility. RCO1a has 2 regional roads and 2 local road within the corridor, it also has 60 residential buildings within the corridor. RCO1a passes through a built-up area within Kilbeggan and to its immediate north which would offer passive surveillance but would have multiple crossings of local and regional roads or routing adjacent to these roads. Further north, around the Kilbeggan Racecourse area it is considered to be largely rural which would provide good segregation away from traffic but less passive surveillance. RCO1a is considered as a slight positive for addressing the needs of female users.	Positive	Positive	
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.	Yes	Using data from the CSO statistics and the Geodirectory, the population within the three small areas within route corridor RCO1a is estimated to be 164 people. The rating for Section RCO1a based on potential users is slight positive.	Slight Positive	Slight Positive	
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.	Yes	Eight primary 'things to see and do' within or in close proximity to this corridor: Kilbeggan Harbour, Kilbeggan Town, Kilbeggan Distillery, Coola Mill, Kilbeggan Pitch and Putt, Kilbeggan Racecourse, Westmeath Way and River Brosna. RCO1a also has football pitch and palate's studio. The presence of these facilities can increase the attractiveness of the facility and encourage usage thus improving health and wellbeing. There are 4 recorded monuments and places, and 11 places on the national inventory of architectural heritage within the corridor which provides opportunity to further enhance the attractiveness of the greenway. All these being within the corridor are considered to be a positive as they can be key drivers to use the greenway for outdoor recreation.	Positive	Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Land Use Impact	Public Realm	Impact on access and use of public realm and existing trailhead facilities.	Yes	Kilbeggan town can serve as a level 1 Trail head facility which is required at a maximum distance of 40km between this level of facilities. Providing a level one facility is a high positive for the greenway.	High Positive	High Positive	Slight Positive
	Connectivity with existing public transport facilities and cycle facilities	Improved connectivity to other local, regional and national cycling facilities.	Yes	RCO1a will link to the existing Kilbeggan terminus of the Grand Canal Greenway. RCO1a can also avail of the existing active travel infrastructure along the R446. Public transport with national and regional routes is accessible in Kilbeggan. This offers opportunity to interchange facilities to continuation of journeys. Corridor connects to the Westmeath Way walking trail network. Connecting to these existing facilities is rated as a high positive.	High Positive	High Positive	
	Material Assets	Impact on Non-Agricultural and Agricultural Properties.	Yes	Land use in RCO1a is predominantly agricultural. There is an urban area in the south of the corridor at Kilbeggan and an area of Agro-forestry along the Split Hills Esker. There is an area of commonage and bog land to the northwest. There is also an active quarry including a waste facility permit WFP-WH-2021-0011-02 to the north of RCO1a. Within the Kinnegad West ED and Ardnaglew ED, the average farm size is 38 Ha, with 2,080 Ha in total being farmed across both EDs, the majority of which is grassland (CSO, 2020). There is a roughly 59/41 split between cattle/ sheep livestock numbers in the EDs. Within RCO1a, an estimated 5% of the lands are made up of dairy farms. These types of farms would be greatly impacted by severance. Considering the small portion of lands made up by this type of agriculture, it is likely that severance can be avoided with minimal impact to the greenway route. Therefore a neutral score is applied.	Neutral	Neutral	
	Land Use	Prioritise the use of state-owned lands, minimise the impacts on private landowners. Buildability measured under this criteria in the form of appraisal of potential excavation and infill requirements based on existing gradients within the RCO's	Yes	There are 175 landowners within the corridor RCO1a. The Project Liaison Officer (PLO) has been engaging with landowners across the RCO. Typical issues discussed include security, impacts on farming activities, and severance. Potential options have been identified that are mainly along landowner boundaries and would minimise severance impacts on farming. There is 0.05km ² of public land within RCO1a. Taking into consideration the positive and negative feedback, the minimal area of public land plots, but also the opportunities to avoid severance and follow boundaries, RCO1a is rated as negative under this part of the criteria. Considering buildability criteria, 53% of lands in the corridor is at a gradient of less than 3% and 16% has a gradient of greater than 8%. The latter could have an impact on the amount of cut and fill required for greenway construction. The gradient below 3% is less than RCO2a and greater for gradients above 8% therefore RCO1a is rated as slight negative. Combining the scores gives an overall impact score of Negative under this sub-criteria.	Negative	Negative	
Safety Impact	Safety Impact	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure.	Yes	RCO1a has 2 regional roads and 2 local roads within the corridor. RCO1a passes through a built-up area within Kilbeggan and to its immediate north which would require crossings of local and regional roads or routing adjacent to these roads. Although there would be a number of crossings the greenway would be segregated from traffic and would be considered as a positive. RCO1a passes through a built-up area within Kilbeggan and to its immediate north which would offer passive surveillance. Further north, around the Kilbeggan Racecourse area it is considered to be largely rural which would provide less passive surveillance. RCO1a is considered as a slight positive for addressing the sense of personal security.	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	A modal shift within 2-3% would be considered reasonable assumption. Using the Climate Mitigation Scorecard the rating for RCO1a is positive.	Positive	Positive	Slight Positive
		Percentage change in private car kilometres travelled.	No	N/A	N/A		
		Percentage change in CO2 emissions	No	N/A	N/A		
	Climate Adaptation	Climate hazard assessment	Yes	Climate adaptation relates to measures to prepare for and respond to the impacts of climate change. Projects may increase the resilience and robustness of the transport network to protect it from the negative impacts of climate change. Design mitigation measures can be implemented to reduce the risks associated with climate change on this greenway. Within this section of the greenway the most notable climate change hazard is flooding from the River Brosna. This risk of flooding is appraised under the "Impact on surface waters and groundwaters" indicator and therefore not appraised under Climate hazard assessment. Based on this the Impact Score is Neutral.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	The main air quality impacts that may arise during demolition and construction activities are (these are temporary impacts): 1. dust deposition, resulting in the soiling of surfaces; 2. visible dust plumes, which are evidence of dust emissions; 3. elevated PM10, PM2.5 concentrations from demolition and construction activities (including earthworks and track out); and 4. an increase in concentrations of PM10, PM2.5 and nitrogen dioxide due to exhaust emissions from vehicles and equipment used on site (non-road mobile machinery) and vehicles accessing the site. It is anticipated a CEMP would be in place during the construction phase to manage potential construction phase impacts. Air quality from the transport sector is another important consideration, particularly in urban areas and/or in congested smaller towns which may have localised concentration of air pollution from traffic. Replacing car trips with active modes can improve local air quality by reducing the most pervasive pollutants to health and ecosystems. The EPA Air Quality Index is Good in this segment for NOx, SO2, PM2.5 and PM10. The scheme will not have detrimental impact on air quality as there are no emissions from the transport uses on the Greenway and the impact is deemed to be Neutral. There are 80 properties (residential and non residential) within RCO1a that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	Neutral
	Noise and Vibration	Impact on local noise levels from transport.	Yes	Active transport modes will not result in excessive noise levels, in fact, a mode shift to active transport modes will alleviate transport-related noise pollution. Potential inward noise and vibration impact on the proposed development could be expected from the existing environment, specifically road traffic noise. Road traffic noise on motorways and other high-speed roads can travel for significant distances, typically audible for up to several km due to its low frequency component. Constraints are existing noise sources with the potential to impact on the quality of enjoyment of the greenway, particularly road traffic noise. RCO1a is located in the 500m (0.1%) to 2km (47.2%) buffer from the heavily trafficked M6. There is also the Kilbeggan Racecourse which would have occasional high levels of noise in RCO1a. There are 80 properties (residential and non-residential) within RCO1a that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.	Yes	Effects on biodiversity are generally considered in terms of impacts on specific flora or fauna, or on defined habitats. The following designations are located within this section of route corridor; Split Hills and Long Hill Esker SAC (7.5% of segment), Split Hills and Long Hill Esker pNHA and Grand Canal pNHA (Total PNHA 20% of segment). In addition, there is a portion of Orchid Rich Grassland Calcareous Grassland (2855m2) within this portion of corridor - this is an Annex I qualifying Interest habitat. Also present are Lowland Hay Meadows (6414m2) on the northern fringes of this section of corridor.	Negative	Negative	
	Water Resources	Impact on surface waters and ground waters.	Yes	The NIFM flood maps indicate that RCO1a encompasses 1 key area that has a high probability of flooding from rivers as shown on the Water Resources Maps. These are isolated areas that correspond with river locations and take up a relatively small percentage of the total area of the route corridor. For this section it is calculated: Present Day - High Probability 0.5% (20202m2). This route corridor segment envelopes a number of waterbodies including waterbodies (Grangeegibbon, Loughanagore, Ballinlaban Stream, Brosna River, Gageborough) and there is a total length of watercourses within the corridor of 843m.	Slight Negative	Slight Negative	
	Landscape and Visual Quality	Impact on local landscapes and viewpoints.	Yes	This section lies entirely within the Character Area 11 South Westmeath Eskers - this accounts for 100% of the route corridor area. There are also 2 notable protected viewpoints on the northern fringes of Kilbeggan that envelopes this section. These are: Viewpoint Number 10 - View of the south-east face of Kilbeggan Distillery from bridge over the River Brosna on Regional Road R-446 & Viewpoint Number 11 View of Old Mill outside Kilbeggan from the intersection of the Local Road L-524 with the regional road R-389. This route corridor segment could avail of the attractiveness of the viewpoints.	Slight Positive	Slight Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally significant landscapes.	Yes	In this route corridor segment, there are 3 SMRs (building, water mill, enclosure) and 11 NIAHs (including the gateway and boundary wall of St James's Catholic Church, Saint James's Hall, Saint Mary's Convent of Mercy and associated graveyard, Coola Bridge, Coola Mill, Kilbeggan Grand Canal Harbour and associated Harbour Master's House and store/warehouse). All 11 NIAHs are also Protected Structures. One NIAH (Marshall's Corn Mill) is also an SMR, with the upstanding remains likely to have had earlier origins. It is also likely that additional mills were originally positioned along the River Brosna in Kilbeggan town. There are also no above ground remains of the remaining two SMRs, with the building identified as ruin on Larkin's 1808 map and the enclosure identified on 2018 aerial imagery. There are also an additional 11 sites in this route corridor as identified in the Westmeath Industrial Heritage Survey and these range from lime kilns to pumps, sluices, an aqueduct and a gravel extraction pit. Design shall avoid route directly through these features. These features could be considered attractions.	Slight Positive	Slight Positive	

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” column should be recorded as “N/A”.

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.

Route Corridor Option 2a (RCO2a)

