

NATIONAL ROADS AND GREENWAYS CONFERENCE 2024

Session 4: Greenways and the National Cycle Network
Chair: Michael Kelly, Senior Engineer, Westmeath RDO



Programme: Session 4

Session 4: Greenways and the National Cycle Network <i>Chair: Michael Kelly, Senior Engineer, Westmeath RDO</i>		
3.40pm	Greenways and National Cycle Network Update	<i>Richard Bowen, TII</i>
3.50pm	Active Travel Infrastructure: Public Liability Considerations	<i>Ivor Heavey, Senior Engineer, Client Risk Management Services, IPB Insurance</i>
4.05pm	Mobility & Outdoor Value Estimates (MOVE) - A Greenway Performance Monitoring & Impact Measurement Pilot Project	<i>Dan Brennan, TII and Steven O’Gara , Fáilte Ireland</i>
4.25pm	Westmeath’s Greenways	<i>Ambrose Clarke, Director of Service, Westmeath County Council</i>
4.40pm	Environmental Impact Assessment of Rural Cycleways - A Practical Guide	<i>Dr Sarah-Jane Phelan and Oonagh Duffy, TII</i>
5.00pm	Q&A	



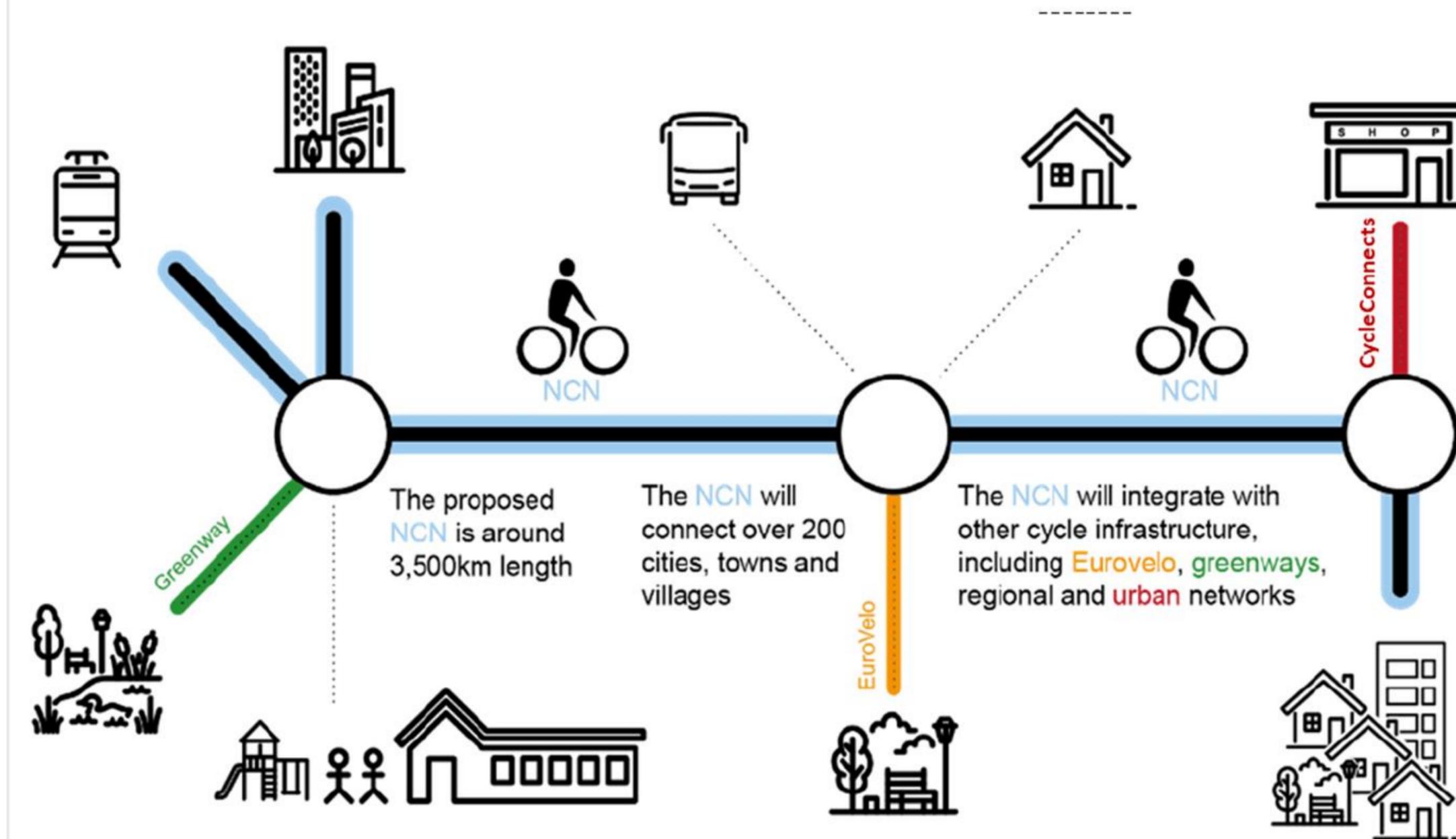
Greenways and National Cycle Network (NCN) Update

Richard Bowen, TII



Introduction to the NCN Plan

The NCN will act as the core network connecting towns, cities and destinations across Ireland



