

Section 1				
Assessment Criteria	Purple		Blue	
Modal Shift	3	Connects Derry / Londonderry with Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. Connects with primary & secondary MS generators.	3	Connects Derry / Londonderry with Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. Connects with primary & secondary MS generators.
Connections and Local Access	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area
Cultural, Heritage and Visual Attractions	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.
Landscape and Visual	-1	As described in the Landscape Assessment	0	As described in the Landscape Assessment
Environmental, Flora and Fauna	2	There are no notable environmental features or designations within this section of the Study Area. Corridor is alongside the A2 / N13 and potential impact of construction is deemed to be relatively low.	1	There are no notable environmental features or designations within this section of the Study Area. Evidence of protected species along this corridor which will require consideration through the design process. Corridor is requires minimal clearance of vegetation and portion of the lands is already zoned for residential development and will become part of hte urban landscape.
Physical Constraints	0	Residual Physical Constraints that cannot be mitigated entirely are deemed to range from moderate to significant. Consistent Cross section achievable along the majority of the route, with some major / minor road crossings. Residual physical constraints at Bridgend deemed sufficient to merit a score of 0	2	Residual Physical Constraints that cannot be mitigated entirely are deemed to be 'low'. Consistent Cross section achievable. Some major / minor road crossings
Quality of Service	0	A design can be provided that is safe and accessible for greenway users, but it is considered that given the large volumes of traffic, and the associated noise and air pollution, along the A2 / N13, a greenway facility along the corridor would not be considered 'attractive' or 'pleasant'. Multiple minor road crossings, entrances to business parks, as well as the condensed section of entrances at Bridgend would further detract from the attractiveness of the greenway.	3	A greenway facility along this corridor would be 'off-line' for the majority of its length. Attractive & pleasant facility could be provided and crossing points of major roads not considered to substantially detract from its attractiveness. Maximum score of 3.
Material Assets and Human Beings	1	Corridor can mostly be delivered availing of lands in the public domain, and impacts on land usage, severance and privacy are considered low.	-1	Private land from multiple landowners required for the full corridor length. Low impact on severance & privacy deemed.
Potential Cost	-1	Construction challenges for a route along busy main roads presents a potential cost impact.	0	Can be delivered within a reasonable deviation from the average cost
Cross Border Connectivity	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally
Public Feedback	1	Limited Support. Main issues & concerns cannot easily be mitigated through the design process although a corridor in line with the design standards can be achieved for the majority of the route.	3	High Levels of support. Main issues & concerns raised are reflected in this route corridor (ie traffic free GW route)
Total Score	12		18	

Section 2						
Assessment Criteria	Blue		Red		Purple	
Modal Shift	3	Connects with Burnfoot (via a short additional link) and with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. Connects with primary & secondary MS generators.	3	Connects with Burnfoot (via a short additional link) and with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. Connects with primary & secondary MS generators.	2	Connects directly with Burnfoot and with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. Connects with primary & secondary MS generators. (Loses a point due to QoS Score)
Connections and Local Access	2	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area. (Loses a point due to additional link to be provided to Burnfoot)	2	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area. (Loses a point due to additional link to be provided to Burnfoot)	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area
Cultural, Heritage and Visual Attractions	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.
Landscape and Visual	1	As described in the Landscape Assessment	1	As described in the Landscape Assessment	0	As described in the Landscape Assessment
Environmental, Flora and Fauna	-3	Connects with Lough Swilly SPA and with the notable birdlife associated with it. Traverses through the SPA. Potential for high impact on the SPA. As noted in the Report, the section of this corridor between Slab Rd and Inch Lake where it traverses the SPA will not be considered for the preferred route selection.	-1	Connects with Lough Swilly SPA and with the notable birdlife associated with it. Potential for impact on the SPA. EIA / EIAR will be provided to determine potential impacts and mitigation measures. Noted there is potential less impact than the Blue Corridor due to its alignment along the boundary of the SPA	1	Corridor not deemed to provide a connection with the SPA or notable Flora & Fauna (although it runs close to the SPA). Has a reduced potential to impact on the env. Due to its alignment alongside the R238 & throughout Burnfoot.
