



Comhairle Contae Lú  
Louth County Council



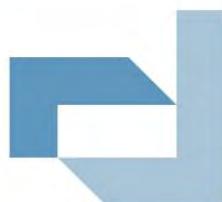
CARLINGFORD LOUGH GREENWAY  
SECTION I  
CARLINGFORD TO CARLINGFORD MARINA



ROUTE CORRIDOR ASSESSMENT

ISSUE 3

AUGUST 2019



**Doran**  
CONSULTING  
DELIVERING ENGINEERING EXCELLENCE

CARLINGFORD LOUGH GREENWAY  
SECTION I CARLINGFORD TO CARLINGFORD MARINA  
  
ROUTE CORRIDOR ASSESSMENT REPORT

CONSULTING ENGINEERS

Civil Engineering  
Structural Engineering  
Traffic & Transportation  
Project Management  
CDM Services

ISSUE 3

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1.0 INTRODUCTION

1.1 Louth County Council the “Client” intends to carry out, in an integrated, comprehensive and planned manner the construction of new greenway sections.

1.2 The proposed Carlingford Lough Greenway, refer to Figure 1.1, will create a new cross-border greenway linking into existing elements of trail, joining Newry City in Northern Ireland to Carlingford in the Republic of Ireland. The new stretch will connect to the Newry Towpath, part of National Cycle Route 9 resulting in a total length of 52km of cross-border greenway along the east coast of the island of Ireland.

1.3 This report details Route Corridor Options that were considered at concept design stage, outlines the assessment criteria that was applied to each option and summaries the results of the assessment scoring.

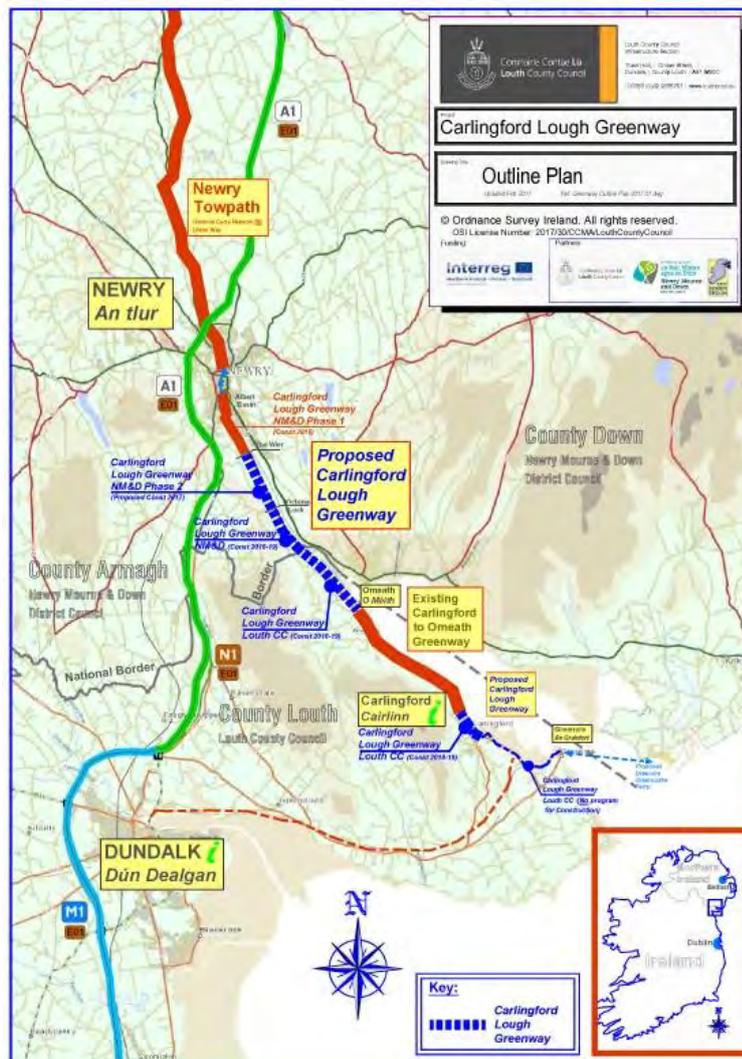


Figure 1.1: Location Map

2.0 PROJECT DESCRIPTION

2.1 The objective of the scheme is the construction of approximately **6.6** km of new cross-border greenway in accordance with prevailing cycling standards (DN-GEO-03047 April 2017).

2.2 The Carlingford Lough Greenway will form the northern section of a proposed greenway link from Belfast to Dublin often referred to as the Great Eastern Greenway. This greenway will enable walkers and cyclists to travel off-road between Belfast and Dublin.

2.3 The defined sections of the Carlingford Lough Greenway are as follows:

- a) From Carlingford Town to Carlingford Marina, a length 1.3 km is to be designed and built as part of this project.
- b) The existing Carlingford to Omeath Greenway was constructed in 2013 and consists of 6.8 km of trail from the centre of Omeath to Carlingford Marina. This popular section of existing trail had over 53,000 users in 2016.
- c) From Victoria Lock to Omeath, crossing the national border 1.7 km south of Victoria Lock, adjacent to the R173 road south of the border and the B79 road north of the border, and continuing 3.6 km to Omeath village giving a total length of 5.3 km. This is to be designed and built as part of this project.
- d) From the Albert Basin, Newry to Victoria Lock using an existing earth bank, known as the Middlebank, that retains the Newry Canal, separating it from the Clanrye River: length 3.5 km. This section was open in 2018.