Introduction to the NCN Plan

Proposed NCN

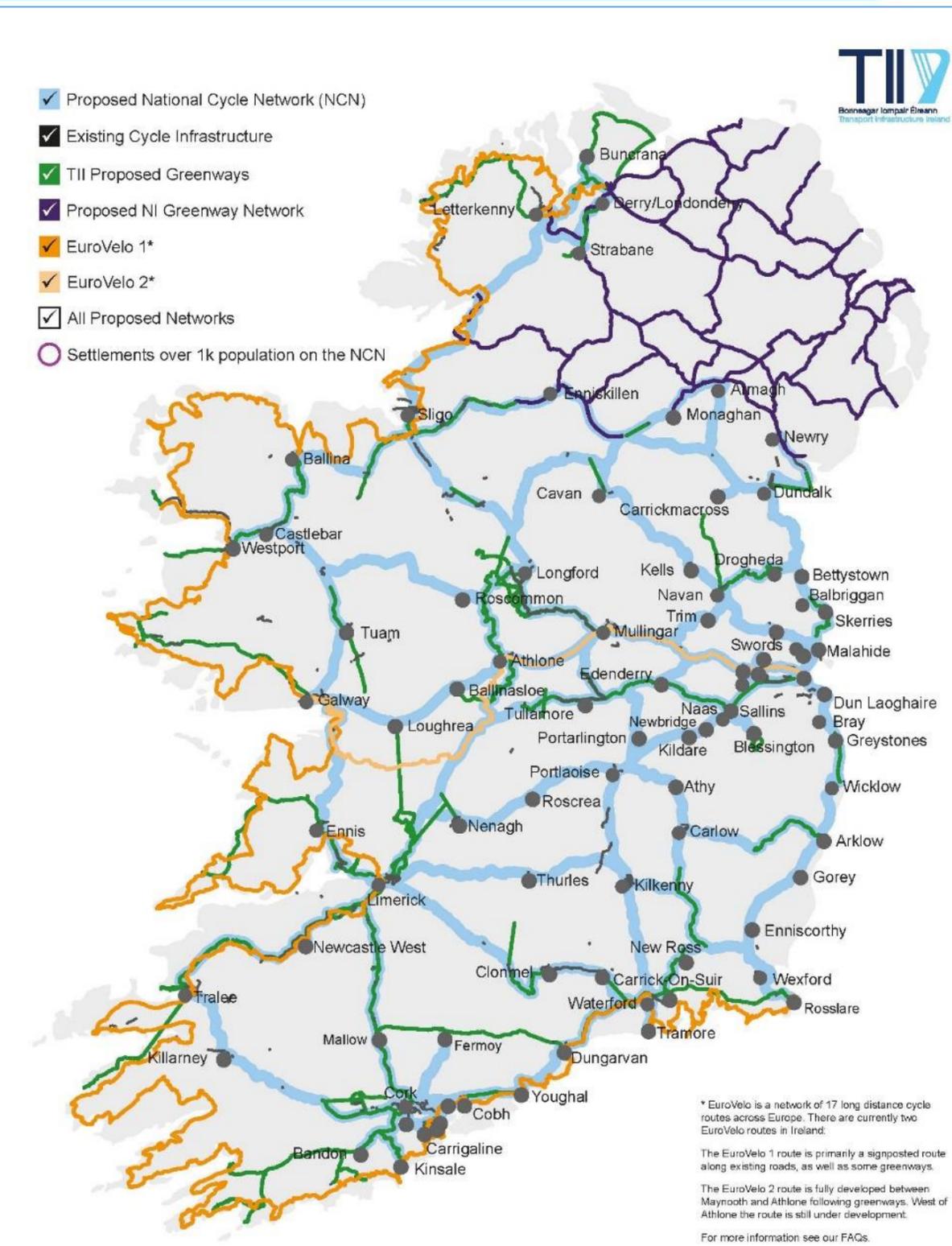
- Total length of NCN: ~3,500km
- Corridors are 4km wide and do not include design information



Introduction to the NCN Plan

Proposed NCN

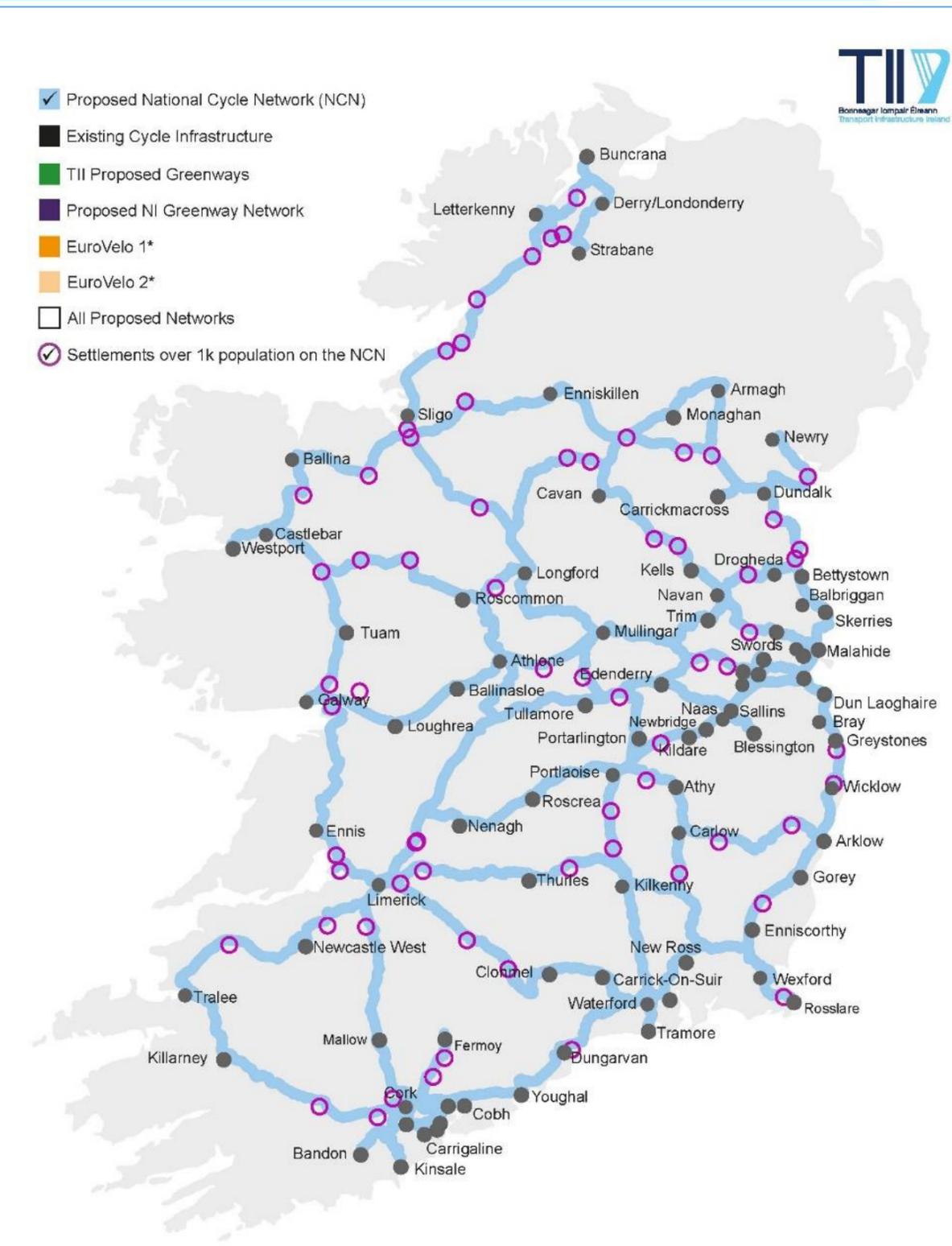
- Total length of NCN: ~3,500km
- Corridors are 4km wide and do not include design information
- NCN links in with existing networks e.g. EuroVelo 1 and NI Greenway Network
- NCN makes use of existing and proposed greenways where appropriate.



Introduction to the NCN Plan

Proposed NCN

- Total length of NCN: ~3,500km
- Corridors are 4km wide and do not include design information
- NCN links in with existing networks e.g. EuroVelo 1 and NI Greenway Network
- NCN makes use of existing and proposed greenways where appropriate.
- NCN connects over 200 cities, towns and villages.