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	No	N/A	N/A	Positive	Positive
		Schools and educational institutions	No	N/A	N/A		
		Hospitals and healthcare facilities	No	N/A	N/A		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	The Kilbeggan terminus of the Grand Canal Greenway is within corridor RCO2a at Kilbeggan Harbour. This existing greenway infrastructure connects to the Grand Canal Greenway in Tullamore. The corridor will have access to national bus routes at Kilbeggan town centre adjacent to the corridor. This facility offers opportunity to connect to Galway City, Dublin City and Dublin Airport. Kilbeggan also has regional roads, national roads and motorways. The R446, the R436 and the R389 are regional routes which pass through Kilbeggan town. The N52 National route and the M6 motorway can both be accessed 1km south of Kilbeggan town. Both RCO2a and RCO1a are rated as positive as they have the same infrastructure available to allow for interchange of transport modes.	Positive		
	Access to Recreational Facilities	Improved connectivity to ‘things to see and do’, such as tourism sites, attractions or activities	Yes	There are seven 'things to see and do' within or in close proximity to this corridor: Kilbeggan Harbour, Kilbeggan Town, Kilbeggan Distillery, Coola Mill, Kilbeggan Pitch and Putt, Westmeath Way and River Brosna. Route corridor also has football pitch and palate's studio. There are 3 recorded monuments and places, and 11 places on the national inventory of architectural heritage within the corridor. Overall, RCO2a is rated Positive.	Positive	Slight Positive	
		Sports clubs and facilities	Yes	No differentiator as both RCOs connect to the two urban centres in the area.	Neutral		
	Access to jobs	Access to jobs	No	N/A	N/A	N/A	
	Access to International Transport Gateways	Change in PT access	No	N/A	N/A	N/A	
	Freight Access	Change in HGV/LGV access	No	N/A	N/A	N/A	
		Freight Facilities change	No	N/A	N/A		
Social Impacts	Impact on deprived groups	LGV access to urban centres	No	N/A	N/A	Slight Positive	Slight Positive
		Access to urban centres	No	N/A	N/A		
		Access to schools	Yes	Connects to the new Mercy Secondary School and Scoil an Chlochair Kilbeggan is within the Route Corridor. Using the CSO statistics, there are 28 children in the corridor aged between 5 and 19 that could potentially have access to school through route option RCO2a. As this option is along the Brosna it is unlikely that this section could be used to commute to school however, as liaison with Mercy Secondary School has indicated support for the project for use as a recreational facility for the school it will be rated as a slight positive.	Slight Positive		
	Transport users with different mobility needs	Access to healthcare facilities	No	N/A	N/A	Slight Positive	
		Accessibility of infrastructure for users of all ages and abilities.	Yes	The average disability rate for the small areas within RCO2a is 20.1% giving an estimated population of 31 people within the corridor with limited ability. There is also approximately 18 people between the ages of 65 and 79 within the corridor. Providing a greenway in this area can offer users of all ages and abilities an opportunity to safely engage in outdoor activities and is considered to be a positive to this social demographic.	Slight Positive		
	Gender Impacts	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling	Yes	There is an estimated 73 female residents within RCO2a who could access the facility. RCO2a has 2 regional roads and 2 local roads within the corridor, it also has 56 residential buildings within the corridor. RCO2a passes mostly through a rural area. Routing to the east of the corridor would provide a fully segregated facility with one regional road crossing likely. This would provide a highly segregated facility that would be safe for female users however, the lack of passive surveillance is a slight negative. Taking this into consideration RCO2a is rated as Slight Positive.	Positive	Positive	
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.	Yes	Using data from the CSO statistics and the Geodirectory, the population within the three small areas within route corridor RCO2a is estimated to be 154 people. The rating for Section RCO1a based on potential users is slight positive.	Slight Positive	Slight Positive	
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.	Yes	There are seven 'things to see and do' within or in close proximity to this corridor are; Kilbeggan Harbour, Kilbeggan Town, Kilbeggan Distillery, Coola Mill, Kilbeggan Pitch and Putt, Westmeath Way and River Brosna. Route corridor also has football pitch and palate's studio. The presence of these facilities can increase the attractiveness of the facility and encourage usage thus improving health and wellbeing. There are 3 recorded monuments and places, and 11 places on the national inventory of architectural heritage within the corridor which provides opportunity to further enhance the attractiveness of the greenway. RCO1a has Kilbeggan racecourse in addition to these and therefore is rated as positive while RCO2a is rated slight positive as a comparative to Option 1a.	Slight Positive	Slight Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Land Use Impact	Public Realm	Impact on access and use of public realm and existing trailhead facilities.	Yes	Kilbeggan town can serve as a level 1 Trail head facility which is required at a maximum distance of 40km between this level of facilities. Providing a level one facility is a high positive for the greenway.	High Positive	High Positive	Positive
	Connectivity with existing public transport facilities and cycle facilities	Improved connectivity to other local, regional and national cycling facilities.	Yes	RCO2a will link to the existing Kilbeggan terminus of the Grand Canal Greenway. RCO2a can also avail of the existing active travel infrastructure along the R446. Public transport with national and regional routes is accessible in Kilbeggan. This offers opportunity to interchange facilities to continuation of journeys. Corridor connects to the Westmeath Way walking trail network. Connecting to these existing facilities is rated as a high positive.	High Positive	High Positive	
	Material Assets	Impact on Non-Agricultural and Agricultural Properties.	Yes	Land use in RCO2a is predominantly Agricultural, there is an Urban area in the south of the corridor at Kilbeggan and an area of Agro-forestry along the Split Hills Esker. Within the Kinnegad West ED and Ardnaglew ED, the average farm size is 38 Ha, with 2,080 Ha in total being farmed across both EDs, the majority of which is grassland (CSO, 2020). There is a roughly 59/41 split between cattle/ sheep livestock numbers in the EDs. Within RCO2a, an estimated 14% of the lands are made up of dairy farms. These types of farms would be greatly impacted by severance. Considering this route primarily follows the route of the River Brosna, a route along its banks will mean it is likely that severance can be avoided with minimal impact to the greenway route. Therefore a neutral score is applied	Neutral	Neutral	
	Land Use	Prioritise the use of state-owned lands, minimise the impacts on private landowners. Buildability measured under this criteria in the form of appraisal of potential excavation and infill requirements based on existing gradients within the RCO's.	Yes	There are 156 landowners within the corridor RCO2a. The Project Liaison Officer (PLO) has been engaging with landowners across the RCO. Typical issues discussed include security, impacts on farming activities, and severance. Potential options have been identified that are mainly along landowner boundaries and would minimise severance impacts on farming. There is 0.03km ² of public land within RCO2a. The size and location of this public lands is not considered to be overly beneficial to the establishment of a greenway route. In comparison to RCO1a this corridor provides opportunity to provide a route along raised flood embankment where there is an established walkway in the form of the Westmeath Way. This would reduce the impacts on farming activities within the impacted landowners property. This river also provides a natural boundary that would help in minimising potential severance impacts to landowners. RCO2a is rated as slight negative under this part of the criteria as there is a lack of large public land plots. As this RCO provides potential to reduce some potential farming impacts it is rated higher than RCO1a comparatively. Considering buildability criteria, 59% of lands in the corridor is at a gradient of less than 3% and 14% has a gradient of greater than 8%. This could have an impact on the amount of cut and fill required for greenway construction. Part of this corridor along the Brosna has a flood embankment and lands that is already used to accommodate the Westmeath Way. If these lands can be used it may be less intrusive to agricultural practice than elsewhere in the corridors RCO1a and RCO2a. Considering this and the higher percentage of gradient below 3% and the lower percentage above 8%, RCO2a is rated as slight positive. These impact scores combined result in an overall impact score of Neutral being applied.	Neutral	Neutral	
Safety Impact	Safety Impact	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure.	Yes	RCO2a has 2 regional roads and 2 local roads within the corridor. RCO2a passes through a built-up area within Kilbeggan but is mostly rural to the northwest along the river Brosna. There is opportunity here to have just one regional road crossing which would be considered as a positive. RCO2a passes mostly through a rural area. This rural nature of RCO2a has a lack of passive surveillance is a slight negative. Taking this into consideration RCO2a is rated as Slight Positive.	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	A modal shift within 2-3% would be considered reasonable assumption. Using the Climate Mitigation Scorecard the rating for RCO2a is positive.	Positive	Positive	Slight Positive
		Percentage change in private car kilometres travelled.	No	N/A	N/A		
		Percentage change in CO2 emissions	No	N/A	N/A		
	Climate Adaptation	Climate hazard assessment	Yes	Climate adaptation relates to measures to prepare for and respond to the impacts of climate change. Projects may increase the resilience and robustness of the transport network to protect it from the negative impacts of climate change. Design mitigation measures can be implemented to reduce the risks associated with climate change on this greenway. Within this section of the greenway the most notable climate change hazard is flooding from the River Brosna. This risk of flooding is appraised under the "Impact on surface waters and groundwaters" indicator and therefore not appraised under Climate hazard assessment. Based on this the Impact Score is Neutral.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	The main air quality impacts that may arise during demolition and construction activities are (these are temporary impacts): 1. dust deposition, resulting in the soiling of surfaces; 2. visible dust plumes, which are evidence of dust emissions; 3. elevated PM10, PM2.5 concentrations from demolition and construction activities (including earthworks and track out); and 4. an increase in concentrations of PM10, PM2.5 and nitrogen dioxide due to exhaust emissions from vehicles and equipment used on site (non-road mobile machinery) and vehicles accessing the site. It is anticipated a CEMP would be in place during the construction phase to manage potential construction phase impacts. Air quality from the transport sector is another important consideration, particularly in urban areas and/or in congested smaller towns which may have localised concentration of air pollution from traffic. Replacing car trips with active modes can improve local air quality by reducing the most pervasive pollutants to health and ecosystems. The EPA Air Quality Index is Good in this segment for NOx, SO2, PM2.5 and PM10. The scheme will not have detrimental impact on air quality as there are no emissions from the transport uses on the Greenway and the impact is deemed to be Neutral. There are 72 properties (residential and non residential) within RCO2a that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	Neutral
	Noise and Vibration	Impact on local noise levels from transport.	Yes	Active transport modes will not result in excessive noise levels, in fact, a mode shift to active transport modes will alleviate transport-related noise pollution. Potential inward noise and vibration impact on the proposed development could be expected from the existing environment, specifically road traffic noise. Road traffic noise on motorways and other high-speed roads can travel for significant distances, typically audible for up several km due to its low frequency component. Constraints are existing noise sources with the potential to impact on the quality of enjoyment of the greenway, particularly road traffic noise. There are 72 properties (residential and non-residential) in this corridor segment that may be impacted during construction but the impact following completion of construction is considered to be nil. RCO2a is located in the 500m (0.2%) to 2km (66.7%) buffer from the heavily trafficked M6.	Neutral	Neutral	
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.	Yes	Effects on biodiversity are generally considered in terms of impacts on specific flora or fauna, or on defined habitats. The following designations are located within this section of route corridor; Split Hills and Long Hill Esker SAC (2.5% of corridor segment area), Split Hills and Long Hill Esker pNHA and Grand Canal pNHA (a combined total of 3.2% of corridor segment area). In addition, there is a portion of Orchid Rich Grassland Calcareous Grassland (2965m2) within this portion of corridor - this is an Annex I qualifying Interest habitat.	Slight Negative	Slight Negative	
	Water Resources	Impact on surface waters and ground waters.	Yes	The NIFM flood maps indicate that RCO2a encompasses 1 key area that has a high probability of flooding from rivers as shown on the within the Water Resources Maps. These are isolated areas that correspond with river locations and take up a relatively small percentage of the total area of the route corridor. For this section it is calculated: Present Day - High Probability 1.9% (53157m2). This route corridor follows the Brosna for a large portion of its alignment - numerous segments of watercourses are within this RCO2a Option, namely; Grangeigibbon, Aghyrassy, Loughanagore and the Brosna River and there is a total length of watercourses within the corridor of 7475m.	Negative	Negative	
	Landscape and Visual Quality	Impact on local landscapes and viewpoints.	Yes	This section lies entirely within the Character Area 11 South Westmeath Eskers (100% of RCO2a). There are also 2 notable protected viewpoints on the northern fringes of Kilbeggan that envelopes this section. Viewpoint Number 11 View of Old Mill outside Kilbeggan from the intersection of the Local Road L-524 with the regional road R-389 is contained within this section. In addition, viewpoint 12 is located on the eastern peripheries of this section. Viewpoint 12 is defined as, a view of Long Hill Esker from south of the R-446 Regional Road. This route corridor segment could avail of the attractiveness of the viewpoints. The viewpoints defined in RCO1a are considered to be of greater value and therefore have scored higher comparatively.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally significant landscapes.	Yes	In this route corridor segment, there are 3 SMRs (building, water mill, enclosure), with a further two SMRs (barrow, large enclosure) just on the edge of the corridor. There are also 11 NIAHs (including the gateway and boundary wall of St James's Catholic Church, Saint James's Hall, Saint Mary's Convent of Mercy and associated graveyard, Coola Bridge, Coola Mill, Kilbeggan Grand Canal Harbour and associated Harbour Master's House and store/warehouse). All 11 NIAHs are also Protected Structures. One NIAH (Marshall's Corn Mill) is also an SMR, with the upstanding remains likely to have had earlier origins. It is also likely that additional mills were originally positioned along the River Brosna in Kilbeggan town. There are also no above ground remains of the remaining four SMRs, with the building identified as a ruin on Larkin's 1808 map, the two enclosures identified on 2018 aerial imagery and the barrow depicted on the OS 25-inch map (1910). There are also an additional 11 sites in this route corridor as identified in the Westmeath Industrial Heritage Survey and these range from lime kilns to pumps, sluices and an aqueduct. Design shall avoid route directly through these features. These features could be considered attractions.	Slight Positive	Slight Positive	

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” column should be recorded as “N/A”.

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.