2.4 The proposed Carlingford Lough Greenway shall comprise lengths of unbound greenway, asphalt greenway and detailed engineered solutions where required.

2.5 For this scheme the proposed new cross-border greenway site extends from Carlingford to the Victoria Lock Car Park and Amenity site and can be divided into three distinct sections as follows:

- Section 1 – Carlingford to Carlingford Marina;
- Section 2 – Omeath Pier to the Republic of Ireland (RoI) / Northern Ireland (NI) Border
- Section 3 – RoI / NI Border to Victoria Lock Amenity Site.

### 3.0 ROUTE CORRIDOR OPTIONS

3.1 A number of Route Corridor Options were considered between the client and the design team for each of the three new greenway sections, based on the aims and objectives of a Business Plan (procured by LCC and completed by PKF in 2018) and on the Constraints, Opportunities and Areas of Interest.

3.2 This report focuses on the Route Corridor Options at concept design stage for Section I: Carlingford to Carlingford Marina. Section 1 had five Route Corridor Options considered and assessed as show on Figure 3.1 below.



Figure 3.1: Carlingford to Carlingford Marina Route Corridor Options

### 3.3 Option A - Blue Corridor

3.3.1 This option commences at the Tourist Information Centre in Carlingford Town. The corridor utilises an existing 5m wide footpath along the seafront which would become a shared pedestrian / cyclist surface.

3.3.2 Greenway users shall then cross the access road leading to the north pier and travel along a new raised footway under King John's Bridge. Consideration was given to two options under King John's Bridge;

- A footway either side of the traffic carriageway achieving widths of 1.63m on the town side and 1.23m on the coast side, refer to Figure 3.2; or
- A single footway along the coast side of the carriageway achieving a width of 2.01m, refer to Figure 3.3.

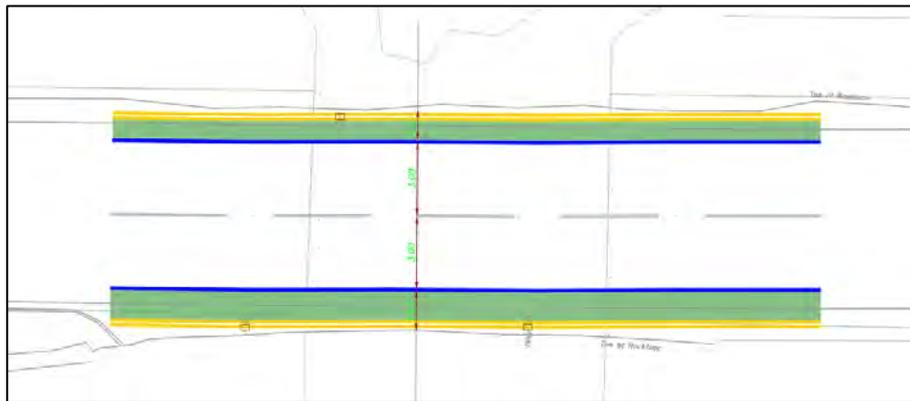


Figure 3.2: Blue Corridor - Option A1



Figure 3.3: Blue Corridor – Option A2

3.3.3 Based on the achievable widths for this option it was concluded that a single footway on the coast side would be the preferred option for this Route Corridor; however due to the limited width available cyclists shall be signalled to dismount under the bridge.

3.3.4 The proposed greenway route will then continue along the R173 along a new 3m wide footway past the existing R173 car parking area and along the coast until reaching the entrance to Carlingford Marina.

3.3.5 To continue the greenway along the coast one of two options will be required:

- If the greenway is to be aligned with the historic railway embankment a reinforced earth retaining slope is proposed along the route of the old railway line towards Carlingford Marina, refer to Figure 3.4.
- The retaining slope will comprise a 187m long reinforced earth retaining slope to create a minimum 2.0m wide greenway before joining up with the existing path at Carlingford Marina.
- The works would require significant site investigation and earthworks in the vicinity of the ecologically designated sites.