Physical Constraints	3	Consistent Cross Section available along this corridor, road crossings not deemed sufficient to lose a mark. Residual physical constraints are deemed to be low.	2	Consistent Cross Section available along this corridor, road crossings not deemed sufficient to lose a mark. Residual physical constraints are generally deemed to be low however the potential impact due to OPW maintenance works along Burnfoot River are deemed moderate and the score reflects this.	-2	Residual physical constraints along the R238, Burnfoot Village and Watery Road result in varying cross sections along the route. Severe residual pinch point remaining between Burnfoot and Watery Road as private lands acquisition not envisaged at this particular location.
Quality of Service	3	The corridor is off-line and rural for its entire length from Bridgend to Inch Lake and is segregated from traffic other than crossings of 2 local roads. Minimal impact of residual physical constraints on QoS and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product	3	The corridor is off-line and rural for its entire length from Bridgend to Inch Lake and is segregated from traffic other than crossings of 2 local roads. Minimal impact of residual physical constraints on QoS (note - OPW issue occurs infrequently and not considered an impact on QoS) and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product.	-3	Residual Physical Constraints ranging from significant to severe considered to impact on QoS Assessment. Route is along the R238, with high volumes of fast traffic considered to impact on attractiveness of the facility to potential users. Watery Rd section would be a lower trafficked road design which would deter potential users.
Material Assets and Human Beings	-1	Private land required for the full corridor length. Multiple Landowners affected. Some severance of lands expected but this will be minimised as far as practicable. Low impacts on privacy.	-1	Private land required for the full corridor length. Multiple Landowners affected. Some severance of lands expected but this will be minimised as far as practicable. Low impacts on privacy.	3	Private land not required for this corridor as described in the report. Minimal impacts on privacy
Potential Cost	0	Can be delivered within a reasonable deviation from the average cost, but mitigation measures for the transit of the SPA would indicate some uplift. Shortest actual length.	-1	Can be delivered within a reasonable deviation from the average cost in general, but will require a bridge structure.	-1	Construction of this facility alongside a busy main road will impose construction costs that will increase the cost above a reasonable deviation from the average cost. Longest actual length.
Cross Border Connectivity	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally
Public Feedback	3	High levels of support, plus the main issues & concerns raised are; not evident on the route (traffic related issues), or; mitigated through the design process.	3	High levels of support (although less than Blue Corridor), plus the main issues & concerns raised are; not evident on the route (traffic related issues), or; mitigated through the design process.	1	Limited support for this corridor. Main issues and concerns raised - ie preference for a traffic free, scenic GW cannot be delivered on this corridor.
Total Score	15		15		8	

Section 3A				
Assessment Criteria	Blue		Purple	
Modal Shift	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area.	1	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area, but does connect with Secondary MS generator. QoS assessment and score merits 2 marks deducted from the score.
Connections and Local Access	2	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area, however loses a point as it does not connect directly with amenities along R238 while the Purple Corridor does.	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.
Cultural, Heritage and Visual Attractions	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	0	Cultural Heritage is deemed of local, or niche, interest in the Study Area. Corridor does not provide a connection to the majority of these where the Blue Corridor does and therefore scores less favourably.
Landscape and Visual	3	As described in the Landscape Assessment	1	As described in the Landscape Assessment
Environmental, Flora and Fauna	-2	Connects with Lough Swilly SPA and with the notable birdlife associated with it. Traverses along the boundary of the SPA. Potential for impact on the SPA. EIA / EIAR will be provided to determine potential impacts and mitigation measures.	2	Corridor deemed to provide a connection with the SPA (at Inch Wildfowl Reserve Trail). However low potential impact on the env. due the alignment of the facility along Rockstown Rd and R238.
Physical Constraints	2	Consistent Cross Section available along this corridor. Residual physical constraint at Inch Embankment which will require further assessment at detailed design stage considered sufficient to merit the loss of a mark.	-3	Range of residual physical constraints along R238 in particular, ranging from significant to severe and requiring GW users to share the hard shoulder (and in some locations, the carriageway) with vehicular traffic.