NCN Plan Implementation Strategy

Planned and delivered as a single programme to ensure a coherent and integrated approach

A consistent standard of infrastructure across all projects

Adhere to the NCN Plan objectives

Branding and marketing

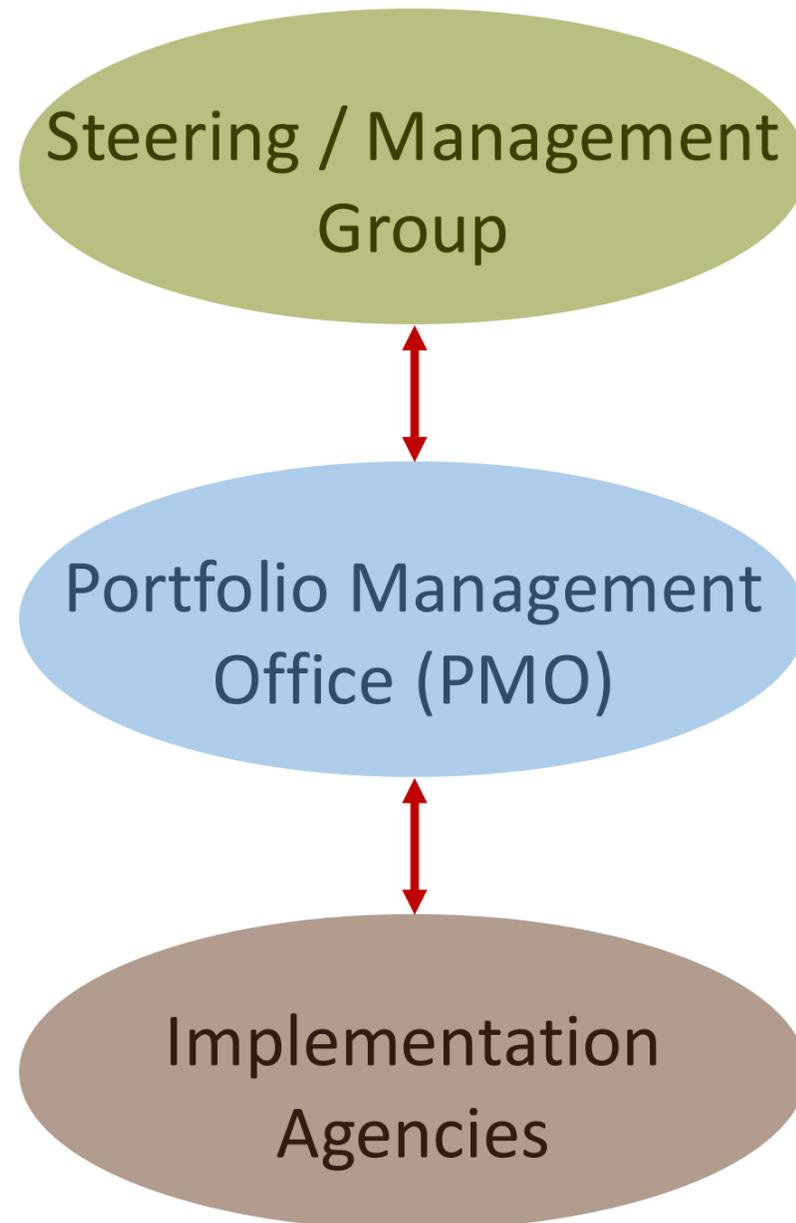
A coherent network, with regional balance

Ongoing monitoring and evaluation



NCN Plan Implementation Strategy

Implementation Governance



- Chaired by DoT
 - NTA
 - CCMA
 - TII
-
- Portfolio Planning & Funding
 - Coordination & Consistency
 - Stakeholder Engagement
 - Approving Authority
-
- Primarily Local Authorities

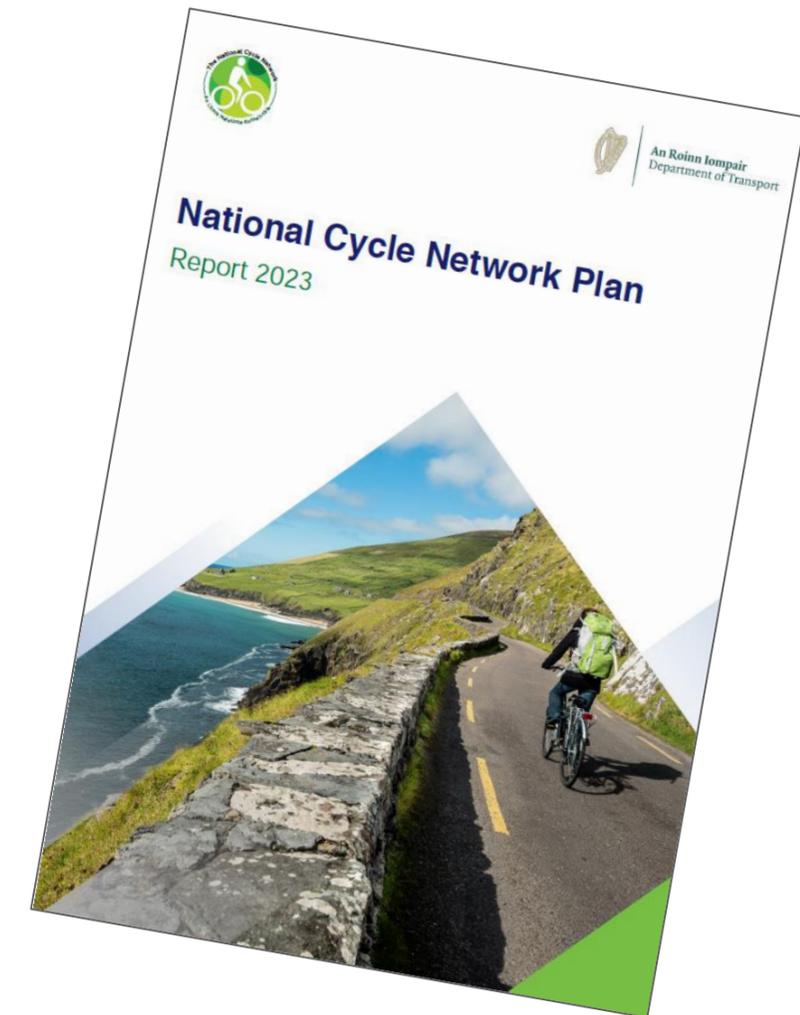
NCN Plan Implementation Strategy

	Phase 1 (2023-2025)	Phase 2 (2026-2030)	Phase 3 (2031-2040)	Total
Approximate kilometres delivered	330km	660km	2,510km	3,500km