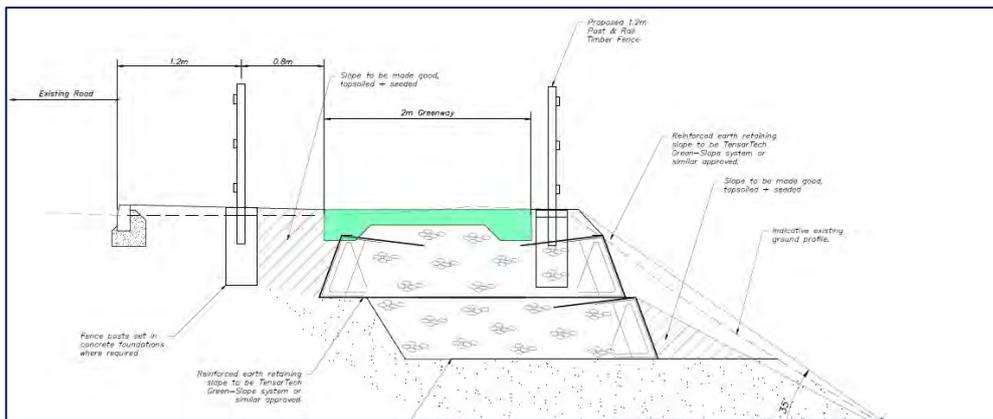


Figure 3.4: Proposed Reinforced Earth Retaining Slope

- If the greenway is aligned with the existing R173 road parallel to the historic railway embankment a combination of lane reduction and traffic calming is proposed to allow construction of a new 3m wide footway along the verge of the existing road, refer to Figure 3.4.
- The new footway will require significantly reduce site investigate works and eliminate the need for earthworks in the vicinity of the ecologically designated sites.

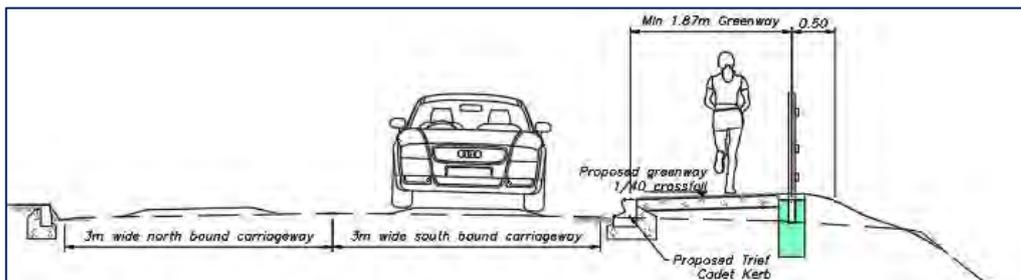


Figure 3.5: Proposed new Footway

- 3.3.6 At the marina pedestrians would cross the marina access road and make use of the existing footway while cyclists would cross the R173 to use the existing footway. The existing footway is proposed to be widened to accommodate its new use as a shared cycle and pedestrian surface.

### 3.4 Option B - Orange Corridor

3.4.1 This option commences at the Tourist Information Centre in Carlingford Town. The corridor utilises the existing 5m wide footpath along the seafront which would become a shared pedestrian / cyclist surface.

3.4.2 The route would then utilise the north pier and traverse the cliff face by a specially constructed board walk / causeway below King John's Castle (refer to Figure 3.5).

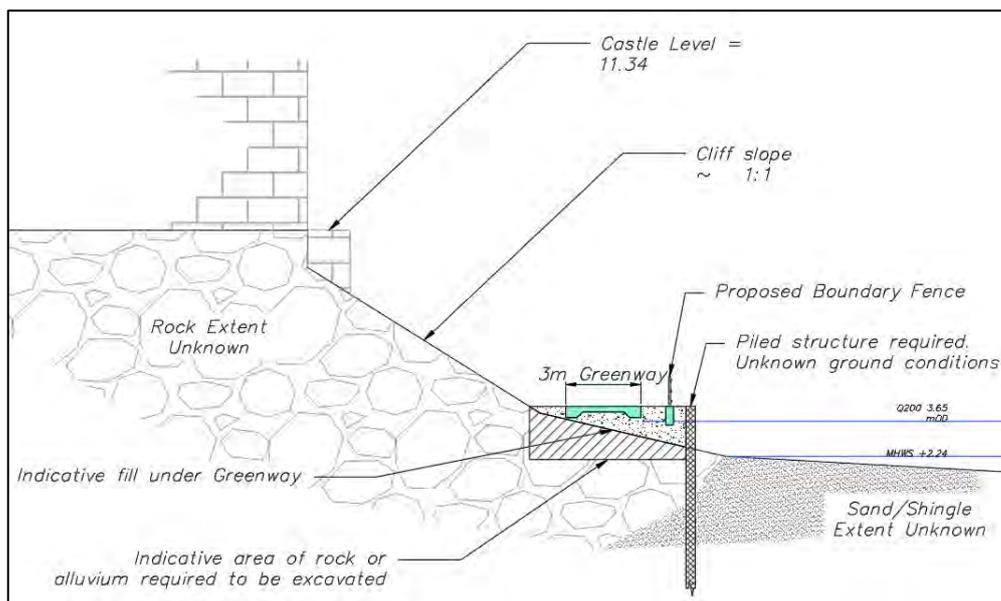


Figure 3.6: Orange Corridor – Concept Cliff Structure

3.4.3 To continue the greenway along the coast a new reinforced earth retaining slope is proposed along the route of the old railway line towards Carlingford Marina, as previously outlined on Figure 3.4.

3.4.4 At the Marina the greenway will continue down the Marina entrance with pedestrians utilising the existing footpath and cyclists utilising the existing access road as a shared cycle and vehicle surface.

3.5 Option C - Purple Corridor

3.5.1 This option commences at the Tourist Information Centre in Carlingford and diverts pedestrian and cyclists via Carlingford village (footways / shared surface) to Newry Street and the entrance to King John's Castle – for full details refer to the initial directions of the Green Corridor outlined within this report.