Quality of Service	3	The corridor is off-line and rural for its entire length from Inch Lake to Fahan and is segregated from traffic other than road crossing at Inch Embankment. Minimal impact of residual physical constraints on QoS and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product	-3	Residual Physical Constraints ranging from significant to severe considered to impact on QoS Assessment. Route is along the R238, with high volumes of fast traffic considered to impact on attractiveness of the facility to potential users. GW users required to share the hard shoulder or carriageway at various locations. Rockstown Rd section would be a lower trafficked road design and includes some steep gradients.
Material Assets and Human Beings	-3	Private land required for the majority of this corridor, with high potential impacts on privacy and farming practices.	2	Private land not required for this corridor as described in the report. Potential for some impact on privacy as the facility would impose physical infrastructure in front of properties and businesses along the R238.
Potential Cost	-1	Potential for expensive mitigation measures along Lough Swilly SPA is considered sufficient to increase the potential construction cost of a greenway along this route above the average cost	0	Can be delivered within a reasonable deviation from the average cost in general.
Cross Border Connectivity	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally
Public Feedback	-2	Low levels of public support. Main issues and concerns raised as they relate to this corridor (ie safety, impacts on privacy, farming practices, and the environment) could be addressed through the design development process and dependant on discussions and negotiations with stakeholders traffic volumes. Notwithstanding this, it is acknowledged that these issues raised by the public reflect negatively in this assessment.	0	High level of public support. Main issues and concerns raised as they relate to this corridor (ie traffic volumes, proximity to a main road) cannot be mitigated through the design process.
Total Score	9		6	

Section 3B				
Assessment Criteria	Blue		Purple	
Modal Shift	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area.	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. No primary MS generators in this section of the Study Area, but does connect with Secondary MS generator.
Connections and Local Access	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238.
Cultural, Heritage and Visual Attractions	0	Cultural Heritage is deemed of local, or niche, interest in the Study Area. Corridor does not provide a connection to the majority of these where the Purple Corridor does and therefore scores less favourably.	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.
Landscape and Visual	3	As described in the Landscape Assessment	1	As described in the Landscape Assessment
Environmental, Flora and Fauna	-3	Connects with Lough Swilly SPA and with the notable birdlife associated with it. GW would be required to traverse across the SPA in some sections. Potential for impact on the SPA. EIA / EIAR will be provided to determine potential impacts and mitigation measures.	2	Corridor is alongside the R238 and potential impact of construction is deemed to be relatively low. No impact envisaged on the SPA / SAC
Physical Constraints	1	Significant residual constraints at Roneragh Apartments service road, however this is for a short distance and mitigation options can be considered at detailed design stage. Potential flooding constraint along the shoreline and the score reflects this	-1	Residual physical constraints identified range from low to moderate and a segregated greenway facility can be provided for the majority of the route. Where moderate constraints to the cross section exist, these are for distances of 240m & 120m. Corridor also includes 14Nr crossings to private / commercial entrances.
Quality of Service	3	The corridor is off-line and rural for its entire length from Inch Lake to Fahan and is segregated from traffic other than road crossing at Inch Embankment. Minimal impact of residual physical constraints on QoS and it is considered that a greenway utilising this corridor would be considered an attractive & pleasant product	0	A design can be provided that is safe and accessible for greenway users, but it is considered that given the large volumes of traffic, and the associated noise and air pollution along the R238 a greenway facility along the corridor would not be considered 'attractive' or 'pleasant'. Multiple minor road crossings, entrances to businesses parks, as well as the inability to deliver a consistent cross section merit a score of 0
Material Assets and Human Beings	-3	Private land required for the majority of this corridor, with high potential impacts on privacy	2	Private land not required for this corridor as described in the report. Potential for some impact on privacy as the facility would impose physical infrastructure in front of properties and businesses along the R238.