Route Corridor Option 1b (RCO1b)

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score		
Accessibility	Access to Services	Urban Centres	No	N/A	N/A	Neutral	Neutral		
		Schools and educational institutions	No	N/A	N/A				
		Hospitals and healthcare facilities	No	N/A	N/A				
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	There are no public transport facilities in Ballynagore or within RCO1b. RCO1b is rated as neutral.	Neutral				
	Access to Recreational Facilities	Improved connectivity to ‘things to see and do’, such as tourism sites, attractions or activities	Yes	There are 7 recorded monuments and places, and 1 location on the national inventory of architectural heritage within the corridor. The Westmeath Way is within the corridor along the local and regional road. RCO1b is rated as neutral for things to see and do as the value of things to see and do is considered to be less than RCO2b.	Neutral	Neutral			
		Sports clubs and facilities	Yes	No differentiator as neither RCOs connect to significant sports clubs and facilities within in the area.	Neutral				
	Access to jobs	Access to jobs	No	N/A	N/A	N/A			
	Access to International Transport Gateways	Change in PT access	No	N/A	N/A	N/A			
	Freight Access	Change in HGV/LGV access	No	N/A	N/A	N/A			
		Freight Facilities change	No	N/A	N/A	N/A			
Social Impacts	Impact on deprived groups	LGV access to urban centres	No	N/A	N/A	Slight Positive	Slight Positive		
		Access to schools	Yes	Greenway could connect to St Patrick’s National School Ballynagore. Using the CSO statistics, there are 19 children in the corridor aged between 5 and 14 that could potentially have access to school through route option RCO1b. Creating connections to schools is considered a slight positive.	Slight Positive				
		Access to healthcare facilities	No	N/A	N/A				
	Transport users with different mobility needs	Accessibility of infrastructure for users of all ages and abilities.	Yes	The average disability rate for the small areas within RCO1b is 21.8% giving an estimated population of 31 people within the corridor with limited ability. There is also approximately 22 people between the ages of 65 and 79 within the corridor. Providing a greenway in this area can offer users of all ages and abilities an opportunity to safely engage in outdoor activities and is considered to be a slight positive to this social demographic.	Slight Positive	Slight Positive			
	Gender Impacts	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling	Yes	There are an estimated 77 female residents within RCO1b who could access the facility. RCO1b has 1 regional road and 3 local roads within the corridor, it also has 54 residential buildings within the corridor. RCO1b passes through an area of ribbon residential development between Kilbeggan and the village of Ballynagore which would offer passive surveillance but would have multiple crossings of local and regional roads or routing adjacent to these roads. Considering the opportunities for passive surveillance and limited opportunity for full greenway away from roads, RCO1b is considered as positive for addressing the needs of female users.	Positive	Positive			
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.	Yes	Using data from the CSO statistics and the Geodirectory, the population within the three small areas within route corridor RCO2a is estimated to be 143 people. The rating for Section RCO1a based on potential users is slight positive.	Slight Positive	Slight Positive			
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.	Yes	There are 7 recorded monuments and places, and 1 location on the national inventory of architectural heritage within the RCO1b which provides opportunity to further enhance the attractiveness of the greenway. The Westmeath Way is within the corridor along the local and regional road. RCO1b is rated as slight positive comparatively to RCO2b, due to the attractiveness and opportunity to further enhance the facility to promote the use of the greenway for outdoor recreation. The presence of these attractions can increase the attractiveness of the facility and encourage usage thus improving health and wellbeing.	Slight Positive	Slight Positive			
	Land Use Impact	Public Realm	Impact on access and use of public realm and existing trailhead facilities.	Yes	Ballynagore village is adjacent to the corridor and can serve as a level two facility which should be provided at max 15km intervals. Ballynagore is circa 5km from Kilbeggan town. Providing a level two facility is a positive for the greenway and could allow for business opportunities within Ballynagore to cater for visitors to the greenway.	Positive		Positive	Neutral
		Connectivity with existing public transport facilities and cycle facilities	Improved connectivity to other local, regional and national cycling facilities.	Yes	No connection to other cycle facilities within RCO1b. Corridor connects to the Westmeath Way walking trail network. No public transport available in or adjacent to this corridor. Connecting to this existing facility is considered a slight positive.	Slight Positive		Slight Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Material Assets	Impact on Non-Agricultural and Agricultural Properties.	Yes	Land use in RCO1b is predominantly Agricultural. RCO1b is within the Ballynagore ED. The average farm holding is 36 Ha with a total of 1,501 Ha under farm, primarily grassland (CSO 2020). Cattle represent approximately 70% of the livestock and sheep the remainign 30%. Within RCO1b, 2% of the lands are estimated to be made up of dairy farms. These types of farms would be greatly impacted by severance. Considering the small portion of lands made up by this type of agriculture, it is likely that severance can be avoided with minimal impact to the greenway route. Therefore a neutral score is applied. Within RCO1b, 1% of the lands are made up of stud farms. This type of livestock could be impacted by a greenway . Considering the small portion of lands made up by this type of agriculture, it is likely that it can be avoided or mitigated with minimal impact to the greenway route. Therefore a neutral score is applied	Neutral	Neutral	
	Land Use	Prioritise the use of state-owned lands, minimise the impacts on private landowners. Buildability measured under this criteria in the form of appraisal of potential excavation and infill requirements based on existing gradients within the RCO's.	Yes	There are 85 landowners within the corridor RCO1b. The Project Liaison Officer (PLO) has been engaging with landowners across the RCO. Typical issues discussed include security, impacts on farming activities, and severance. Potential options have been identified that are mainly along landowner boundaries and would minimise severance impacts on farming. There is 3,000m ² of public land within RCO1b, however the location of this public land combined with its relatively small size, it is not considered to be overly beneficial to the development of a greenway route. Due to the number of potentially impacted landowners and the lack of overly beneficial public lands plots to utilise, RCO1b is rated as negative under this part of the criteria. A High Negative score was not applied as there is opportunity to reduce potential severance impacts on landowners. Considering buildability criteria, 43% of lands in the corridor is at a gradient of less than 3% and 13% has a gradient of greater than 8%. This could have an impact on the amount of cut and fill required for greenway construction. RCO1b has ribbon development along the R389 near Balrath, that combined with the low 43% of land with a gradient of less than 3% would have a negative impact on the buildability of the greenway in comparison to Option RCO2b, therefore RCO1b is rated as slight negative under this part of the criteria. Combining the scores gives an overall impact score of Negative under this sub-criteria.	Negative	Negative	
Safety Impact	Safety Impact	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure.	Yes	RCO1b has 1 regional roads and 3 local roads within the corridor. RCO1b passes through an area of ribbon development north of Kilbeggan. In this area it would be difficult to avoid multiple crossings of local and regional roads or routing adjacent to these roads. Although there would be a number of crossings the greenway would be segregated from traffic and would be considered as a positive. RCO1b passes through an area of ribbon residential development between Kilbeggan and the village of Ballynagore which would offer passive surveillance. There are however large areas within RCO1b that are rural and do not provide good passive surveillance. Considering the opportunities for passive surveillance and the number of interactions with roads, RCO1b is considered as slight positive under this criteria.	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	A modal shift within 2-3% would be considered reasonable assumption. Using the Climate Mitigation Scorecard the rating for RCO1b is positive.	Positive	Positive	Slight Positive
		Percentage change in private car kilometres travelled.	No	N/A	N/A		
		Percentage change in CO2 emissions	No	N/A	N/A		
	Climate Adaptation	Climate hazard assessment	Yes	Climate adaptation relates to measures to prepare for and respond to the impacts of climate change. Projects may increase the resilience and robustness of the transport network to protect it from the negative impacts of climate change. Design mitigation measures can be implemented to reduce the risks associated with climate change on this greenway. The risk of flooding is appraised under the "Impact on surface waters and groundwaters" indicator and therefore not appraised under Climate hazard assessment. Based on this the Impact Score is Neutral.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	The main air quality impacts that may arise during demolition and construction activities are (these are temporary impacts): 1. dust deposition, resulting in the soiling of surfaces; 2. visible dust plumes, which are evidence of dust emissions; 3. elevated PM10, PM2.5 concentrations from demolition and construction activities (including earthworks and track out); and 4. an increase in concentrations of PM10, PM2.5 and nitrogen dioxide due to exhaust emissions from vehicles and equipment used on site (non-road mobile machinery) and vehicles accessing the site. It is anticipated a CEMP would be in place during the construction phase to manage potential construction phase impacts. Air quality from the transport sector is another important consideration, particularly in urban areas and/or in congested smaller towns which may have localised concentration of air pollution from traffic. Replacing car trips with active modes can improve local air quality by reducing the most pervasive pollutants to health and ecosystems. The EPA Air Quality Index is Good in this segment for NOx, SO2, PM2.5 and PM10. The scheme will not have detrimental impact on air quality as there are no emissions from the transport uses on the Greenway and the impact is deemed to be Neutral. There are 54 properties (residential and non-residential) within RCO1b that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	Neutral
	Noise and Vibration	Impact on local noise levels from transport.	Yes	Active transport modes will not result in excessive noise levels, in fact, a mode shift to active transport modes will alleviate transport-related noise pollution. Potential inward noise and vibration impact on the proposed development could be expected from the existing environment, specifically road traffic noise. Road traffic noise on motorways and other high-speed roads can travel for significant distances, typically audible for up several km due to its low frequency component. Constraints are existing noise sources with the potential to impact on the quality of enjoyment of the greenway, particularly road traffic noise. RCO1b is not within 2km of the M6 or N52. There are no major traffic noise sources that impinge on this segment. There are 54 properties (residential and non-residential) within RCO1b that may be impacted during construction but the impact following completion of construction is considered to be nil.	Positive	Positive	
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.	Yes	Effects on biodiversity are generally considered in terms of impacts on specific flora or fauna, or on defined habitats. The following designations are located within this section of route corridor; Split Hills and Long Hill Esker SAC (0.7% of corridor segment) and Split Hills and Long Hill Esker pNHA (0.5% of corridor segment). The areas of protected habitats in this corridor segment are extremely limited and therefore it could be argued that the rated is "Neutral".	Neutral	Neutral	
	Water Resources	Impact on surface waters and ground waters.	Yes	The NIFM flood maps indicate that RCO1b encompasses no key areas that have a high probability of flooding from rivers as shown on the within the Water Resources Maps. These are isolated areas that correspond with river locations and take up a relatively small percentage of the total area of the route corridor. For this section it is calculated: Present Day - High Probability 0% (0m2). This route corridor crosses 3 waterbodies (Killinlahan and Toorlisnamore, Gageborough) and there is a total length of watercourses within the corridor of 1063m.	Slight Negative	Slight Negative	
	Landscape and Visual Quality	Impact on local landscapes and viewpoints.	Yes	This section lies entirely within the Character Area 11 South Westmeath Eskers - accounting for 100% of the land coverage of the route option segment. There are no protected views in this section. Limited impact on viewpoints and opportunity to avail of viewpoints is considered to be a neutral impact.	Neutral	Neutral	
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally significant landscapes.	Yes	In this route corridor segment, there are 7 SMRs (church, graveyard, castle, enclosure, 3 ringforts) and 1 NIAH (gateway and boundary wall of Balrath Graveyard), which is also a Protected Structure. The three ringforts have upstanding but overgrown remains comprising earth and stone banks and associated fosses. There are also an additional 14 sites identified in the Westmeath Industrial Heritage Survey. These largely comprise lime kilns but also a pump and a smithy. Design shall avoid route directly through these features. These features could be considered attractions.	Slight Positive	Slight Positive	

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.

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
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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” column should be recorded as “N/A”.

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.

Route Corridor Option 2b (RCO2b)