3.5.2 From the castle down to the existing R173 car parking area it is likely a raised structure would be required to obtain the required minimum 1 in 21 gradient; currently the existing ground levels are relatively flat within the grassed area adjacent to the castle with a steep fall from the castle ground to the parking area.

3.5.3 From the car park area this option would then follow the same proposals as the Blue and Orange Corridor along a new reinforced earth retaining slope until reaching the Marina entrance (refer to Figure 3.4).

### 3.6 Option D - Green Corridor

3.6.1 This option commences at the Tourist Information Centre in Carlingford Town. The corridor utilises an existing 5m wide footpath along the seafront.

3.6.2 Cyclists would cross the R173 at a new crossing and travel up to Newry Street via an unnamed side road. Contour flow lanes would be introduced to provide a segregated on-road cycle lane for cyclists to reach Newry Street, refer to Figure 3.6.

3.6.3 When on Newry Street cyclists travelling towards the Back Lane would travel with the flow of traffic passing the entrance to King Johns Castle and continuing to follow the traffic flow along the old Back Lane.

3.6.4 On reaching the R173 cyclists would then make use of a proposed crossing to reach the Marina entrance and would utilise the existing access road as a shared cycle and vehicle surface.

3.6.5 To facilitate cyclists travelling from the Marina to Carlingford cyclists would be required to follow the flow of traffic along the Back Lane, then a contour flow lane would be marked along Newry Street to allow cyclists to make their way to the Tourist Information Centre.

- This Route Corridor would impose a speed limit of 30km/hr on shared cycle and vehicle surfaces along Back Lane and Newry Street.
- Implementing this option would require road markings and signage with the proposal of two road crossing across the R173.
- The contra flow lanes are not suitable for pedestrian use.

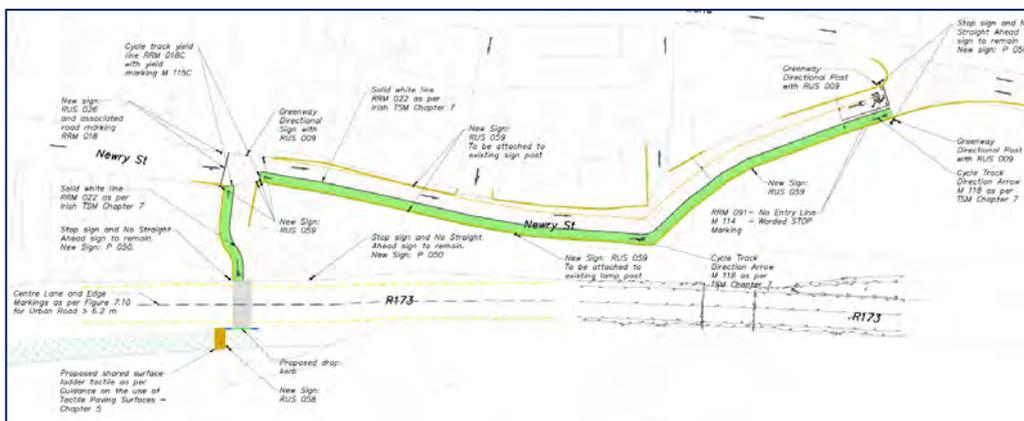


Figure 3.7: Green Corridor - Contour Flow Option

### 3.7 Option E - Red Corridor

3.7.1 This option requires cyclists to follow the existing traffic flow through Carlingford in both directions as an on-road shared surface and provides new footways for pedestrians.

3.7.2 Commencing at the Tourist Information Office; cyclists travelling from Carlingford to the carina would be required to join Newry Street utilising the road at the Tourist Information Centre and following the traffic flow. Commencing at the marina; cyclists travelling from the marina to Carlingford would be required to follow the flow of traffic using the Back Lane, Dundalk Street and along Old Church Road.

- This corridor would impose a speed limit of 30km/hr on shared cycle and vehicle surfaces along Back Lane and Newry Street.
- Implementing this option would require road markings and signage with the proposal of two road crossing across the R173.
- Directional signage would be introduced to direct cyclists along the Back Lane, Dundalk Street and Old Church Road.

3.7.3 The pedestrian route commences at the Tourist Information Centre utilising the existing 5m wide footpath along the seafront. Pedestrians would cross the R173 to join Newry Street via a new crossing and footpath and would continue along Newry Street and Back Lane using new and existing footways, refer to Figure 3.7.

3.7.4 Pedestrian users along with cyclists would cross the R173 at the marina entrance. Pedestrians would utilise the existing footpath and cyclists would utilise the existing access road as a shared cycle and vehicle surface.