Potential Cost	-2	Potential for expensive mitigation measures along Lough Swilly SPA is considered sufficient to increase the potential construction cost of a greenway along this route above the average cost. Boardwalk or elevated structures may be to avoid some pinch points	-1	Proposed carriageway realignment would increase the cost above the average
Cross Border Connectivity	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally
Public Feedback	-1	Approximately equal level of support to the Section 3B Purple Corridor. Issues of concern raised in relation to impact on properties and privacy are considered negative factors, however support for the 'traffic-free' and scenic nature of the route was also expressed. Overall a score of -1 is merited.	0	Approximately equal level of support to the Section 3B Blue Corridor. Issues of concern raised in relation to proximity to R238 can be addressed through the design process, and overall a score of 0 is merited
Total Score	7		13	

Section 4						
Assessment Criteria	Purple Corridor		Blue Corridor		Red Corridor	
Modal Shift	2	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. Links to primary MS generators in Buncrana. Loses a mark due to QoS Assessment	3	Connects with Derry / Londonderry, Buncrana and the key towns and villages in the Study Area when linked with the corridors in other sections. Links to primary MS generators in Buncrana.	-3	Connects with the Tooban area, and directly with the towns and villages (except Fahan) across the Study Area when linked with other sections. of the scheme. Corridor however provides an indirect connection and also scores poorly in QoS Assessment. Limited potential to effect Modal Shift.
Connections and Local Access	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238 at Fahan	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the R238 at Fahan	1	Connects directly with the local amenities at Buncrana. Limited connections between R238 & Buncrana and misses the connections offered by Blue & Purple Corridor offers.
Cultural, Heritage and Visual Attractions	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	0	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route does not provide good connections with these within the limits of the relevant section.
Landscape and Visual	1	As described in the Landscape Assessment	2	As described in the Landscape Assessment	2	As described in the Landscape Assessment
Environmental, Flora and Fauna	-1	Corridor connects with Swilly SPA & SAC. EIA / EIAR will be provided to determine potential impacts and mitigation measures.	-2	Corridor connects with Swilly SPA & SAC. EIA / EIAR will be provided to determine potential impacts and mitigation measures. Noted more significant potential impact than the Purple Corridor due to proximity to the Salt Marshes (Swilly SAC)	3	Postive connection with the natural environment, minimal impact due to the limited construction activity anticipated to develop this route.
Physical Constraints	-3	Range of residual physical constraints from severe to significant impact on achieving a consistent cross section along this corridor.	-1	Where this corridor diverges from the Purple Corridor it avoids the majority of the physical constraints, although the constraints at Lisfannon Corner is relevant to this corridor. A consistent cross section can be provided, but innovative engineering solutions will be required.	-2	Steep gradients evident along this corridor, coupled with the shared road nature of the proposed facility are considered moderate to significant residual constraints and merit a negative score of -2
Quality of Service	-3	Poor QoS determined in this assessment due to the number of locations where a segregated facility could not be provided. GW users required to share the hard shoulder for an extended section from Fahan (the Lookout) to Lisfannon Beach. Facility not envisaged to be attractive or pleasant.	-1	A consistent, segregated cross section could be provided for the majority of this corridor and an attractive and pleasant facility is envisaged at these sections. Shared road design at Fahan Marina (with steep gradients) plus the constraint at Lisfannon Corner are considered to merit an overall score of 2. Note, in this assessment, these issues are not considered to impact on MS scoring.	-3	Facility along this corridor not considered to be an attractive or pleasant facility due to the lower trafficked road design and steep gradients. Isolated nature of the route may not be considered safe by all GW users.
Material Assets and Human Beings	1	Route would require limited extents of private land, however impacts on severance, privacy and land usage considered to be low.	1	Route would require limited extents of private land, however impacts on severance, privacy and land usage considered to be low.	3	Route would not require private lands and no impact on privacy.