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score		
Accessibility	Access to Services	Urban Centres	No	N/A	N/A	Neutral	Slight Positive		
		Schools and educational institutions	No	N/A	N/A				
		Hospitals and healthcare facilities	No	N/A	N/A				
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	There are no public transport facilities in Ballynagore or within RCO2b. RCO2b is rated as neutral.	Neutral				
	Access to Recreational Facilities	Improved connectivity to ‘things to see and do’, such as tourism sites, attractions or activities	Yes	Ballynagore, River Brosna and Westmeath Way are listed as 'things to see and do' in the Feasibility Study and are within this corridor. There are no recorded monuments and places, and 4 locations on the national inventory of architectural heritage within the corridor. As RCO2b is both Scenic on the river Brosna and offers things to see and do it is rated as a positive.	Positive	Slight Positive			
		Sports clubs and facilities	Yes	No differentiator as neither RCOs connect to significant sports clubs and facilities within in the area.	Neutral				
	Access to jobs	Access to jobs	No	N/A	N/A	N/A			
	Access to International Transport Gateways	Change in PT access	No	N/A	N/A	N/A			
	Freight Access	Change in HGV/LGV access	No	N/A	N/A	N/A			
		Freight Facilities change	No	N/A	N/A	N/A			
Social Impacts	Impact on deprived groups	LGV access to urban centres	No	N/A	N/A	Neutral	Slight Positive		
		Access to urban centres	No	N/A	N/A				
		Access to schools	Yes	Greenway could connect to St Patrick's National School Ballynagore. Using the CSO statistics, there are estimated to be 7 children in the corridor aged between 5 and 14 that could potentially have access to school through route option RCO2b. As most houses in the corridor are in Ballynagore and this corridor primarily follows the route of the River Brosna away from access to houses, it is very unlikely that this section could be used to commute to school in Ballynagore and is therefore rated as neutral.	Neutral				
		Access to healthcare facilities	No	N/A	N/A				
	Transport users with different mobility needs	Accessibility of infrastructure for users of all ages and abilities.	Yes	The average disability rate for the small areas within RCO2b is 20.4% giving an estimated population of 10 people within the corridor with limited ability. There is also approximately 8 people between the ages of 65 and 79 within the corridor. Providing a greenway in this area can offer users of all ages and abilities an opportunity to safely engage in outdoor activities and is considered to be a slight positive to this social demographic.	Slight Positive	Slight Positive			
	Gender Impacts	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling	Yes	There are an estimated 24 female residents within RCO2b who could access the facility. RCO2b has no regional roads and 1 local road within the corridor, it also has 17 residential buildings within the corridor. RCO2b passes along the river Brosna and has just one possible road crossing at Ballynagore. This would provide an excellent segregated facility for female users but would be poor for passive surveillance. Although the corridor has segregation, due to poor passive surveillance and the number of female users in the area compared to RCO1b the rating for RCO2b is rated lower as slight positive for addressing the needs of female users.	Slight Positive	Slight Positive			
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.	Yes	Using data from the CSO statistics and the Geodirectory, the population within the three small areas within route corridor RCO2a is estimated to be 48 people. The rating for Section RCO1a based on potential users is neutral.	Neutral	Neutral			
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.	Yes	Ballynagore, River Brosna and Westmeath Way are listed as 'things to see and do' in the Feasibility Study and are within this corridor. There are no recorded monuments and places, and 4 locations on the national inventory of architectural heritage within the corridor. As RCO2b is both Scenic on the river Brosna and offers things to see and do which can be key drivers to use the greenway for outdoor recreation thus improving health and wellbeing, it is therefore rated as a Positive.	Positive	Positive			
	Land Use Impact	Public Realm	Impact on access and use of public realm and existing trailhead facilities.	Yes	Ballynagore village is within the corridor and can serve as a level two facility which should be provided at max 15km intervals. Ballynagore is circa 5km from Kilbeggan town. Providing a level two facility is a positive for the greenway and could allow for business opportunities within Ballynagore to cater for visitors to the greenway.	Positive		Positive	Slight Positive
		Connectivity with existing public transport facilities and cycle facilities	Improved connectivity to other local, regional and national cycling facilities.	Yes	No connection to other cycle facilities within RCO2b. Corridor connects to the Westmeath Way walking trail network. No public transport available in or adjacent to this corridor. Connecting to this existing facility is considered a slight positive.	Slight Positive		Slight Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Material Assets	Impact on Non-Agricultural and Agricultural Properties.	Yes	Land use in RCO2b is predominantly Agricultural. RCO2b is within the Ballynagore ED. The average farm holding is 36 Ha with a total of 1,501 Ha under farm, primarily grassland (CSO 2020). Cattle represent approximately 70% of the livestock and sheep the remaining 30%. Within RCO2b, 47% of the lands are made up of dairy farms. These types of farms would be greatly impacted by severance. Considering this route primarily follows the route of the River Brosna, a route along its banks will mean it is likely that severance can be avoided with minimal impact to the greenway route. Therefore a neutral score is applied. There are no recorded stud farms present	Neutral	Neutral	
	Land Use	Prioritise the use of state-owned lands, minimise the impacts on private landowners. Buildability measured under this criteria in the form of appraisal of potential excavation and infill requirements based on existing gradients within the RCO's.	Yes	There are 29 landowners within the corridor RCO2b. The Project Liaison Officer (PLO) has been engaging with landowners across the RCO. Typical issues discussed include security, impacts on farming activities, and severance. Potential options have been identified that are mainly along landowner boundaries and would minimise severance impacts on farming. There is no public land within RCO2b. Due to the number of potentially impacted landowners within the corridor compared to RCO1b, RCO2b is rated as slight negative under this part of the criteria. Considering buildability criteria; 51% of lands in the corridor is at a gradient of less than 3% and 17% has a gradient of greater than 8%. This could have an impact on the amount of cut and fill required for greenway construction. RCO2b has a slightly higher percentage of land with a gradient of less than 3% compared to RCO1a and has no ribbon development, therefore RCO2b is rated as slight positive under this part of the criteria. Combining the scores gives an overall impact score of Neutral under this sub-criteria.	Neutral	Neutral	
Safety Impact	Safety Impact	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure.	Yes	RCO2b has no regional roads and 1 local road within the corridor. RCO2b is predominantly along the river Brosna north of Kilbeggan to Ballynagore. RCO2b would have just one potential crossing at Ballynagore and therefore, would be considered as a positive. RCO2b would provide poor passive surveillance across its route, however there is some opportunity at Ballynagore village. RCO2b is rated as slight positive under his criteria as the sense of personal security from passive surveillance is considered to be poor.	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	A modal shift within 2-3% would be considered reasonable assumption. Using the Climate Mitigation Scorecard the rating for RCO2b is positive.	Positive	Positive	Slight Positive
		Percentage change in private car kilometres travelled.	No	N/A	N/A		
		Percentage change in CO2 emissions	No	N/A	N/A		
	Climate Adaptation	Climate hazard assessment	Yes	Climate adaptation relates to measures to prepare for and respond to the impacts of climate change. Projects may increase the resilience and robustness of the transport network to protect it from the negative impacts of climate change. Design mitigation measures can be implemented to reduce the risks associated with climate change on this greenway. Within this section of the greenway the most notable climate change hazard is flooding from the River Brosna. This risk of flooding is appraised under the "Impact on surface waters and groundwaters" indicator and therefore not appraised under Climate hazard assessment. Based on this the Impact Score is Neutral.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	The main air quality impacts that may arise during demolition and construction activities are (these are temporary impacts): 1. dust deposition, resulting in the soiling of surfaces; 2. visible dust plumes, which are evidence of dust emissions; 3. elevated PM10, PM2.5 concentrations from demolition and construction activities (including earthworks and track out); and 4. an increase in concentrations of PM10, PM2.5 and nitrogen dioxide due to exhaust emissions from vehicles and equipment used on site (non-road mobile machinery) and vehicles accessing the site. It is anticipated a CEMP would be in place during the construction phase to manage potential construction phase impacts. Air quality from the transport sector is another important consideration, particularly in urban areas and/or in congested smaller towns which may have localised concentration of air pollution from traffic. Replacing car trips with active modes can improve local air quality by reducing the most pervasive pollutants to health and ecosystems. The EPA Air Quality Index is Good in this segment for NOx, SO2, PM2.5 and PM10. The scheme will not have detrimental impact on air quality as there are no emissions from the transport uses on the Greenway and the impact is deemed to be Neutral. There are 17 properties (residential and non-residential) within RCO2b that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	Neutral
	Noise and Vibration	Impact on local noise levels from transport.	Yes	Active transport modes will not result in excessive noise levels, in fact, a mode shift to active transport modes will alleviate transport-related noise pollution. Potential inward noise and vibration impact on the proposed development could be expected from the existing environment, specifically road traffic noise. Road traffic noise on motorways and other high-speed roads can travel for significant distances, typically audible for up several km due to its low frequency component. Constraints are existing noise sources with the potential to impact on the quality of enjoyment of the greenway, particularly road traffic noise. There are 17 properties (residential and non-residential) within RCO2b that may be impacted during construction but the impact following completion of construction is considered to be nil. This portion of route corridor segment is not within 2km of the M6 or N52.	Positive	Positive	
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.	Yes	Effects on biodiversity are generally considered in terms of impacts on specific flora or fauna, or on defined habitats. The following designations are located within this section of route corridor; Split Hills and Long Hill Esker SAC (less than 0.1% of corridor segment area) and Split Hills And Long Hill Esker pNHA (less than 0.1% of corridor segment area). The areas of protected habitats in this corridor segment are extremely limited and therefore it could be argued that the rated is "Neutral".	Neutral	Neutral	
	Water Resources	Impact on surface waters and ground waters.	Yes	The NIFM flood maps indicate that RCO2b encompasses no key areas that have a high probability of flooding from rivers as shown on the within the Water Resources Maps. These are isolated areas that correspond with river locations and take up a relatively small percentage of the total area of the route corridor. For this section it is calculated: Present Day - High Probability 0% (0m2). This route corridor contains numerous waterbodies (Killinlahan, Brosna River, Teernacreeve, Toorlisnamore, Tyrrellspass) and large follows the path of the Brosna Rover and there is a total length of watercourses within the corridor of 3295m.	Negative	Negative	
	Landscape and Visual Quality	Impact on local landscapes and viewpoints.	Yes	This section lies entirely within the Character Area 11 South Westmeath Eskers - accounting for 100% of the area covered by this segment. There are no protected views in this section. Limited impact on viewpoints and opportunity to avail of viewpoints is considered to be a neutral impact.	Neutral	Neutral	
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally significant landscapes.	Yes	In this route corridor segment, there are 0 SMRs and 4 NIAHs (mill, miller's house, Ballynagore Bridge, Glen Brosna House), all of which are also Protected Structures. The mill is in ruins, but the other three structures remain in good condition. There are also an additional 3 sites identified in the Westmeath Industrial Heritage Survey. These comprise a weir that is part of the mill complex and depicted on the 25-inch OS map (1912), and an eel weir and a 'Corn Mill in Ruins', both depicted on the 6-inch OS map (1836). These features could be considered attractions.	Slight Positive	Slight Positive	

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.

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
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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” column should be recorded as “N/A”.

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.

Route Corridor Option 1c (RCO1c)

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	No	N/A	N/A	Neutral	Neutral
		Schools and educational institutions	No	N/A	N/A		
		Hospitals and healthcare facilities	No	N/A	N/A		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	There are no public transport facilities within RCO1c. RCO1c is rated as neutral.	Neutral		
	Access to Recreational Facilities	Improved connectivity to ‘things to see and do’, such as tourism sites, attractions or activities	Yes	There is 1 recorded monuments and places, and no locations on the national inventory of architectural heritage within the corridor. The Westmeath Way is within the corridor along the local road. Due to the limited attractions RCO1c is rated as neutral for things to see and do.	Neutral	Neutral	
		Sports clubs and facilities	Yes	No differentiator as neither RCOs connect to significant sports clubs and facilities within in the area.	Neutral		
	Access to jobs	Access to jobs	No	N/A	N/A	N/A	
	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	No	N/A	N/A	Slight Positive	Slight Positive
		Access to schools	Yes	Greenway could connect to St Patrick's National School Ballynagore. Using the CSO statistics, there are an estimated 8 children in the corridor aged between 5 and 14, that could potentially have access to school through route option RCO1c. Creating connections to schools is considered a slight positive.	Slight Positive		
		Access to healthcare facilities	No	N/A	N/A		
	Transport users with different mobility needs	Accessibility of infrastructure for users of all ages and abilities.	Yes	The average disability rate for the small areas within RCO1c is 17.5% giving an estimated population of 8 people within the corridor with limited ability. There is also approximately 7 people between the ages of 65 and 79 within the corridor. Providing a greenway in this area can offer users of all ages and abilities an opportunity to safely engage in outdoor activities and is considered to be a positive to this social demographic.	Slight Positive	Slight Positive	
	Gender Impacts	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling	Yes	There are an estimated 21 female residents within RCO1c who could access the facility. RCO1c has no regional road and 3 local roads within the corridor, it also has 14 residential buildings within the corridor. RCO1c passes through a quiet rural area north of Ballynagore village which would offer both segregation and passive surveillance adjacent to local roads. RCO1c is considered as Slight Positive for addressing the needs of female users due to the lack of passive surveillance in sections.	Slight Positive	Slight Positive	
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.	Yes	Using data from the CSO statistics and the Geodirectory, the population within the three small areas within route corridor RCO2a is estimated to be 44 people. The rating for Section RCO1a based on potential users is neutral.	Neutral	Neutral	
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.	Yes	There is 1 recorded monuments and places, and no locations on the national inventory of architectural heritage within the corridor. The Westmeath Way is within the corridor along the local road. Due to the limited attractions which can be key drivers to use the greenway for outdoor recreation, RCO1c is rated as slight positive.	Slight Positive	Slight Positive	
	Land Use Impact	Public Realm	Impact on access and use of public realm and existing trailhead facilities.	Yes	Ballynagore village is adjacent to the corridor and can serve as a level two facility which should be provided at max 15km intervals. Ballynagore is circa 5km from Keegan town. Providing a level two facility is a positive for the greenway.	Positive	
Connectivity with existing public transport facilities and cycle facilities		Improved connectivity to other local, regional and national cycling facilities.	Yes	No connection to other cycle facilities within RCO1c. Corridor connects to the Westmeath Way walking trail network. No public transport available in or adjacent to this corridor. Connecting to this existing facility is considered a slight positive.	Slight Positive	Slight Positive	
Material Assets		Impact on Non-Agricultural and Agricultural Properties.	Yes	Land use in RCO1c is predominantly Agriculture, and there is a large portion of land in the north of the corridor that is mixed forest. RCO1c is within the Middleton ED. The average farm size is 38 Ha and the total area farmed is 1,373 Ha, predominantly grassland (CSO, 2020). The mix of livestock in the ED is approximately 60% cattle, 40% sheep. Transitional Woodland in RCO2c is the differentiating factor between these two RCO's. There are no recorded dairy or stud farms present.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Land Use	Prioritise the use of state-owned lands, minimise the impacts on private landowners. Buildability measured under this criteria in the form of appraisal of potential excavation and infill requirements based on existing gradients within the RCO's.	Yes	There are 56 landowners within the corridor RCO1c. The Project Liaison Officer (PLO) has been engaging with landowners across the RCO. Typical issues discussed include security, impacts on farming activities, and severance. Potential options have been identified that are mainly along landowner boundaries and would minimise severance impacts on farming. There is 0.8km ² of public land within RCO1c. A review of this land has helped identify a potential route through it that could allow for this land to be utilised. Due to the public land available within RCO1c being considered usable but the lands linking to it being privately owned, the rating is Neutral. Considering buildability criteria; 58% of lands in the corridor is at a gradient of less than 3% and 10% has a gradient of greater than 8%. This could have an impact on the amount of cut and fill required for greenway construction. RCO1c has a slightly higher percentage of land with a gradient of less than 3% and slightly less with a gradient of greater than 8% when compared to RCO2c however this is not sufficient enough to differentiate between the RCO's. An overall impact score of Neutral has been applied under this criteria	Neutral	Neutral	
Safety Impact	Safety Impact	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure.	Yes	RCO1c has no regional roads and 3 local roads within the corridor. RCO1c passes through a rural area north of Ballynagore, it is possible that this corridor would require routing adjacent to a local road or require road crossings. Although there may be a number of crossings, the greenway would be segregated from traffic and would be considered as a positive. RCO1c passes through a quiet rural area north of Ballynagore village which would offer both segregation and passive surveillance adjacent to local roads. RCO1c is considered as Slight Positive for addressing personal security needs of users due to the lack of passive surveillance in sections. Combining these scores gives an overall impact score of slight positive under this criteria.	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	A modal shift within 2-3% would be considered reasonable assumption. Using the Climate Mitigation Scorecard the rating for RCO1c is positive.	Positive	Positive	Slight Positive
		Percentage change in private car kilometres travelled.	No	N/A	N/A		
		Percentage change in CO2 emissions	No	N/A	N/A		
	Climate Adaptation	Climate hazard assessment	Yes	Climate adaptation relates to measures to prepare for and respond to the impacts of climate change. Projects may increase the resilience and robustness of the transport network to protect it from the negative impacts of climate change. Design mitigation measures can be implemented to reduce the risks associated with climate change on this greenway. Within this section of the greenway the most notable climate change hazard is flooding from the Monaghanstown River. This risk of flooding is appraised under the "Impact on surface waters and groundwaters" indicator and therefore not appraised under Climate hazard assessment. Based on this the Impact Score is Neutral.	Neutral	Neutral	
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	The main air quality impacts that may arise during demolition and construction activities are (these are temporary impacts): 1. dust deposition, resulting in the soiling of surfaces; 2. visible dust plumes, which are evidence of dust emissions; 3. elevated PM10, PM2.5 concentrations from demolition and construction activities (including earthworks and track out); and 4. an increase in concentrations of PM10, PM2.5 and nitrogen dioxide due to exhaust emissions from vehicles and equipment used on site (non-road mobile machinery) and vehicles accessing the site. It is anticipated a CEMP would be in place during the construction phase to manage potential construction phase impacts. Air quality from the transport sector is another important consideration, particularly in urban areas and/or in congested smaller towns which may have localised concentration of air pollution from traffic. Replacing car trips with active modes can improve local air quality by reducing the most pervasive pollutants to health and ecosystems. The EPA Air Quality Index is Good in this segment for NOx, SO2, PM2.5 and PM10. The scheme will not have detrimental impact on air quality as there are no emissions from the transport uses on the Greenway and the impact is deemed to be Neutral. There are 14 properties (residential and non residential) within RCO1c that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	Neutral