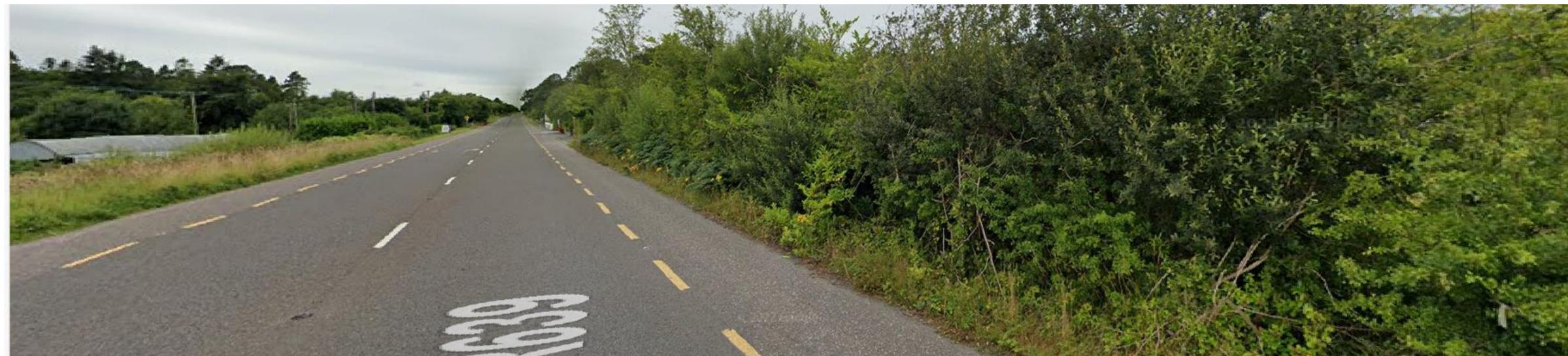
Greenway Retrofit	310km
New Greenways	210km
NTA Funded Urban Active Travel	165km
Dungarvan to Youghal Pathfinder	35km
Hard Shoulder Repurpose	200km
National, Regional, Local Road active travel	70km
TOTAL	990km

NCN Plan Implementation Strategy

- NCN to be funded through existing funding envelopes up until 2030 including:
 - Greenways funding of approx. €60m per annum
 - National and Regional/Local Roads active travel funding
 - NTA active travel funding
- Maximum reuse of existing infrastructure:
 - Road space Reallocation
 - Use of Quiet Roads

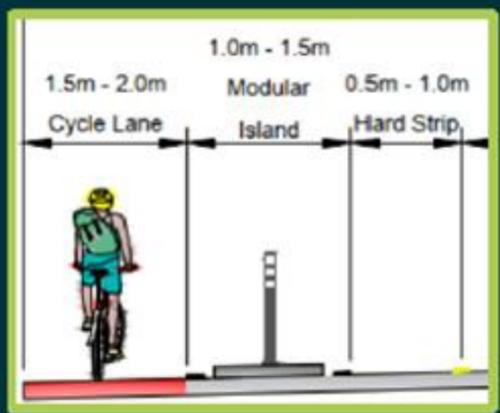
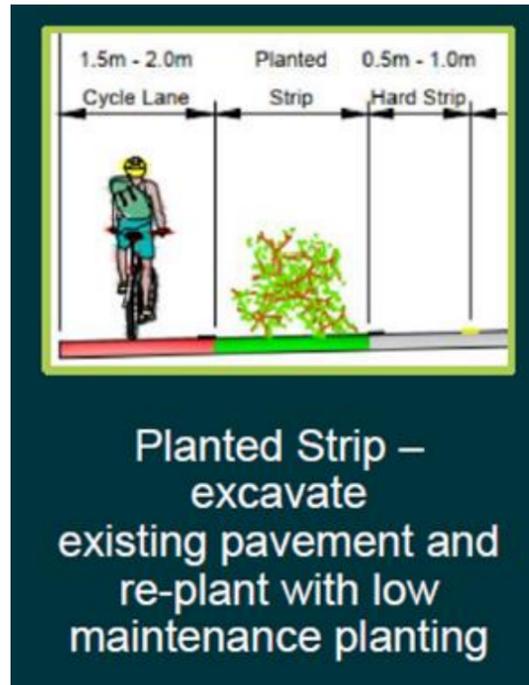


Roadspace Reallocation Pilots

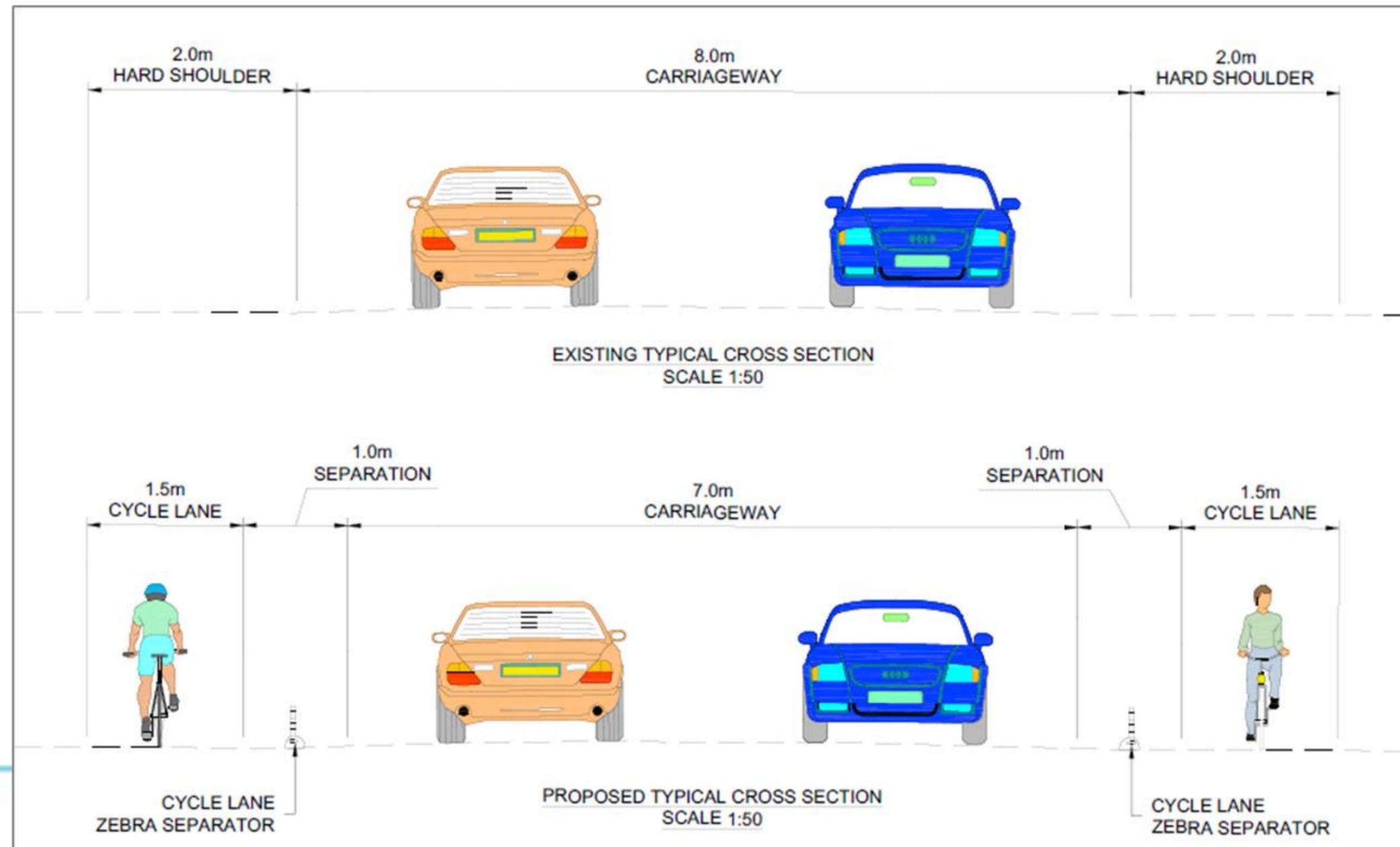


Roadspace Reallocation Pilots

- Physical Segregation
- No impact on existing drainage regime
- Able to be maintained