Potential Cost	0	Can be delivered within a reasonable deviation from the average cost	-1	Can be delivered within a reasonable deviation from the average cost in general, but will require a structure such as a boardwalk over at the salt meadows.	2	Limited construction costs anticipated
Cross Border Connectivity	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally
Public Feedback	0	High levels of public support. However the main issues and concerns raised - ie preference for a traffic free GW cannot be delivered on this corridor.	2	High Levels of support. The main issues and concerns raised - ie a preference to avoid proximity to traffic, provide scenic views & limit the impact on landowners are delivered on this corridor, while concerns over the potential impact on the env can be managed through the design process.	1	Limited support for this corridor, however the issues identified by the public (ie preference for scenic views, low traffic, quiet roads) are provided for along this corridor. Noted that some specific comments of support ref the hilly nature of the route which might attract experienced cyclists is also acknowledged.
Total Score	4		10		7	

Section 5				
Assessment Criteria	Light Blue		Orange	
Modal Shift	2	Connects with Derry / Londonderry, Newtowncunningham and the key towns and villages in the Study Area when linked with the corridors in other sections. Links to primary MS generators in Newtowncunningham via a direct route. Loses a mark due to QoS Assessment	1	Connects with Derry / Londonderry, Newtowncunningham and the key towns and villages in the Study Area when linked with the corridors in other sections. Links to primary MS generators in Newtowncunningham but provides a less direct route and has limited Secondary Modal Shift generators along the central section of the route.
Connections and Local Access	3	Links to a more than adequate level of amenities as set out in the Preamble and within the limits of this section of the Study Area and along the N13.	1	Connects directly with the local amenities at Newtowncunningham. Limited connections between Inch Lake and Newtowncunningham.
Cultural, Heritage and Visual Attractions	1	Cultural Heritage is deemed of local, or niche, interest in the Study Area. This route connects with these within the limits of the relevant section.	2	Connection with Inch Wildfowl Trail is deemed of regional interest and merits a score of 2
Landscape and Visual	0	As described in the Landscape Assessment	2	As described in the Landscape Assessment
Environmental, Flora and Fauna	1	Corridor not deemed to provide a connection with the SPA or notable Flora & Fauna (although it runs close to the SPA). Has a reduced potential to impact on the env. Due to its alignment alongside the N13	-2	Corridor connects with Swilly SPA & SAC. EIA / EIAR will be provided to determine potential impacts and mitigation measures. Noted high potential impact along this Corridor at Blanketnook and the Inch Wildfowl Reserve due to proximity to the SPA & SAC
Physical Constraints	-3	Range of residual physical constraints from severe to significant impact on achieving a consistent cross section along this corridor.	-1	Significant physical constraint which requires pedestrians and cyclists to share the carriageway with vehicular traffic, however traffic data indicates a design in accordance the design standards could be achieved.
Quality of Service	-2	Residual physical constraints along the N13 result in varying cross sections along the route. Severe residual pinch point remaining between Bridgend and Newtowncunningham as private lands acquisition not envisaged at this particular location.	0	Attractive, safe, accessible GW can be achieved for off-line sections (approx 39%). Where GW facility would be shared with road network meeting the prevailing design standards can be achieved. Reduced QoS along these sections but overall score of 0 (zero) is considered appropriate.
Material Assets and Human Beings	2	Private land not required for this corridor. Potential for some impact on privacy as the facility would impose physical infrastructure in front of properties and farm entrances along the N13.	2	Lands required from 2 landowners but limited impacts on privacy, severance and farming practises.
Potential Cost	0	Can be delivered within a reasonable deviation from the average cost	1	Limited construction costs anticipated for significant sections of the route. Potential for screening (planting and landscaping) along boundary of SPA & SAC.
Cross Border Connectivity	3	As noted in Preamble, each route scores equally	3	As noted in Preamble, each route scores equally
Public Feedback	0	Limited levels of support. Issues & concerns related to traffic can be mitigated through the design process but some residual issues would likely remain. A corridor in line with the design standards can be achieved for sections of the route.	2	Moderate Levels of support. The main issues and concerns raised - ie a preference to avoid proximity to traffic, provide scenic views are delivered on this corridor, while concerns over the potential impact on the env can be managed through the EIA / EIAR process.
Total Score	7		11	