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Noise and Vibration	Impact on local noise levels from transport.	Yes	Active transport modes will not result in excessive noise levels, in fact, a mode shift to active transport modes will alleviate transport-related noise pollution. Potential inward noise and vibration impact on the proposed development could be expected from the existing environment, specifically road traffic noise. Road traffic noise on motorways and other high-speed roads can travel for significant distances, typically audible for up several km due to its low frequency component. Constraints are existing noise sources with the potential to impact on the quality of enjoyment of the greenway, particularly road traffic noise. This portion of route corridor segment is not within 2km of the M6 or N52. There are 14 properties (residential and non-residential) within RCO1c that may be impacted during construction but the impact following completion of construction is considered to be nil.	Positive	Positive	
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.	Yes	Effects on biodiversity are generally considered in terms of impacts on specific flora or fauna, or on defined habitats. There are no SACs, SPAs, pNHAs or qualifying habitats within this portion of route corridor. There are no areas of protected habitats in this corridor segment and therefore it is rated "Neutral".	Neutral	Neutral	
	Water Resources	Impact on surface waters and ground waters.	Yes	The NIFM flood maps indicate that RCO1c encompasses 1 key area that has a high probability of flooding from rivers as shown on the within the Water Resources Maps. These are isolated areas that correspond with river locations and take up a relatively small percentage of the total area of the route corridor. For this section it is calculated: Present Day - High Probability 0.8% (84918m2). This route corridor crosses 2 waterbodies (Killinlahan & Monaghanstown) and there is a total length of watercourses within the corridor of 1309m.	Slight Negative	Slight Negative	
	Landscape and Visual Quality	Impact on local landscapes and viewpoints.	Yes	There are two LCAs within this route corridor option, namely Southwestmeath Eskers (38.6% of the entire area) and Lough Ennell & South Eastern Corridor (61.4% of the entire area). There are no defined viewpoints in this segment. Limited impact on viewpoints and opportunity to avail of viewpoints is considered to be a neutral impact.	Neutral	Neutral	
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally significant landscapes.	Yes	There is 1 SMR (enclosure) and 0 NIAHs in this route corridor segment. The enclosure may represent a natural or geological feature that was quarried for a nearby lime kiln, however, there are hut sites nearby but outside the corridor. There are also an additional 10 sites identified in the Westmeath Industrial Heritage Survey. These largely represent lime kilns depicted on the first edition Ordnance Survey 6-inch map (surveyed 1836). As the number of these features in this corridor are low a neutral score has been applied.	Neutral	Neutral	

Instructions:

Option Assessment

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Indicator Score (TAA Column)

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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)

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Scorecard (Tabs)

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

Route Corridor Option 2c (RCO2c)

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	No	N/A	N/A	Neutral	Slight Positive
		Schools and educational institutions	No	N/A	N/A		
		Hospitals and healthcare facilities	No	N/A	N/A		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	There are no public transport facilities within RCO2c. RCO2c is rated as neutral.	Neutral		
	Access to Recreational Facilities	Improved connectivity to ‘things to see and do’, such as tourism sites, attractions or activities	Yes	There are no recorded monuments and places, and 7 locations on the national inventory of architectural heritage within the corridor. Ballynagore and the River Brosna are listed as 'things to see and do' in the Feasibility Study and are within this corridor. The Westmeath Way is also adjacent to this corridor. As RCO2c is both Scenic on the river Brosna and offers things to see and do it is rated as a positive.	Positive	Slight Positive	
		Sports clubs and facilities	Yes	No differentiator as neither RCOs connect to significant sports clubs and facilities within in the area.	Neutral		
	Access to jobs	Access to jobs	No	N/A	N/A	N/A	
	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	No	N/A	N/A	Neutral	Slight Positive
		Access to schools	Yes	Greenway could connect to St Patrick's National School Ballynagore. Using the CSO statistics, there are 9 children in the corridor aged between 5 and 14, that could potenitally have access to school through route option RCO1c. As most houses in the corridor are in Ballynagore and this corridor primarily follows the route of the River Brosna away from access to houses, it is very unlikely that this section could be used to commute to school in Ballynagore and therefore is rated as neutral	Neutral		
		Access to healthcare facilities	No	N/A	N/A		
	Transport users with different mobility needs	Accessibility of infrastructure for users of all ages and abilities.	Yes	The average disability rate for the small areas within RCO2c is 17.5% giving an estimated population of 8 people within the corridor with limited ability. There is also approximately 7 people between the ages of 65 and 79 within the corridor. Providing a greenway in this area can offer users of all ages and abilities an opportunity to safely engage in outdoor activities and is considered to be a positive to this social demographic.	Slight Positive	Slight Positive	
	Gender Impacts	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling	Yes	There are an estimated 23 female residents within RCO2c who could access the greenway. RCO2c has no regional road and 1 local road within the corridor, it also has 15 residential buildings within the corridor. RCO2c routes northeast from Ballynagore village and along the River Brosna, offering a route away from traffic. A route away from traffic could be considered a positive for female users. All the residential buildings are located near Ballynagore to the south of the corridor and therefore the route has poor passive surveillance overall. Although RCO2c has opportunity for passive surveillance it is rated as Slight Positive due to the lack of passive surveillance in sections.	Slight Positive	Slight Positive	
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.	Yes	Using data from the CSO statistics and the Geodirectory, the population within the three small areas within route corridor RCO2a is estimated to be 47 people. The rating for Section RCO1a based on potential users is neutral.	Neutral	Neutral	
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.	Yes	There are no recorded monuments and places, and 7 locations on the national inventory of architectural heritage within the corridor. Ballynagore and the River Brosna are listed as 'things to see and do' in the Feasibility Study and are within this corridor. The Westmeath Way is also adjacent to this corridor. As RCO2c is both Scenic on the river Brosna and offers things to see and do which can be key drivers to use the greenway for outdoor recreation, thus improving health and wellbeing, it is rated as a positive.	Positive	Positive	
Land Use Impact	Public Realm	Impact on access and use of public realm and existing trailhead facilities.	Yes	Ballynagore village is within the corridor and can serve as a level two facility which should be provided at max 15km intervals. Ballynagore is circa 5km from Kilbeggan town. Providing a level two facility is a positive for the greenway.	Positive	Positive	Neutral
	Connectivity with existing public transport facilities and cycle facilities	Improved connectivity to other local, regional and national cycling facilities.	Yes	No connection to other cycle facilities within RCO2c. No public transport available in or adjacent to this corridor. Connecting to this existing facility is considered a neutral.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Material Assets	Impact on Non-Agricultural and Agricultural Properties.	Yes	Land use in RCO2c is predominantly Agricultural. There is a portion of land in the north of the corridor that is highlighted as Transitional woodland-scrub as well as a small area of conifer plantation. There is a built-up area at Ballynagore village at the south of RCO2c. The Transitional woodland-scrub would be a higher impact environmentally than the commercial forest in RCO1c and therefore RCO2c is rated as slight negative. RCO2c is within the Middleton ED. The average farm size is 38 Ha and the total area farmed is 1,373 Ha, predominantly grassland (CSO, 2020). The mix of livestock in the ED is approximately 60% cattle, 40% sheep. Within RCO2c, an estimated 20% of the lands are made up of dairy farms. These types of farms would be greatly impacted by severance. Considering this route primarily follows the route of the River Brosna, a route along its banks will mean it is likely that severance can be avoided with minimal impact to the greenway route. Therefore a neutral score is applied. There are no recorded stud farms present. An overall score of neutral is applied	Neutral	Neutral	
	Land Use	Prioritise the use of state-owned lands, minimise the impacts on private landowners. Buildability measured under this criteria in the form of appraisal of potential excavation and infill requirements based on existing gradients within the RCO's.	Yes	There are 46 landowners within the corridor RCO2c. The Project Liaison Officer (PLO) has been engaging with landowners across the RCO. Typical issues discussed include security, impacts on farming activities, and severance. Potential options have been identified that are mainly along landowner boundaries and would minimise severance impacts on farming. There is 0.2km ² of public land within RCO2c. Due to the area of public lands available in RCO2c compared to RCO1c and taking into consideration the positive and negative feedback received during public consultations, the rating for RCO2c is negative under this part of the criteria. A High Negative score was not applied as there is opportunity to reduce potential severance impacts on landowners. Considering buildability criteria; 57% of lands in the corridor is at a gradient of less than 3% and 15% has a gradient of greater than 8%. This could have an impact on the amount of cut and fill required for greenway construction. RCO2c has a slightly lower percentage of land with a gradient of less than 3% and slightly higher percentage of gradient greater than 8% compared to RCO1c. A combined impact score of Negative has been applied under this criteria.	Negative	Negative	
Safety Impact	Safety Impact	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure.	Yes	RCO2c has no regional roads and 1 local road within the corridor. RCO2c would route along the river Brosna north of Ballynagore. RCO2c would have just one potential local road crossing and therefore, would be considered as a positive. RCO2c routes northeast from Ballynagore village and along the River Brosna, offering a route away from traffic. All the residential buildings are located near Ballynagore to the south of the corridor and therefore the route has poor passive surveillance overall. Although RCO2c has opportunity for passive surveillance it is rated as Slight Positive due to the lack of passive surveillance in sections. Combining these scores gives an overall slight positive impact under this criteria.	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	A modal shift within 2-3% would be considered reasonable assumption. Using the Climate Mitigation Scorecard the rating for RCO2c is positive.	Positive	Positive	Slight Positive
		Percentage change in private car kilometres travelled.	No	N/A	N/A		
		Percentage change in CO2 emissions	No	N/A	N/A		
	Climate Adaptation	Climate hazard assessment	Yes	Climate adaptation relates to measures to prepare for and respond to the impacts of climate change. Projects may increase the resilience and robustness of the transport network to protect it from the negative impacts of climate change. Design mitigation measures can be implemented to reduce the risks associated with climate change on this greenway. Within this section of the greenway the most notable climate change hazard is flooding from the River Brosna. This risk of flooding is appraised under the "Impact on surface waters and groundwaters" indicator and therefore not appraised under Climate hazard assessment. Based on this the Impact Score is Neutral.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	The main air quality impacts that may arise during demolition and construction activities are (these are temporary impacts): 1. dust deposition, resulting in the soiling of surfaces; 2. visible dust plumes, which are evidence of dust emissions; 3. elevated PM10, PM2.5 concentrations from demolition and construction activities (including earthworks and track out); and 4. an increase in concentrations of PM10, PM2.5 and nitrogen dioxide due to exhaust emissions from vehicles and equipment used on site (non-road mobile machinery) and vehicles accessing the site. It is anticipated a CEMP would be in place during the construction phase to manage potential construction phase impacts. Air quality from the transport sector is another important consideration, particularly in urban areas and/or in congested smaller towns which may have localised concentration of air pollution from traffic. Replacing car trips with active modes can improve local air quality by reducing the most pervasive pollutants to health and ecosystems. The EPA Air Quality Index is Good in this segment for NOx, SO2, PM2.5 and PM10. The scheme will not have detrimental impact on air quality as there are no emissions from the transport uses on the Greenway and the impact is deemed to be Neutral. There are 15 properties (residential and non residential) within RCO2c that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	Neutral
	Noise and Vibration	Impact on local noise levels from transport.	Yes	Active transport modes will not result in excessive noise levels, in fact, a mode shift to active transport modes will alleviate transport-related noise pollution. Potential inward noise and vibration impact on the proposed development could be expected from the existing environment, specifically road traffic noise. Road traffic noise on motorways and other high-speed roads can travel for significant distances, typically audible for up several km due to its low frequency component. Constraints are existing noise sources with the potential to impact on the quality of enjoyment of the greenway, particularly road traffic noise. RCO2c follows the river Brosna and potentially much more segregated from traffic with the only possible interaction with traffic at Ballynagore, which is likely to result in a lower inward noise impact than RCO1c. There are 15 properties (residential and non-residential) within RCO2c that may be impacted during construction but the impact following completion of construction is considered to be nil. RCO2c is located within 2km (4.5%) buffer from the heavily trafficked N52.	Positive	Positive	
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.	Yes	Effects on biodiversity are generally considered in terms of impacts on specific flora or fauna, or on defined habitats. There is one designated area within RCO2c, namely, Lough Ennell SAC - it is 0.3m2 in size - less than 1% of the route corridor segment. The areas of protected habitats in this corridor segment are extremely limited and therefore it could be argued that the rated is "Neutral".	Neutral	Neutral	
	Water Resources	Impact on surface waters and ground waters.	Yes	The NIFM flood maps indicate that RCO2c encompasses 2 key areas that have a high probability of flooding from rivers as shown on the within the Water Resources Maps. These are isolated areas that correspond with river locations and take up a relatively small percentage of the total area of the route corridor. For this section it is calculated: Present Day - High Probability 0.8% (15463m2). This route corridor contains a number of waterbodies (Brosna River, Tyrrellspass Stream, Dalystown) and aligns with the orientation of the Brosna River and there is a total length of watercourses within the corridor of 5772m. Also evident in this segment is surface water fringing on the path of the River Brosna on the northern edges of the route option section.	Negative	Negative	
	Landscape and Visual Quality	Impact on local landscapes and viewpoints.	Yes	There are two LCAs within this route corridor option, namely South Westmeath Eskers (32.7% of RCO 2a) and Lough Ennell & Southeastern Corridor (67.3% of RCO 2a). There are no defined viewpoints in this segment. Limited impact on viewpoints and opportunity to avail of viewpoints is considered to be a neutral impact.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally significant landscapes.	Yes	In this route corridor segment, there are 0 SMRs and 7 NIAHs (Knock House, Ballynagore House and associated gates/railings/walls, Newells Bridge, 2 water pumps), all of which are also Protected Structures and in good upstanding condition. There are also an additional 4 sites identified in the Westmeath Industrial Heritage Survey. These represent two lime kilns, a gravel extraction pit and a weir associated with the nearby Ballynagore Mill (in segment 2b). Design shall avoid route directly through these features. These features could be considered attractions	Slight Positive	Slight Positive	