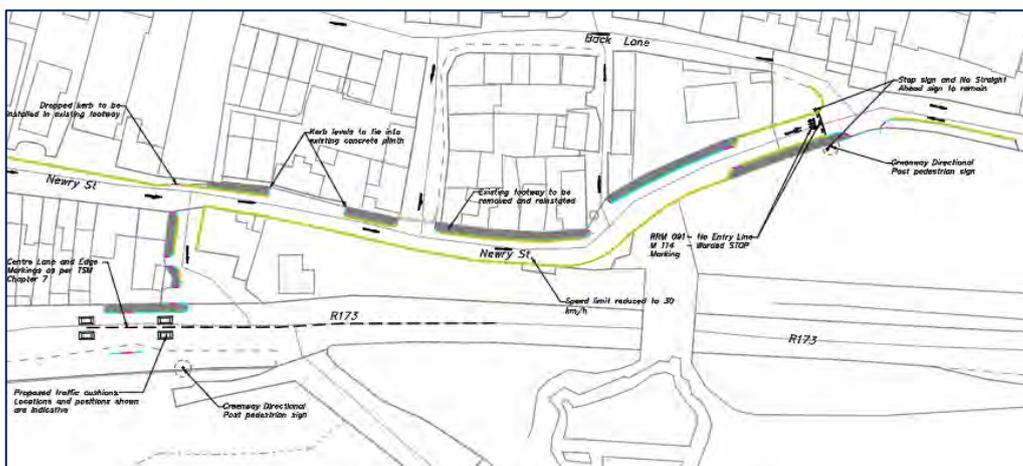


Figure 3.8: Red Corridor - Proposed New Footpath Locations

#### 4.0 ROUTE CORRIDOR ASSESSMENT CRITERIA

4.1 The Route Corridor Assessment Criteria set out the criteria used to compare the Route Corridors, and select the Preferred Route Corridor Option and are based on the Scheme Assessment Reporting (SAR) assessment criteria outlined in TD37/93 of the DMRB & Transport Infrastructure Ireland (TII, formerly National Roads Authority) Project Management Guidelines.

4.2 The DMRB & TII criteria are more relevant to motorway and road schemes and are not strictly relevant to greenway schemes, therefore, the Route Corridor Assessment Criteria have been adapted to reflect the proposed greenway scheme.

4.3 The Preferred Route Selection Process, which is outlined in this report, will assess each of the Route Corridors identified in Section 3.0 against Eleven Assessment Criteria outlined below.

4.4 The criteria adopted for the greenway scheme are informed by the user preferences that were identified in the Fáilte Ireland Cycling and Activities Research, guidance from EuroVelo documents and international best practice.

##### **(i) Modal Shift**

NWGN Modal Shift aims and objectives will be assessed against each route corridor. We will consider each corridor in relation to its connectivity / proximity to towns and villages, residential areas, schools and places of work and its potential to impact on the way in which people commute and travel between these places. High score will be awarded where a corridor has potential to deliver significant change in how the local population commute and travel.

##### **(ii) Connections and Local Access**

Connections and Local Access Criteria will assess how each corridor links greenway users to local amenities such as accommodation, food and retail outlets, comfort breaks and public transport.

##### **(iii) Cultural, Heritage and Visual Attractions**

This criteria will compare how each corridor connects greenway users with notable Cultural, Heritage and Visual Attractions within the Study Area.

##### **(iv) Landscape and Visual**

An assessment of the landscape and views along each corridor will be carried out. A Landscape & Visual Assessment will be completed which will rate the views at key

points along each corridor, with high scores awarded where a corridor option provides striking or exceptional views across the landscape.

**(v) Flora, Fauna and the Environment**

Similar to 'Landscape and Visual' criteria, we will assess how each corridor provides a connection to notable flora and fauna within the Study Area. We will also consider proximity to designated environmental sites, e.g. Special Areas of Conservation (SAC), Special Protection Areas, (SPA) and Areas of Outstanding Natural Beauty (AONB).

The effect of the construction of a proposed corridor on the environment will also be considered and corridors that negatively impact on the environment will score less highly than those which do not.

**(vi) Physical Constraints**

Physical Constraints, e.g. topography, river / stream crossing points, carriageway crossing points and local 'pinch' points, likelihood of flooding will inform the design of the preferred greenway. While significant changes in topography and river / stream crossing points bring opportunities for scenic landscape views and attractive features along a Greenway they can also present design and construction challenges in relation to achieving desired gradients.

Carriageway crossing points can deter greenway users and 'pinch' points, or sections of where path width varies, can make the greenway a less attractive amenity. These issues also present safe design challenges.

In assessing each of the Route Corridors, these types of physical constraints will be considered and scored accordingly.

**(vii) Quality of Service**

For a Greenway to attract high volumes of pedestrians / cyclists it must provide an attractive 'product'.

The key desirable features of a Greenway are described below and Route Corridors that can deliver these features will score highly.

1. Segregated from vehicular traffic or in compliance with European Certification Standard Manual.
2. Safe and accessible for all greenway users
3. Developed in accordance with best practise and international standards, and;

4. Substantially 'off road', i.e. through green field lands, preferably where 3rd party land acquisitions are not required.

**(viii) Material Assets and Human Beings**

This criteria is defined by two sub-headings as follows:

1. Existing Land Use: The impact of a corridor on existing land use will be an important consideration. High scores will be achieved where the proposed corridor uses lands of which have low or neutral usage value, or where existing path networks are developed. Lands which have a high usage value (e.g. agricultural) and on which the proposed greenway may have a negative impact, will score less well.
2. Land Ownership: Land ownership will be a key factor when considering the suitability of a route corridor. Where private land purchase is not required, higher scores will be achieved. Conversely, if large tracts of private lands are required to construct the greenway, this will result in lower scores. Preference given to options that do not require the acquisition of 3rd party lands. In sections of a route corridor where this is unavoidable 3rd party land take will be minimised with severance of land boundaries avoided as far as practicable.