Modular island - Defined height with potential inclusion of bollards

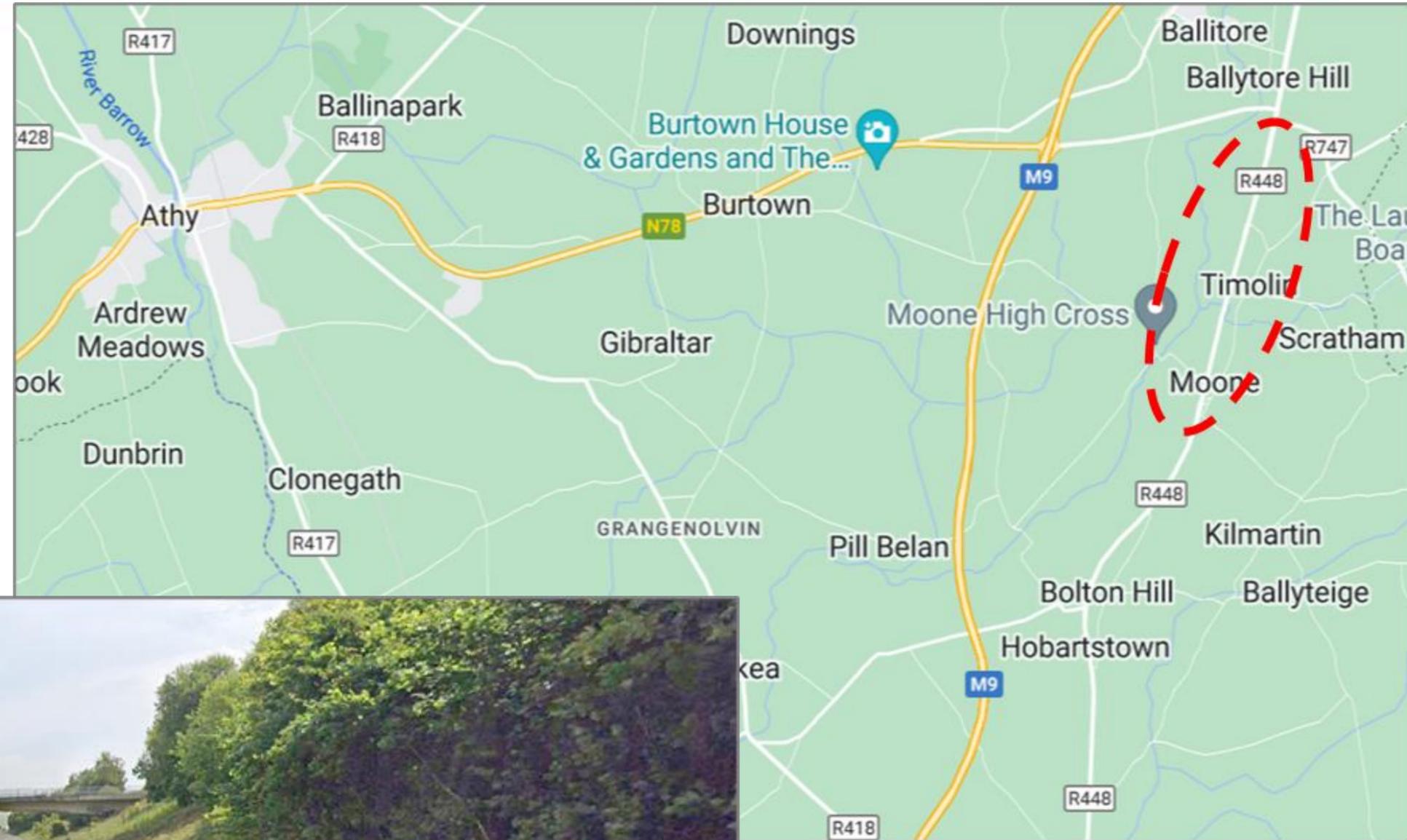


Roadspace Reallocation Pilots

Roadspace Reallocation Pilot

R448 Moone to Timolin

- Former N9
- Circa 3.5km



Roadspace Reallocation Pilots

Roadspace Reallocation Pilot

N77 Abbeyleix to Durrow

- Circa 8.5km
- On Kilkenny to Portlaoise NCN route

R712 Kilkenny to Clara

- Former N10
- Circa 7.0km
- On Kilkenny to Carlow / Wexford NCN route