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” column should be recorded as “N/A”.

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.

Route Corridor Option 1d (RCO1d)

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	No	N/A	N/A	Positive	Positive
		Schools and educational institutions	No	N/A	N/A		
		Hospitals and healthcare facilities	No	N/A	N/A		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	RCO1d can connect to public transport infrastructure in Mullingar town. Bus services are available in Mullingar for both national and regional routes. There is also Mullingar train station connecting to Sligo, Longford and Dublin. Local TFI bus service is available from Dysart 200m from RCO1d connecting to Athlone, Mullingar and Belvedere. Regional road R391 is within the RCO1d corridor and the R390 is within 100m of the corridor. RCO1d is rated as positive for transport facilities.	Positive		
	Access to Recreational Facilities	Improved connectivity to ‘things to see and do’, such as tourism sites, attractions or activities	Yes	The 'things to see and do' within this corridor are: Lilliput Adventure Centre, Pitch and Putt course, Westmeath Way, Lough Ennell, Ladestown Shore and Ladestown Riding and Trekking Centre. This corridor also offers connection to the Old Rail Trail, Royal Canal Greenway, and Mullingar Town. Two other locations in close proximity to the corridor is Dysart and Castletown Geoghegan. There are 44 recorded monuments and places, and 6 places on the national inventory of architectural heritage within the corridor. The existing carpark and shoreline at Ladestown will greatly benefit from a greenway as it will provide a well-defined surface recreational trail linking back to Mullingar and provide lakeside walks with scenic views. In comparison to RCO2d, there is arguable fewer well-established things to see and do along RCO1d, especially considering the high visitor numbers associated with Belvedere House and Gardens. Therefore, RCO1d has been rated as Slight Positive.	Slight Positive	Positive	
		Sports clubs and facilities	Yes	Lilliput Adventure Centre, Pitch and Putt course, Ladestown Shore walkway, Ladestown Riding and Trekking Centre, Better Together Therapy Riding Centre, and Westmeath Way all present within RCO1d. These are accessible from a walking and cycling perspective. Lilliput Adventure centre (owned by WCC) will likely attract people wanting to take part in recreational activities. There is an existing car and bus parking facility at the centre and the greenway will provide a direct connection to the adventure centre from Mullingar and Kilbeggan. The Westmeath Way is an existing walking trail in the area and the greenway could replace the Westmeath Way and provide a more well-defined surface and route for recreational users. Overall, RCO1d is considered to be a High Positive in terms of access to sports clubs and facilities.	High Positive		
		Access to jobs	Access to jobs	No	N/A		
	Access to International Transport Gateways	Change in PT access	No	N/A	N/A	N/A	
	Freight Access	Change in HGV/LGV access	No	N/A	N/A	N/A	
		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	No	N/A	N/A	Slight Positive	Slight Positive
		Access to schools	Yes	Greenway could connect to local schools in Dysart and Mullingar. Using the CSO statistics, there are 37 children in the corridor aged between 5 and 19 that could potentially have access to school through route option RCO1d. Creating connections to schools is considered a slight positive.	Slight Positive		
		Access to healthcare facilities	No	N/A	N/A		
	Transport users with different mobility needs	Accessibility of infrastructure for users of all ages and abilities.	Yes	The average disability rate for the small areas within RCO1d is 20.3% giving an estimated population of 48 people within the corridor with limited ability. There is also approximately 35 people between the ages of 65 and 79 within the corridor. Providing a greenway in this area can offer users of all ages and abilities an opportunity to safely engage in outdoor activities and is considered to be a positive to this social demographic.	Slight Positive	Slight Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Gender Impacts	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling	Yes	There are an estimated 124 female residents within RCO1d who could access the facility. RCO1d has 1 regional road and 6 local roads within the corridor, it also has 71 residential buildings within the corridor. RCO1d passes along the west side of Lough Ennell which has both opportunity for excellent segregation away from traffic, along Lough Ennell or for Passive Surveillance along the local roads of this rural area. Although RCO1d has opportunities for passive surveillance and segregation it is considered as Slight Positive for addressing the needs of female users instead of Positive due to being more remote in large sections than comparable sections of RCO2d which is beside well attended public attractions and facilities.	Slight Positive	Slight Positive	
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.	Yes	Using data from the CSO statistics and the Geodirectory, the population within the three small areas within route corridor RCO2a is estimated to be 234 people. The rating for Section RCO1a based on potential users is positive.	Positive	Positive	
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.	Yes	The 'things to see and do' within this corridor are: Westmeath Way, Better Together Therapy Riding Centre, Lilliput Adventure Centre, Lilliput Pitch and Putt course, Lough Ennell, Ladestown Shore and Ladestown Riding and Trekking Centre. This corridor also offers connection to the Old Rail Trail, Royal Canal Greenway, and Mullingar Town. Two other locations in close proximity to the corridor is Dysart and Castletown Geoghegan. There are 44 recorded monuments and places, and 6 places on the national inventory of architectural heritage within the corridor. The presence of these facilities can increase the attractiveness of the facility and encourage usage thus improving health and wellbeing. However, it is considered that RCO1d offers slightly less in this regard than RCO2d. RCO1d is therefore rated as Positive as it offers lots to See and Do, offers Strategic connections, is scenic, and gives access to high quality facilities, which can be key drivers to use the greenway for outdoor recreation.	Positive	Positive	
Land Use Impact	Public Realm	Impact on access and use of public realm and existing trailhead facilities.	Yes	Mullingar town can serve as a level 1 Trail head facility which is required at a maximum distance of 40km between this level of facilities. Mullingar is Circa 25km from Kilbeggan town. Providing a level one facility is a high positive for the greenway. Ballynagore is circa 18km from Mullingar via the west side of Lough Ennell. This means another level two trailhead facility would be required between Ballynagore and Mullingar. This facility could be provided at either Lilliput adventure centre or at Dysart village located adjacent to the corridor. Lilliput is approximately 13km from Mullingar and 5km from Ballynagore. Dysart is approximately 10km from Mullingar and 9km from Ballynagore. The provision of both a level one and two trailhead facilities is rated as a high positive.	High Positive	High Positive	Slight Positive
	Connectivity with existing public transport facilities and cycle facilities	Improved connectivity to other local, regional and national cycling facilities.	Yes	RCO1d will link to the existing Old Rail Trail and Royal Canal Greenways at Mullingar. Corridor connects to the Westmeath Way walking trail network. Public transport is available in Dysart and Mullingar Town via Old Rail Trail and Royal Canal Greenway. Connecting to this existing facility is considered a high positive.	High Positive	High Positive	
	Material Assets	Impact on Non-Agricultural and Agricultural Properties.	Yes	Land use in RCO1d is predominantly agricultural. There is a large portion of land in the southwest of the corridor that is peat bog. The majority of land adjacent to the west side of Lough Ennell is described as inland marshes/ wetlands. There are two areas described as traditional woodland scrub one in the middle and one in the north of the north of RCO1d. There are two small areas of land centrally located in the corridor described as complex cultivation patterns and non-irrigated arable land. There is also a large area to the north described as coniferous forest. RCO1d has many challenging areas environmentally as does RCO2d. RCO1d is within the Dysart, Hopestown and Mullingar Rural EDs. The total farmed area within these EDs is 3,245 Ha, predominantly grassland, with an average farm holding of 43 Ha (CSO, 2020). The livestock mix averages 78% cattle, 22% sheep. Within RCO1d, an estimated 22% of the lands are made up of dairy farms. These types of farms would be greatly impacted by severance. Having reviewed the locations of these farms, it is likely that severance can be avoided with minimal impact to the greenway route. Therefore a neutral score is applied. Within RCO1b, an estimated 15% of the lands are made up of stud farms. This type of livestock could be impacted by a greenway. Considering the small portion of lands made up by this type of agriculture and its locations, it is likely that it can be avoided or mitigated with minimal impact to the greenway route. Therefore a neutral score is applied	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Land Use	Prioritise the use of state-owned lands, minimise the impacts on private landowners. Buildability measured under this criteria in the form of appraisal of potential excavation and infill requirements based on existing gradients within the RCO's.	Yes	There are 113 landowners within the corridor RCO1d. The Project Liaison Officer (PLO) has been engaging with landowners across the RCO. Typical issues discussed include security, impacts on farming activities, and severance. Potential options have been identified that are mainly along landowner boundaries and would minimise severance impacts on farming. There is 1.61km ² of public land within RCO1d. A review of this land has helped identify a potential route through it that could allow for this land to be utilised. Due to the number of potentially impacted landowners and area of public land within the corridor compared to RCO2d, and taking into consideration the positive and negative feedback received during public consultations RCO1d is rated as slight negative under this criteria. Considering buildability criteria; 71% of lands in the corridor is at a gradient of less than 3% and 2% has a gradient of greater than 8%. This could have an impact on the amount of cut and fill required for greenway construction. RCO1d has significantly higher percentage of land with a gradient of less than 3% when compared to RCO2d and only 2% of land with a gradient higher than 8% therefore RCO1d is rated as slight positive. Combining the scores gives an overall impact score of Slight Negative under this sub-criteria	Slight Negative	Slight Negative	
Safety Impact	Safety Impact	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure.	Yes	RCO1d has 1 regional road and 6 local roads within the corridor. RCO1d passes along the west side of Lough Ennell in a rural area which offers the opportunity for a fully segregated facility away from traffic and therefore, would be considered as a positive. RCO1d provides opportunity to route the greenway away from traffic or adjacent to low trafficked roads compared to roads in RCO2d. For this reason, RCO1d is rated higher than RCO2d as routing the greenway through areas of ribbon development in RCO2d or along the N52, would make it more difficult to provide the same level of separation from traffic. RCO1d passes along the west side of Lough Ennell which has both opportunity for excellent segregation away from traffic, along Lough Ennell or for passive surveillance along the local roads of this rural area. Although RCO1d has opportunities for passive surveillance and segregation it is considered have less passive surveillance opportunities that RCO2d as it is more remote in sections. An overall score of positive is considered appropriate under this criteria as there is less interactions with loads, and has passive surveillance opportunities.	Positive	Positive	Positive
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	A modal shift within 2-3% would be considered reasonable assumption. Using the Climate Mitigation Scorecard the rating for RCO1d is positive.	Positive	Positive	Slight Positive
		Percentage change in private car kilometres travelled.	No	N/A	N/A		
		Percentage change in CO2 emissions	No	N/A	N/A		
	Climate Adaptation	Climate hazard assessment	Yes	Climate adaptation relates to measures to prepare for and respond to the impacts of climate change. Projects may increase the resilience and robustness of the transport network to protect it from the negative impacts of climate change. Design mitigation measures can be implemented to reduce the risks associated with climate change on this greenway. Within this section of the greenway the most notable climate change hazard is flooding from the river network within the corridor. This risk of flooding is appraised under the "Impact on surface waters and groundwaters" indicator and therefore not appraised under Climate hazard assessment. Based on this the Impact Score is Neutral.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	The main air quality impacts that may arise during demolition and construction activities are (these are temporary impacts): 1. dust deposition, resulting in the soiling of surfaces; 2. visible dust plumes, which are evidence of dust emissions; 3. elevated PM10, PM2.5 concentrations from demolition and construction activities (including earthworks and track out); and 4. an increase in concentrations of PM10, PM2.5 and nitrogen dioxide due to exhaust emissions from vehicles and equipment used on site (non-road mobile machinery) and vehicles accessing the site. It is anticipated a CEMP would be in place during the construction phase to manage potential construction phase impacts. Air quality from the transport sector is another important consideration, particularly in urban areas and/or in congested smaller towns which may have localised concentration of air pollution from traffic. Replacing car trips with active modes can improve local air quality by reducing the most pervasive pollutants to health and ecosystems. The EPA Air Quality Index is Good in this segment for NOx, SO2, PM2.5 and PM10. The scheme will not have detrimental impact on air quality as there are no emissions from the transport uses on the Greenway and the impact is deemed to be Neutral. There are 73 properties (residential and non residential) within RCO1d that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	Neutral
	Noise and Vibration	Impact on local noise levels from transport.	Yes	Active transport modes will not result in excessive noise levels, in fact, a mode shift to active transport modes will alleviate transport-related noise pollution. Potential inward noise and vibration impact on the proposed development could be expected from the existing environment, specifically road traffic noise. Road traffic noise on motorways and other high-speed roads can travel for significant distances, typically audible for up several km due to its low frequency component. Constraints are existing noise sources with the potential to impact on the quality of enjoyment of the greenway, particularly road traffic noise. This portion of route corridor segment is not within 2km of the M6 or N52. RCO1d is likely to result in a lower inward noise impact than RCO2d due to the proximity of RCO2d to the national road N52 and ribbon development within the corridor. There are 73 properties (residential and non-residential) within RCO1d that may be impacted during construction but the impact following completion of construction is considered to be nil.	Slight Positive	Slight Positive	
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.	Yes	Effects on biodiversity are generally considered in terms of impacts on specific flora or fauna, or on defined habitats. There are 6 no. designations in RCO1d. These are: Lough Ennell SPA, Lough Ennell SAC, Lough Ennell Ramsar, Nure Bog NHA, Lough Ennell pNHA and Royal Canal pNHA. There are also Alkaline Fens (3.3% of the corridor segment) and Caladium Fens (3.3% of the area of the corridor) situated in this segment. Total percentages of these elements in the route corridor segment are - SPA - 2.2%, SAC 16.5%, Ramsar - 2.2%, NHA - 3.4% and pNHA - 15.9%.	High Negative	High Negative	
	Water Resources	Impact on surface waters and ground waters.	Yes	The NIFM flood maps indicate that Route Corridor Option 1d encompasses 6 key areas that have a high probability of flooding from rivers as shown on the within the Water Resources Maps. These are isolated areas that correspond with river locations and take up a relatively small percentage of the total area of the route corridor. For this section it is calculated: Present Day - High Probability 5.4% (67334m2). This route corridor crosses numerous waterbodies (Dysart (Stream), Barrettstown Stream, Grange South, Kilpatrick, Stokestown, Curristown, Bellmount, Brosna Branch West x 2, Monaghanstown, Brosna) and there is a total length of watercourses within the corridor of 10460m. Lough Ennell intersects with 0.3% of this corridor segment.	Negative	Negative	
	Landscape and Visual Quality	Impact on local landscapes and viewpoints.	Yes	The majority of this section is located in Character Area 10 Lough Ennell and Southeastern Corridor (90.3 % of the area of ROC1d). A smaller portion resides in Character Area 5 Royal Canal Corridor (7.9%). There are 2 protected views situated in this section, these are: Viewpoint 15 - View of Lough Ennell from Lilliput Pitch and Putt from pier at lake shore & Viewpoint 18 - View of Lough Ennell from carpark from the parking area by lake shore. Viewpoint 19 is on the northeastern outskirts of this section and is described as; A scenic route through forest and woodlands from Butler's Bridge/Kilpatrick Bridge, Local road L-1137. View from the bridge on the local road L-1137 and end at the shore of Lough Ennell. This segment interacts with a High Amenity Area accounting for 68.6% of the option segment. This route corridor segment could avail of the attractiveness of the viewpoints and high amenity spaces.	Slight Positive	Slight Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally significant landscapes.	Yes	In this route corridor segment there are 44 SMRs (moated sites, ringforts, castles, bawns, mills, field systems, enclosures, houses sites, ecclesiastical enclosures, church, graveyard, holy well, fish pond, souterrain, high cross, barrow, cist, mound, icehouse, fortified house, rabbit warren) and 6 NIAHs (bridge, gate lodge, stables/farmyard complex, 3 houses), all of which are also Protected Structures. This is an area of the landscape that is particularly rich in early medieval remains. There are also an additional 11 sites identified in the Westmeath Industrial Heritage Survey. These comprise lime kilns, 'Corn Kilns', pumps, a railway bridge, a railway level crossing, Nure Bridge and quarry pits. These features could be considered attractions. Considering there are large number of cultural heritage features on this corridor that can become attractions, it is considered to be a Positive Impact.	Positive	Positive	