**(ix) Potential Cost**

The potential cost of each corridor option will be assessed against the overall project budget. At this stage of the design process, a fixed rate per km of Greenway will be estimated and applied to each route. For each corridor an assessment of structures (e.g. bridges, river crossings) will be included in the estimated costs, based on previous experience, high cost options will receive a lower score than lower cost options.

**(x) Physical cross-border connectivity**

The SMART Activity Targets of this project are:

1. Construct 6.6 km of Carlingford Lough Greenway between Newry and Carlingford.
2. To have 150 people utilize the Greenway to commute cross-border to work/education on a regular basis over a 5 year period.
3. To have equivalent of 30 people using Greenway to commute cross-border to work education on a daily basis

How the scheme will achieve the identified SMART targets:

- Creates a safe and attractive active travel cross-border route from Carlingford to Newry for commuters and others.

- Will engage schools and the local population in utilizing the greenway and commuting to work.

Therefore any Route Corridor considered must achieve these targets.

**(xi) Public Feedback**

The views of members of the public on the respective route options must be recorded and reflected in the route scoring. Routes which receive negative feedback will score lower than those which have neutral or positive feedback.

4.5 Scoring

4.6 Each route corridor will be scored against the assessment criteria using the following scoring matrix, where the most favourable rating for a particular criteria will be +3 (green) and the least favourable will be -3 (red). The Preferred Route Corridor will be the Route with the highest overall score.

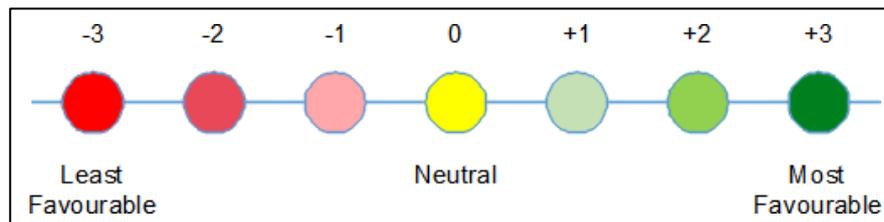


Figure 4.1: Scoring Matrix

## 5.0 ROUTE CORRIDOR ASSESSMENT

### 5.1 Option A - Blue Corridor

Assessment Criteria	Score / Comments	
Modal Shift	2	This route is the most direct route from the trail head to Carlingford Marina. Positioned alongside side streets which lead to residential areas, schools and places of work, and businesses within Carlingford Village.
Connections and Local Access	1	No direct path through Carlingford accomodation, food and retail outlets. No direct access to gates of King John's Castle. Crossings to allow alternative indirect access to these features along side streets from the promenade required.
Cultural, Heritage and Visual Attractions	2	No direct connection to Carlingford and its historic features and no direct access to King John's Castle gates along Newry Street. Crossings would be required to allow alternative indirect access to these features.
Landscape and Visual	3	Good Views of Carlingford Lough, King John's Castle and surrounding landscape from the Promenade. Excellent views of Carlingford Lough and surrounding landscape from the embankment.
Flora, Fauna and the Environment	2	Connects users to notable coastal flora and fauna between the pier and the marina; creating limited views of coast / mudflat habitat. Minimal footprint within / adjacent to the SAC and clearance of vegetation required north of castle to facilitate path / edge protection.
Physical Constraints	-1	Restricted width under King John's Bridge. The reinforced earth retaining slope to the marina would require extensive site investigations. This route may require minor footprint within the SAC. The alternate footway along the verge would be a more economic and less intrusive proposal.
Quality of Service	2	A raised footpath would provide some segregation from vehicular traffic. Cyclists would need to dismount. Engineered path surface.
Material Assets and Human Beings	2	One private landowner. Traffic carriageway would require alteration.
Potential Cost	1	New footpath and traffic calming required. Extensive site investigation for embankment.
Physical Cross-Border Connectivity	2	Required to complete the cross border connection between Carlingford, Omeath and Newry.
<b>Total Score</b>	<b>16</b>	