Roadspace Reallocation Pilots



Quiet Roads Pilot

Quiet Roads

Shared Space

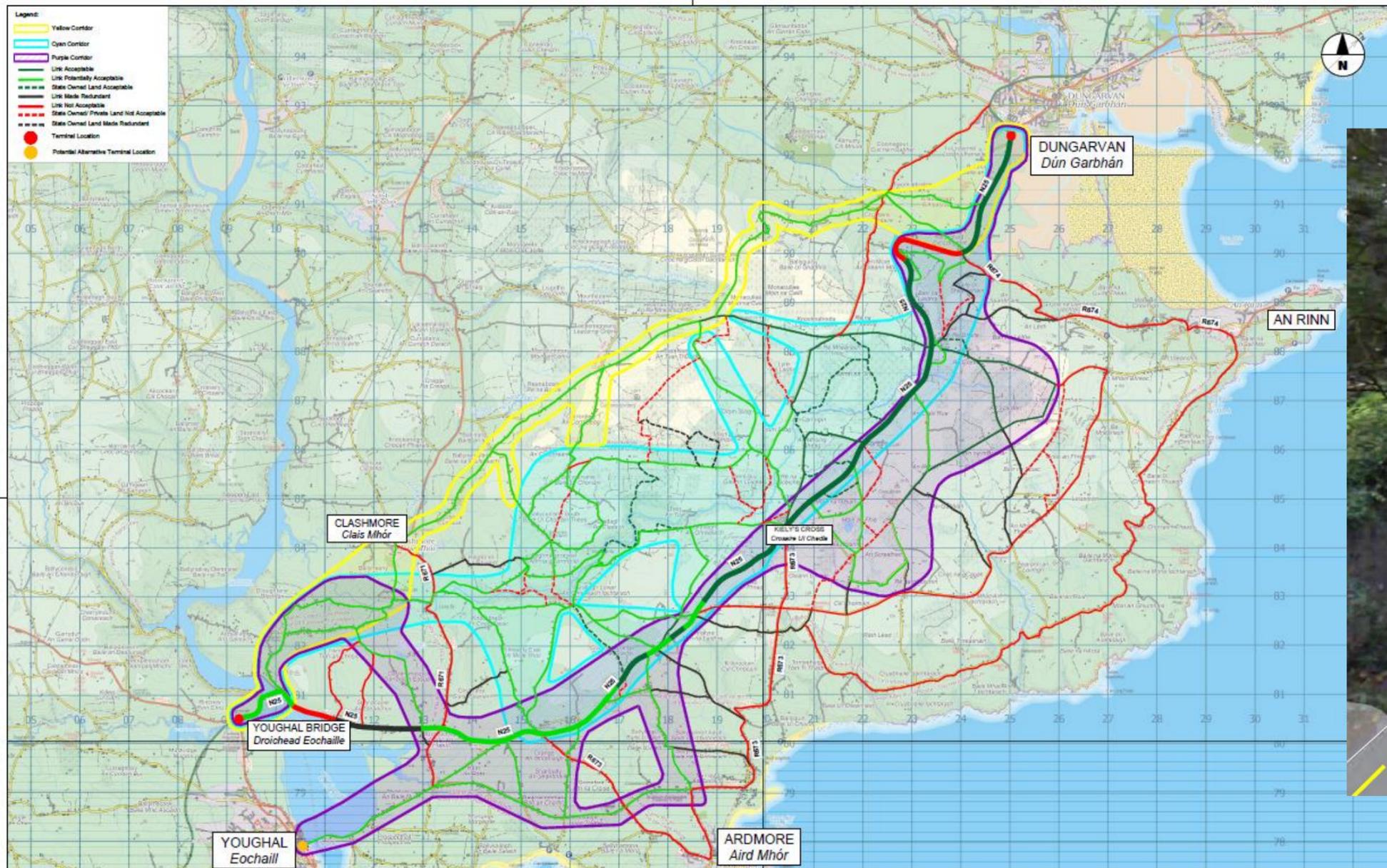


“2 – 1” Road



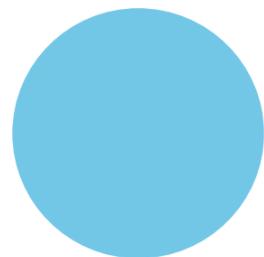
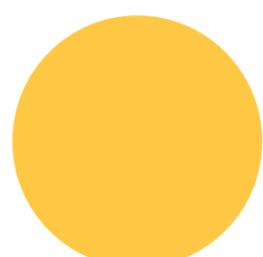
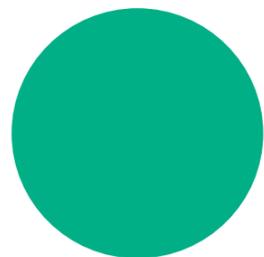
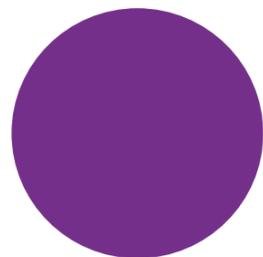
Quiet Roads Pilot

Quiet Roads



Thank you

Richard Bowen
richard.bowen@tii.ie



www.tii.ie



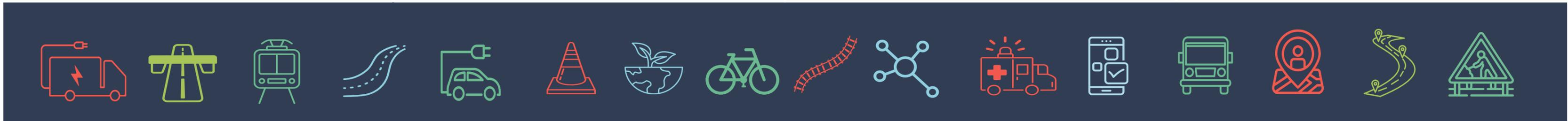
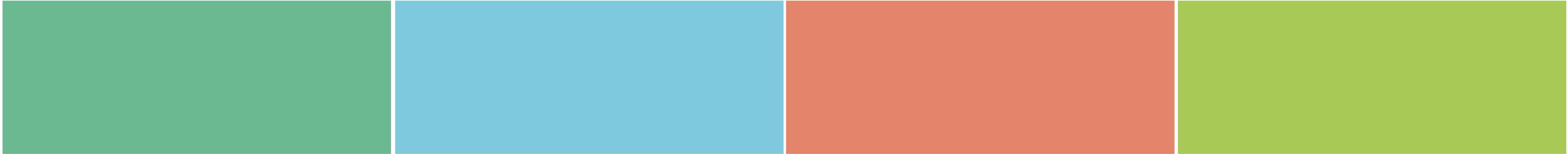
info@tii.ie