Instructions:

Option Assessment

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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” column should be recorded as “N/A”.

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.

Route Corridor Option 2d (RCO2d)

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Accessibility	Access to Services	Urban Centres	No	N/A	N/A	Positive	High Positive
		Schools and educational institutions	No	N/A	N/A		
		Hospitals and healthcare facilities	No	N/A	N/A		
		Major land transport hubs and interchange facilities such as rail and bus stations	Yes	RCO2d can connect to public transport infrastructure in Mullingar town. Bus services are available in Mullingar for both national and regional routes. There is also Mullingar train station connecting to Sligo, Longford and Dublin. Local TFI bus service is available within RCO2d from Belvedere connecting to Athlone and Mullingar. National road N52 is adjacent to the route corridor. RCO2d is rated as positive for transport facilities.	Positive		
	Access to Recreational Facilities	Improved connectivity to ‘things to see and do’, such as tourism sites, attractions or activities	Yes	RCO2d offers the following 'things to see and do' within this corridor: Lough Ennell, Carrickwood and Lough Ennell Caravan Park, Tudenham Walking Trail, Molly Moo's Pet Farm, Belvedere House and Gardens, Bloomfield House Hotel, and Riverbirch Photography Hides. Belvedere House & Gardens which is owned by WCC, attracted 89,000 visitors in 2021, just under 130,000 in 2022 and upwards of 160,000 (2023) (Failte Ireland). This corridor also offers connection to the Old Rail Trail, Royal Canal Greenway, and Mullingar Town. There are 38 recorded monuments and places, and 15 places on the national inventory of architectural heritage within the corridor. RCO2d is rated as High Positive as it offers lots to See and Do, offers Strategic connections and is Scenic.	High Positive	High Positive	
		Sports clubs and facilities	Yes	Tudenham Walking Trail, Bloomfield House Hotel walkway, Belvedere House and Gardens, Mullingar Golf Club and Lakeland Shooting Centre are present in RCO2d. The greenway will provide excellent connection to walking trails along the eastern shore of Lough Ennell. However, access to the sports club (shooting range and golf club) on RCO2d is unlikely to attract greenway users given that the equipment required to use these facilities is unlikely to be carried by hand or on a bicycle. Therefore, the greenway is only likely to be used indirectly by people attending these facilities. Taking all of the facilities on the eastern shore of Lough Ennell into account, RCO2d is considered to be High Positive.	High Positive		
	Access to jobs	Access to jobs	No	N/A	N/A	N/A	
	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	No	N/A	N/A	Slight Positive	High Positive
		Access to schools	Yes	Greenway could connect to local schools in Dalystown and Mullingar. Using the CSO statistics, there are 61 children in the corridor aged between 5 and 19that could potenitally have access to school through route option RCO2d. Creating connections to schools is considered a slight positive.	Slight Positive		
		Access to healthcare facilities	No	N/A	N/A		
	Transport users with different mobility needs	Accessibility of infrastructure for users of all ages and abilities.	Yes	The average disability rate for the small areas within RCO2d is 18.3% giving an estimated population of 66 people within the corridor with limited ability. There is also approximately 55 people between the ages of 65 and 79 within the corridor. Providing a greenway in this area can offer users of all ages and abilities an opportunity to safely engage in outdoor activities and is considered to be a positive to this social demographic. In RCO2d the presence of Bloomfield Hotel and Belvedere House and Gardens offers greater access for people of all ages and abilities to the greenway infrastructure over RCO1d due to the opportunities for use of facilities at these locations.	High Positive	High Positive	
	Gender Impacts	Impact in addressing the transport needs of women and girls and reducing the gender disparity in walking and cycling	Yes	There are an estimated 190 female residents within RCO2d who could access the facility. RCO2d has 1 National Road and 9 local roads within the corridor, it also has 110 residential buildings within the corridor. RCO2d passes along the east side of Lough Ennell which has a rural area to the south and ribbon development in the middle of the corridor. There are large sections of existing facilities including walkways and tourism facilities along the eastern edge of Lough Ennell (the caravan park, Belvedere House and Gardens and Bloomfield Hotel, that offer excellent passive surveillance. Further to the north, near the conifer forest plantations, there would be sections of isolated greenway offering less in the way of passive surveillance. Due to the number of potential female users and passive surveillance RCO2d is rated as High Positive overall.	High Positive	High Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Health	Positive health outcomes due to increased levels of physical activity, including reduced risk of premature mortality, as well as lower rates and reduced costs of serious illnesses.	Yes	Using data from the CSO statistics and the Geodirectory, the population within the three small areas within route corridor RCO2a is estimated to be 359 people. The rating for Section RCO1a based on potential users is high positive.	High Positive	High Positive	
	Recreation	Improved wellbeing due to access to high quality facilities for outdoor recreation.	Yes	RCO2d offers the following 'things to see and do' within this corridor; Dalystown, Lakeland Shooting Centre, Lough Ennell, Carrickwood and Lough Ennell Caravan Park, Tudenham Walking Trail, Molly Moo's Pet Farm, Belvedere House and Gardens, Mullingar Golf Club, Bloomfield Hotel and Riverbirch Photography Hides. This corridor also offers connection to the Old Rail Trail, Royal Canal Greenway, and Mullingar Town. There are 38 recorded monuments and places, and 15 places on the national inventory of architectural heritage within the corridor. The presence of these facilities can increase the attractiveness of the facility and encourage usage thus improving health and wellbeing. RCO2d is rated as High Positive as it offers lots to See and Do, offers Strategic connections, is Scenic and gives access to high quality facilities, which can be key drivers to use the greenway for outdoor recreation.	High Positive	High Positive	
Land Use Impact	Public Realm	Impact on access and use of public realm and existing trailhead facilities.	Yes	Mullingar town can serve as a level 1 Trail head facility which is required at a maximum distance of 40km between this level of facilities. Mullingar is Circa 25km from Kilbeggan town. Ballynagore is circa 19km from Mullingar via the East side of Lough Ennell. This means another level two trailhead facility would be required between Ballynagore and Mullingar. This facility could be provided at Belvedere House Gardens & Park which is within the corridor. Belvedere is approximately 8km from Mullingar and 13km from Ballynagore. The provision of both a level one and two trailhead facilities is rated as a high positive.	High Positive	High Positive	Slight Positive
	Connectivity with existing public transport facilities and cycle facilities	Improved connectivity to other local, regional and national cycling facilities.	Yes	RCO2d will link to the existing Rail Trail and Royal Canal Greenways at Mullingar. Corridor connects to walking trails at Belvedere. Public transport is available in Belvedere and Mullingar Town via Old Rail Trail and Royal Canal Greenway. Connecting to this existing facility is considered a high positive.	High Positive	High Positive	
	Material Assets	Impact on Non-Agricultural and Agricultural Properties.	Yes	Land use in RCO2d is predominantly Agricultural to the south between Cloonagh and Carrickwood. There is a small area of land in the south of the corridor that is described as Transitional woodland-scrub in addition to an area of coniferous forestry. There is a small area in the southwest of the corridor described as Complex cultivation patterns. The central area of RCO2d is described as Land principally occupied by agriculture, with significant areas of natural vegetation. In Carrickwood and Tudenham the predominant land-type is mixed forest. The lands at Belvedere House & Gardens (paid entry) are state-owned and include walking paths through forestry. The presence of the greenways through this area could have a negative impact on the revenue generated by Belvedere House & Gardens. To the north of Belvedere, the RCO2d passes through agricultural land to Bloomfield House Hotel before transitioning to a large area of coniferous forestry plantation from Lynn's Cross. RCO2d is within the Cloonfad, Carrick, Belvidere and Mullingar Rural EDs. The total farmed area within these EDs is 4,805 Ha, predominantly grassland, with an average farm holding of 40 Ha (CSO, 2020). The livestock mix averages 64% cattle, 36% sheep. Witihin RCO2d, 5% of the lands are made up of dairy farms. These types of farms would be greatly impacted by severance. Having reviewed the locations of these farms, it is likely that severance can be avoided with minimal impact to the greenway route. Therefore a neutral score is applied. Witihin RCO2d, 5% of the lands are made up of stud farms. This type of livestock could be impacted by a greenway. Considering the small portion of lands made up by this type of agriculture and its locations, it is likely that it can be avoided or mitigated with minimal impact to the greenway route. Therefore an overall score of slight negative is applied under this criteria.	Slight Negative	Slight Negative	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Land Use	Prioritise the use of state-owned lands, minimise the impacts on private landowners. Buildability measured under this criteria in the form of appraisal of potential excavation and infill requirements based on existing gradients within the RCO's.	Yes	There are 155 landowners within the corridor RCO2d. The Project Liaison Officer (PLO) has been engaging with landowners across the RCO. Typical issues discussed include security, impacts on farming activities, and severance. Potential options have been identified that are mainly along landowner boundaries and would minimise severance impacts on farming. There is 1.46km ² of public land within RCO2d. A review of this land has helped identify a potential route through it that could allow for this land to be utilised. This public land is made up of lands within the N52 corridor. A greenway could potentially utilise part of this corridor, for example, along the top of the embankments or constructed within the verge. Due to the number of potentially impacted landowners compared to RCO1d, feedback from landowners during the consultation and area of public land within the corridor compared to RCO1d, RCO2d is rated as Negative. A High Negative score was not applied as there is opportunity to reduce potential severance impacts on landowners. Considering buildability criteria, 46% of lands in the corridor is at a gradient of less than 3% and 14% has a gradient of greater than 8%. This could have an impact on the amount of cut and fill required for greenway construction. As per RCO1d, this corridor has many areas of environmentally sensitive lands. Also, RCO2d has a much lower percentage of gradient less than 3% and much higher percentage of gradient greater than 8% when compared to RCO1d and therefore RCO2d is rated as slight negative. There is a narrow strip of land between Lough Ennell, Bloomfield House Hotel and Lynn's Cross with houses, protected structures and features which will be a significant constraint on buildability. Combining the scores gives an overall impact score of Negative under this sub-criteria	Negative	Negative	