5.2 Option B - Orange Corridor

Assessment Criteria	Score / Comments	
Modal Shift	2	This route is a direct route from the trail head to Carlingford Marina; but extends greenway away from the town around King John's Castle.  Positioned alongside side streets which lead to residential areas, schools and places of work, and businesses within Carlingford Village.
Connections and Local Access	1	No direct path through Carlingford accommodation, food and retail outlets. No direct access to Newry Street gate of King John's Castle.  Crossings to allow alternative indirect access to these features via side streets from the promenade would be required.
Cultural, Heritage and Visual Attractions	2	No direct connection to Carlingford historic features and no direct access to King John's Castle gates along Newry Street. Crossings required to allow alternative indirect access to features.  The extent of engineering works to accommodate greenway around the castle could be considered "over development" in the vicinity of a scheduled monument.
Landscape and Visual	3	Good Views of Carlingford Lough, King John's Castle and surrounding landscape from the Promenade. Excellent views of Carlingford Lough and surrounding landscape from the cliff structure embankment.
Flora, Fauna and the Environment	-2	Connects users to notable coastal flora and fauna between the pier and the marina.  Construction impacts on the SPA and SAC shingle beach, protected plants from the cliff side structure under the castle. Extensive clearance of existing trees and vegetation would be required.  Mitigation measures and sympathetic design would not significantly decrease the extent of heavy civil engineering works and greenway footprint within the SAC and SPA.
Physical Constraints	-2	Restricted width under King John's Bridge. Reinforced earth retaining slope to the marina would require extensive site investigations. Route may require minor footprint within the SAC.  Existing rock formation along the coast edge would require extensive geotechnical investigation and safety measures to prevent rock fall.
Quality of Service	2	Segregated from traffic. Designed to specification and standards. Risk of falling/drowning to be addressed and may detract from aesthetics.
Material Assets and Human Beings	-2	One private landowner. CPO would be difficult given alternative routes available. Permissive access not an option given the permanent structural works required.
Potential Cost	-3	Expensive civil engineering works required. Objections to CPO and Environmental Objections would be both costly from a financial point of view and impact there on programme and viability of the project
Physical Cross-Border Connectivity	2	Required to complete the cross border connection between Carlingford, Omeath and Newry
<b>Total Score</b>	<b>3</b>	

5.3 Option C - Purple Corridor

Assessment Criteria	Score / Comments	
Modal Shift	2	This route is a direct route from the trail head to Carlingford Marina. The route directs cyclists up side streets which are a direct link to residential areas, schools and places of work, and businesses within Carlingford Village.
Connections and Local Access	3	Direct route through Carlingford and direct access to accomodation, food and retail outlets and public transport, and links to the gates of King John's Castle. Two way access along Newry Street can not be provided for cyclists. Crossing points required for cyclists and pedestrians.
Cultural, Heritage and Visual Attractions	3	Direct connection to Carlingford and its historic features and direct access to King John's Castle gates along Newry Street.
Landscape and Visual	2	Good Views of Carlingford Lough, King John's Castle and surrounding landscape from the Promenade. Excellent views of Carlingford Lough and surrounding landscape from the castle grounds.
Flora, Fauna and the Environment	0	Connects users to notable coastal flora and fauna between the R173 car-park and the marina. Construction impacts on the SPA and SAC from the reinforced earth retaining slope. Extensive clearance of vegetation required north of the castle to facilitate a 3m path and edge protection, and extensive cut and fill / civil works required on this section given the existing undulating hills.
Physical Constraints	-2	Constraints relating to the existing topography and archaeological impact on the castle grounds and the reinforced earth retaining slope to the marina would require extensive site investigations. This route may require minor footprint within the SAC.
Quality of Service	1	Segregated from traffic. Designed to specification and standards. The risk of falling/drowning to be addressed and may detract from aesthetics.
Material Assets and Human Beings	-2	One private landowner. CPO would be difficult given alternative routes available. Permissive access would be difficult given the level of vegetation clearance and change to the topography and permanent structure. Aesthetics of edge protection and extent of vegetation clearance may detract from the scheduled monument.
Potential Cost	-2	Civil engineering works required. Difficulties regarding CPO and Environmental Objections.
Physical Cross-Border Connectivity	2	Required to complete the cross border connection between Carlingford, Omeath and Newry
<b>Total Score</b>	<b>7</b>	

5.4 Option D - Green Corridor

Assessment Criteria	Green Corridor	
Modal Shift	3	This route is the a direct route from the trail head to Carlingford Marina. The route directs cyclists via Newry Street which is a direct link to residential areas, schools and places of work, and businesses within Carlingford Village.
Connections and Local Access	2	Direct route through Carlingford and direct access to accomodation, food and retial outlets and public transport, and links to the gates of King John's Castle. Width of two way access along Newry Street (contraflow) two steps below standard and not suitable for pedestrians. Crossing points required for cyclists and pedestrians.
Cultural, Heritage and Visual Attractions	3	Direct connection to Carlingford and its historic features and direct access to King John's Castle gates along Newry Street.
Landscape and Visual	2	Good Views of Carlingford Lough, King John's Castle and surrounding landscape from the Promenade.
Flora, Fauna and the Environment	2	No connection to notable flora and fauna; but also no construction impact on the SAC or SPA.
Physical Constraints	-1	Two road crossings of the R173 required. Constraints relating to width and gradient of Newry Street for cyclists along with limited provisions for pedestrians.
Quality of Service	1	A contra flow would provide segregation from vehicular traffic however limited widths mean no provisions for pedestrians therefore not a direct route. Engineered surface.
Material Assets and Human Beings	-1	Council owned lands. Substantial loss of carparking to residents and village.
Potential Cost	2	New footpath and road markings/signage required
Physical Cross-Border Connectivity	2	Required to complete the cross border connection between Carlingford, Omeath and Newry.
<b>Total Score</b>	<b>14</b>	