+353 (01) 646 3600

Active Travel Infrastructure: Public Liability Considerations

*Ivor Heavey, Senior Engineer, Client Risk Management Services,
IPB Insurance*



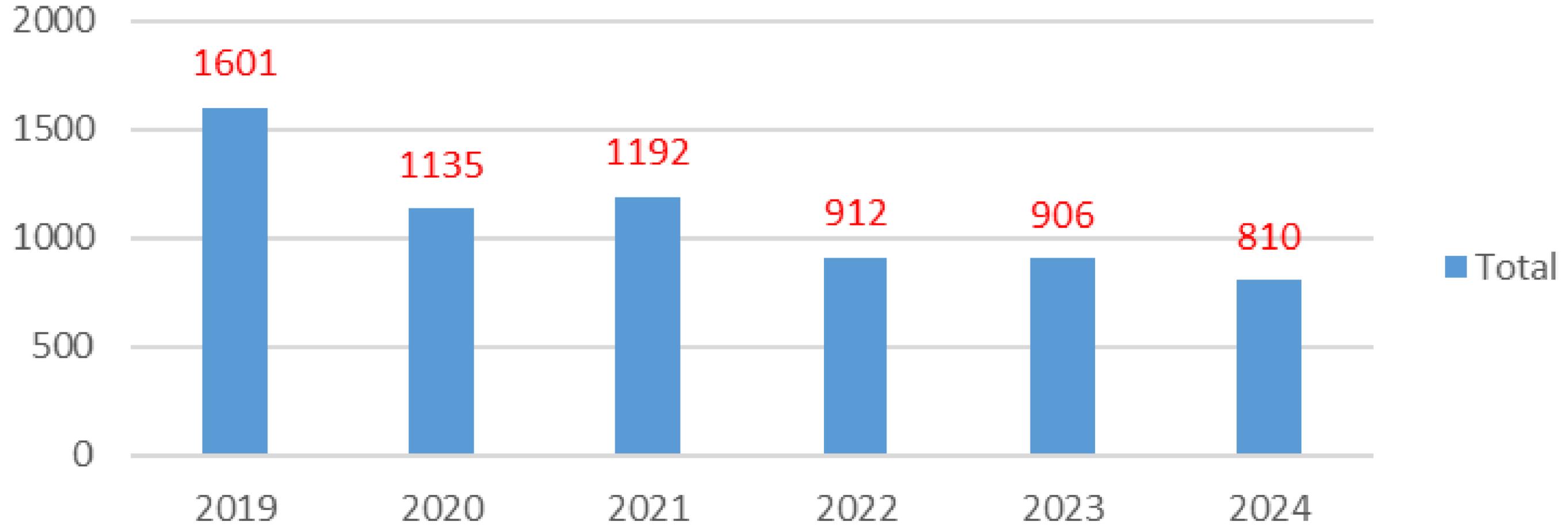
IPB Insurance

October 2024

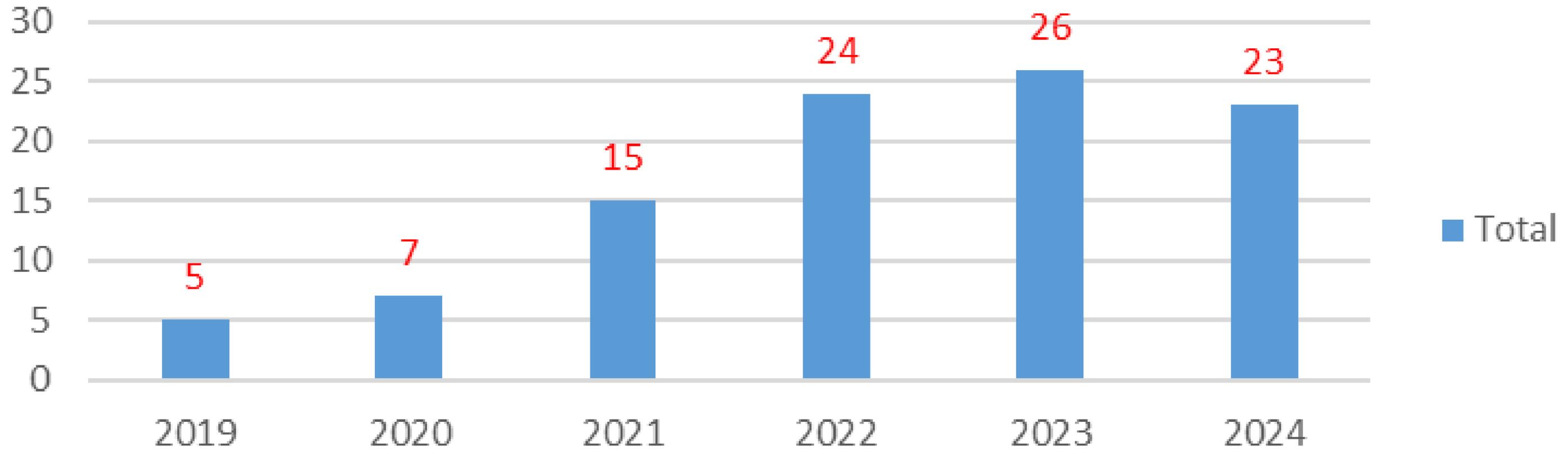
Public Liability Overview



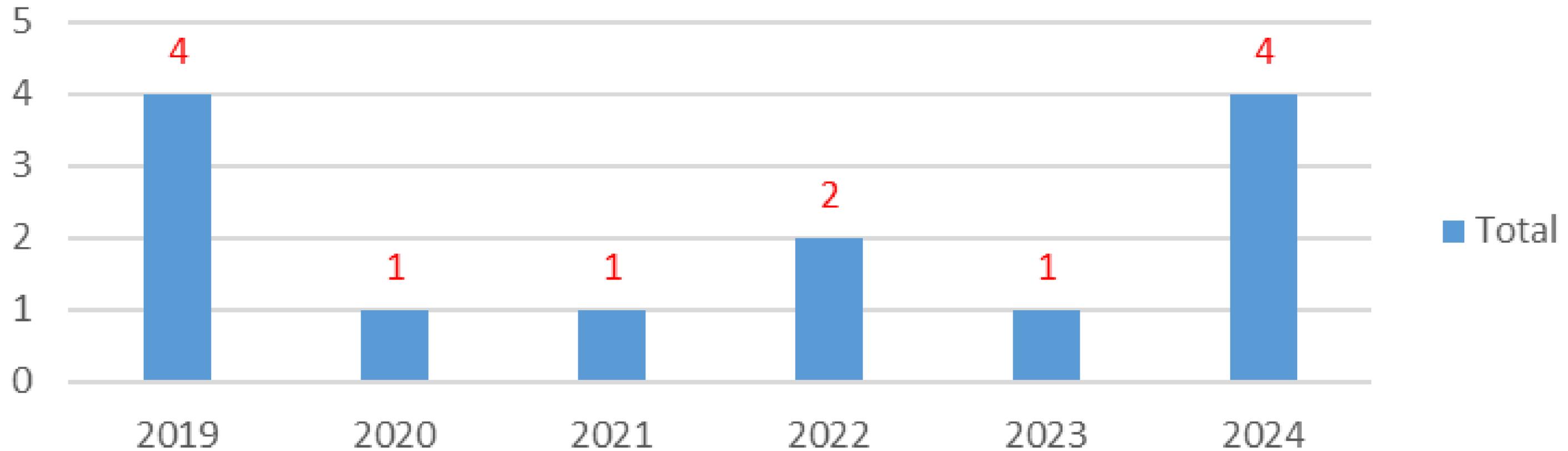
LA Claim Trends by Loss Year - Jan to Sept Inclusive



Claim Trends by Loss Year - Jan to Sept (Cycle Lanes) Inclusive



Claim Trends by Loss Year - Jan to Sept (Greenways) Inclusive



PL Claims

1. Design (Standards/Specifications)

2. Construction (Quality, Lessons Learned)

3. Handover – Snags (Records)

3. Maintenance (What does the guidance say, records)

4. Inspection Regime





Cycle Design Manual

September 2023



Irish Standard
I.S. EN 17210:2021&LC:2021

Accessibility and usability of the built environment - Functional requirements



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

TII Publications

GE PE DN CC OP AM RE

Rural Cycleway Design (Offline & Greenway)