Safety Impact	Safety Impact	Reduced risk of collisions with traffic associated with safe and segregated walking and cycling infrastructure.	Yes	RCO2d has 1 National Road and 9 local roads that intersect the corridor. RCO2d passes along the east side of Lough Ennell which has a rural area to the south and ribbon development in the middle of the corridor. Due to the ribbon development and the number of roads, potential interaction with traffic along this route would be more difficult to achieve than in RCO1d and therefore would be rated as slight positive. There are large sections of existing facilities including walkways and tourism facilities along the eastern edge of Lough Ennell (the caravan park, Belvedere House and Gardens and Bloomfield Hotel, that offer excellent passive surveillance. Further to the north, near the conifer forest plantations, there would be sections of isolated greenway offering less in the way of passive surveillance. Due to passive surveillance RCO2d is rated as High Positive. Combining these two scores, the overall score is considered to be positive under this criteria.	Positive	Positive	Positive
Climate Change	Climate Mitigation	Percentage change in mode share from private vehicles to public transport and active travel modes.	Yes	A modal shift within 2-3% would be considered reasonable assumption. Using the Climate Mitigation Scorecard the rating for RCO2d is positive.	Positive	Positive	Slight Positive
		Percentage change in private car kilometres travelled.	No	N/A	N/A		
		Percentage change in CO2 emissions	No	N/A	N/A		
	Climate Adaptation	Climate hazard assessment	Yes	Climate adaptation relates to measures to prepare for and respond to the impacts of climate change. Projects May increase the resilience and robustness of the transport network to protect it from the negative impacts of climate change. Design mitigation measures can be implemented to reduce the risks associated with climate change on this greenway. Within this section of the greenway the most notable climate change hazard is flooding from the River Brosna. This risk of flooding is appraised under the "Impact on surface waters and groundwaters" indicator and therefore not appraised under Climate hazard assessment. Based on this the Impact Score is Neutral.	Neutral	Neutral	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
Local Environmental Impact	Air Quality	Air Quality Impact based on total score from Air Quality Scorecard Tab	Yes	The main air quality impacts that may arise during demolition and construction activities are (these are temporary impacts): 1. dust deposition, resulting in the soiling of surfaces; 2. visible dust plumes, which are evidence of dust emissions; 3. elevated PM10, PM2.5 concentrations from demolition and construction activities (including earthworks and track out); and 4. an increase in concentrations of PM10, PM2.5 and nitrogen dioxide due to exhaust emissions from vehicles and equipment used on site (non-road mobile machinery) and vehicles accessing the site. It is anticipated a CEMP would be in place during the construction phase to manage potential construction phase impacts. Air quality from the transport sector is another important consideration, particularly in urban areas and/or in congested smaller towns which may have localised concentration of air pollution from traffic. Replacing car trips with active modes can improve local air quality by reducing the most pervasive pollutants to health and ecosystems. The EPA Air Quality Index is Good in this segment for NOx, SO2, PM2.5 and PM10. The scheme will not have detrimental impact on air quality as there are no emissions from the transport uses on the Greenway and the impact is deemed to be Neutral. There are 123 properties (residential and non residential) within RCO2d that may be impacted during construction but the impact following completion of construction is considered to be nil.	Neutral	Neutral	Neutral
	Noise and Vibration	Impact on local noise levels from transport.	Yes	Active transport modes will not result in excessive noise levels, in fact, a mode shift to active transport modes will alleviate transport-related noise pollution. Potential inward noise and vibration impact on the proposed development could be expected from the existing environment, specifically road traffic noise. Road traffic noise on motorways and other high-speed roads can travel for significant distances, typically audible for up several km due to its low frequency component. Constraints are existing noise sources with the potential to impact on the quality of enjoyment of the greenway, particularly road traffic noise. This route corridor segment is in close proximity to the N52 Road (26.6% within 500m buffer - 93.6% within 2km buffer). RCO2d is likely to result in a higher inward noise impact than RCO1d due to the proximity of RCO2d to the national road N52 and ribbon development within the corridor.	Negative	Negative	
	Biodiversity	Impact on biodiversity and habitats, particularly protected habitats and species.	Yes	Effects on biodiversity are generally considered in terms of impacts on specific flora or fauna, or on defined habitats. There are 4 no. designations in RCO2d. These are: Lough Ennell SPA, Lough Ennell SAC, Lough Ennell Ramsar and Lough Ennell pNHA. There are also Alkaline Fens (1.2%) and Caladium Fens (1.2%) situated in this route corridor section. The total areas present in the route corridor are as follows: SPA - 0.7%, SAC - 1.9%, Ramsar - 0.7% and pNHA - 1.9%.	Slight Negative	Slight Negative	
	Water Resources	Impact on surface waters and ground waters.	Yes	The NIFM flood maps indicate that Route Corridor Option 2d encompasses 1 key area that has a high probability of flooding from rivers as shown on the within the Water Resources Maps. These are isolated areas that correspond with river locations and take up a relatively small percentage of the total area of the route corridor. For this section it is calculated: Present Day - High Probability 0.9% (101638m2). This route corridor crosses an array of waterbodies (Brosna, Dalystown, Dunboden Park Stream, Gaddaghanstown, Higginstown, Rochfort Demesne) and there is a total length of watercourses within the corridor of 7826m. Lough Ennell intersects with 0.3% of this corridor segment.	Slight Negative	Slight Negative	
	Landscape and Visual Quality	Impact on local landscapes and viewpoints.	Yes	The majority of this section is located in Character Area 10 Lough Ennell and Southeastern Corridor - a total of 98.3% of the route corridor segment. A smaller portion resides in Character Area 5 Royal Canal Corridor (1.7% of RCO2d). There are 2 Protected Views situated in this portion of route corridor, these are; Viewpoint 16 Views of Lough Ennell along coast beside Lough Ennell Caravan Park From picnic walkway by lake shore & Viewpoint 17 View of Lough Ennell from Belvedere House gardens from picnic walkway by lake shore. Belvedere House is located at Viewpoint 17. Viewpoint 19 is on the northwestern edges of this section and is described as; A scenic route through forest and woodlands from Butler's Bridge/Kilpatrick Bridge, Local Road L-1137. View from the bridge on the local road L-1137 and end at the shore of Lough Ennell. This segment interacts with a High Amenity Area accounting for 48.8% of the option segment. This route corridor segment could avail of the attractiveness of the viewpoints and high amenity spaces.	Slight Positive	Slight Positive	

Criteria	Sub-Criteria	Indicator to be measured	Impact included in TAA	Text Description of Impact	Indicator Score	Sub-Criteria Score	Criteria Score
	Cultural Heritage	Impact on areas or structures of cultural importance, including archaeological sites, historic buildings and structures, or culturally significant landscapes.	Yes	In this route corridor segment, there are 38 SMRs (ringforts, enclosures, houses, a standing stone, ecclesiastical enclosures, church, burial grounds, font, water mill, field system, castle), with a further 4 SMRs (castle, crannog, settlement platforms) just on the edge of the corridor. There are also 15 NIAHs (including various features associated with La Mancha House, Lynn House, Lynnbury House, Tudenham Park and Belvedere House, as well as Dalystown House, Robinstown House, Carrick House and boathouse, Rochfort Mill and Miller's House). Of these, 13 are also Protected Structures, with the latter two structures currently not included in the RPS. There are also over 40 sites identified in the Westmeath Industrial Heritage Survey. These largely comprise lime kilns and pumps, but also include a spring, a gravel extraction pit and Butler's Bridge. Considering there are large number of cultural heritage features on this corridor that can become attractions, it is considered to be a Positive Impact. Significant pinch point between Bloomfields Hotel and Lynn cross where it will be difficult to avoid negative impacts.	Positive	Positive	

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” column should be recorded as “N/A”.

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.

MCA Comparison

Criteria	RCO1a	RCO2a	RCO1b	RCO2b	RCO1c	RCO2c	RCO1d	RCO2d
Accessibility	Positive	Positive	Neutral	Slight Positive	Neutral	Slight Positive	Positive	High Positive
Social Impacts	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	High Positive
Land Use Impact	Slight Positive	Positive	Neutral	Slight Positive	Slight Positive	Neutral	Slight Positive	Slight Positive
Safety Impact	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Positive	Positive
Climate Change	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive
Local Environmental Impact	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
Total Section Result	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Positive
Combined Score	29.7	29.9	27.8	28.2	27.7	27.5	31.5	32.7
Preferred RCO		Preferred		Preferred	Preferred			Preferred

Criteria	RCO1a	RCO2a	RCO1b	RCO2b	RCO1c	RCO2c	RCO1d	RCO2d
Accessibility	Positive	Positive	Neutral	Slight Positive	Neutral	Slight Positive	Positive	High Positive
Social Impacts	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	High Positive
Land Use Impact	Slight Positive	Positive	Neutral	Slight Positive	Slight Positive	Neutral	Slight Positive	Slight Positive
Safety Impact	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Positive	Positive
Climate Change	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive	Slight Positive
Local Environmental Impact	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral	Neutral
TAA Score	29.7	29.9	27.8	28.2	27.7	27.5	31.5	32.7
CBA Score (BCR)	1.61	2.14	0.97	0.86	0.89	0.78	0.74	0.98
CBA Link (BCR)								
EPRCO	31.3	32.0	28.8	29.1	28.6	28.2	32.2	33.7