5.5 Option E - Red Corridor

Assessment Criteria	Score / Comment	
Modal Shift	3	This route is the a direct route from the trail head to Carlingford Marina. The route directs cyclists and pedestrians via Newry Street and Back Lane which is a direct link to residential areas, schools and places of work, and businesses within Carlingford Village.
Connections and Local Access	2	Direct route through Carlingford and direct access to accomodation, food and retail outlets and public transport, and links to the gates of King John's Castle. Two way access along Newry Street can not be provided for cyclists. Crossing points required for cyclists and pedestrians.
Cultural, Heritage and Visual Attractions	3	Direct connection to Carlingford and its historic features and direct access to King John's Castle gates along Newry Street.
Landscape and Visual	2	Good Views of Carlingford Lough, King John's Castle and surrounding landscape from the Promenade.
Flora, Fauna and the Environment	2	No connection to notable flora and fauna; but also no construction impact on the SAC or SPA.
Physical Constraints	-1	Two road crossings of the R173 required. Constraints relating to width and gradient of Newry Street for pedestrians along with Increased length of route for cyclists.
Quality of Service	2	A raised footpath would provide segregation from vehicular traffic however limited widths require a longer route for cyclists as they are diverted via a shared surface with vehicles. Engineered surface.
Material Assets and Human Beings	2	Council owned lands. Minimal loss of carparking to residents.
Potential Cost	2	New footpath required along Newry Street and road crossings required.
Physical Cross-Border Connectivity	2	Required to complete the cross border connection between Carlingford, Omeath and Newry.
<b>Total Score</b>	<b>18</b>	

6.0 ASSESSMENT SUMMARY

6.1 Each Route Corridor had a number of positives and negatives identified during initial assessment.

6.2 The assessment criteria as outlined in this report was applied to each option and scores awarded accordingly. Final scores are presented in the Table 6.1 below.

6.3 This assessment process provided one Route Corridor Option that was carried forward to public consultation. The Red Corridor was presented to public consultations on Feb 19th in Carlingford and Feb 28th in Omeath.

6.4 Responses from the public consultations raised a number of issues with the presented route. The issues are fully outlined in the Public Consultation Report and summarised below:

- H&S issues relating to the crossing at the marina entrance.
- Queries relating to why the route should go through the village.
- Concerns regarding increased traffic in the village in particular along back lane.
- Concerns with crossing the main road at Carlingford and with users choosing to continue under the narrow bridge anyway.
- Concerns regarding speed limits.
- Concerns with the specifications of gates and cattle grids on the existing greenway.

6.5 Scoring the feedback from the event against the final Assessment Criteria: Public Feedback; resulted in the scores presented in the Table 6.1 below (full scoring outlined overleaf).

Route Corridor Option	Overall Score	Overall Score Including Public Feedback
Blue	16	17
Orange	3	6
Purple	7	9
Green	14	12
Red	18	16

*Table 6.1: Summary of Scores Pre and Post Public Consultation*

6.6 Blue Corridor

Assessment Criteria	Score / Comments	
Feedback	1	Sports Ireland not keen on proximity to the R173 given the volume and speed of traffic. Residents in Carlingford and Omeath indicated that people are already passing under the bridge and will continue to do so. They are aware of the existing safety issue and suggested this route be reassessed.

6.7 Orange Corridor

Assessment Criteria	Score / Comments	
Feedback	3	The preferred option to the locals in Carlingford

6.8 Purple Corridor

Assessment Criteria	Score / Comments	
Feedback	2	Would be seen as an attractive option to the public and provides direct access to castle.

6.9 Green Corridor

Assessment Criteria	Green Corridor	
Feedback	-2	An Taisce Greenschools pleased with proximity to school. Sports Ireland in favour of direct access to the castle. Carlingford Forum group strongly opposed this route and one indicated they didn't want cyclists in the village

6.10 Red Corridor

Assessment Criteria	Score / Comment	
Feedback	-2	Sports Ireland in favour of direct access to castle. Carlingford Forum group strongly opposed this route and one indicated they didn't want cyclists in the village.

7.0 CONCLUSION

7.1 Following the two public consultations on Feb 19<sup>th</sup> in Carlingford and Feb 28<sup>th</sup> in Omeath feedback has been taken into consideration and the route assessment scores have been re-evaluated.

7.2 Following on from public consultation it was concluded that a combination of elements of the Red route (shared surface for cycle and vehicle through Carlingford with new signage and reduced speed limits) and the Blue route (new pedestrian footpath) would be carried forward.

7.3 The main advantages of the Red corridor presented at public consultation are:

- Direct link through Carlingford Village connecting to residential areas, schools and places of work and its potential to impact on the way in which people commute to and from Carlingford Town.
- Access past the gates of King John's Castle along Newry Street.
- Views of Carlingford Lough and King John's Castle along the promenade.
- Footprint remains out with the Carlingford Lough SAC and SPA.
- No significant construction or engineering required in the vicinity of the National Monument.
- Lack of impact on private landowners.
- Achieves the project objectives and is economically viable.

7.4 The main advantages of the Blue corridor are:

- Direct link along the main R173 to the marina for pedestrians.
- Views of Carlingford Lough and King John's Castle along the promenade and along the R173.
- Verge footway footprint remains out with the Carlingford Lough SAC and SPA.
- No significant construction or engineering required in the vicinity of the National Monument of the engineered embankment is not required.
- Lack of impact on private landowners.
- Achieves the project objectives and is economically viable.