DN-GEO-03047
August 2022



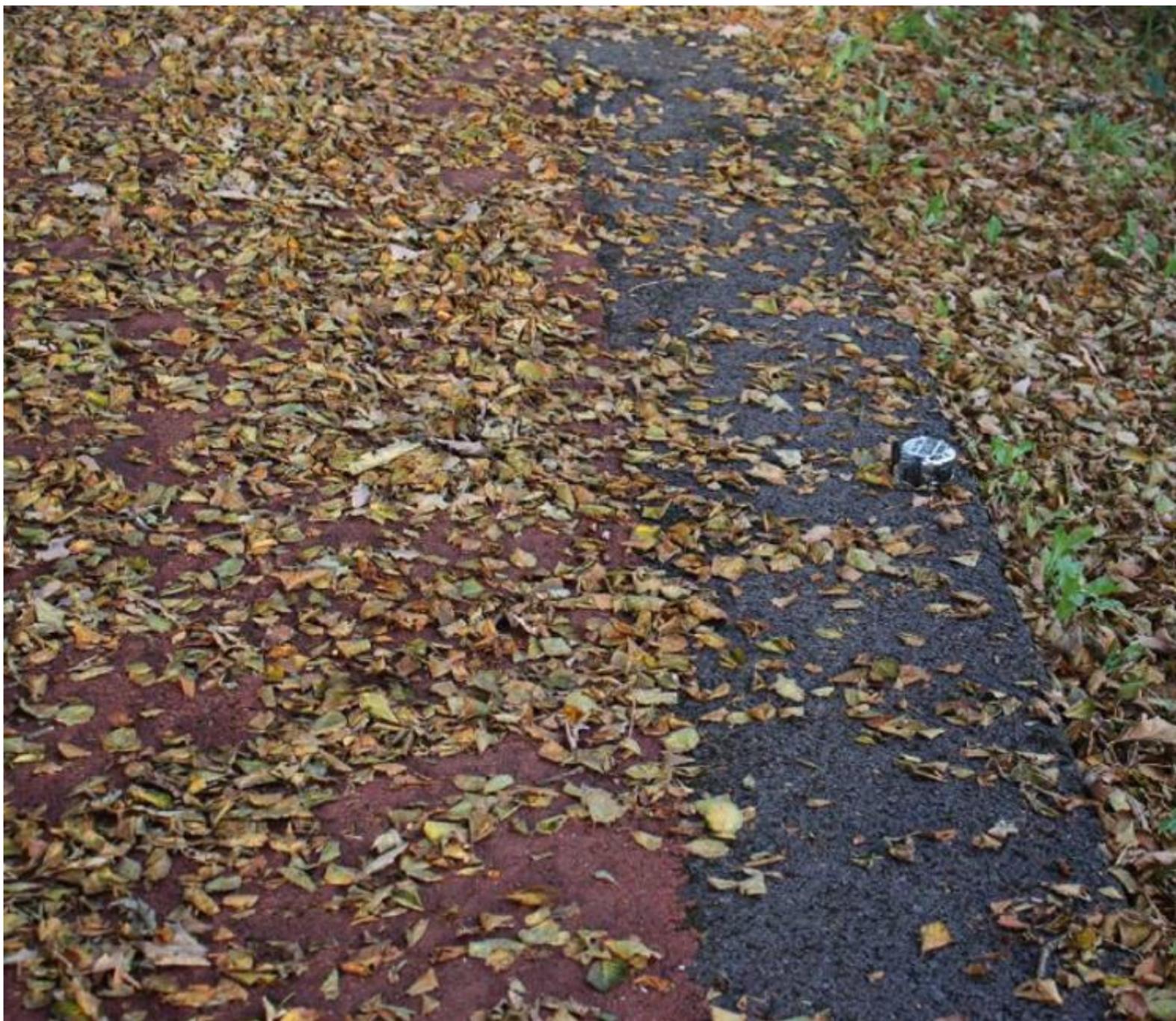
Public Transport Services - Taxi/SPSV



Active Travel Publications

A Few Examples





Bollards



Reduce Clutter by position
of bollard and signage or lighting

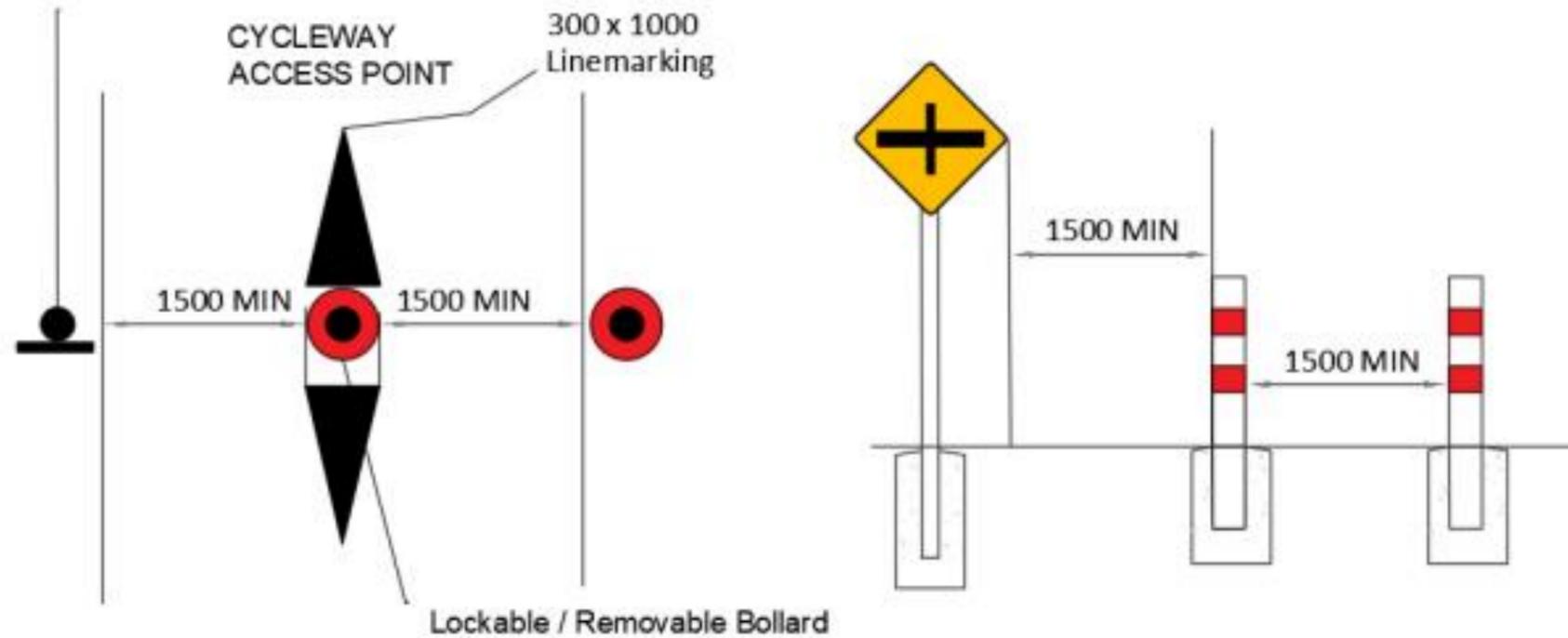


Figure 4.8 Access Bollards

Visual contrast between any bollard and the corridor surfacing or landscape is required. This shall include the provision of appropriate reflective surfacing on the bollard.



Signage

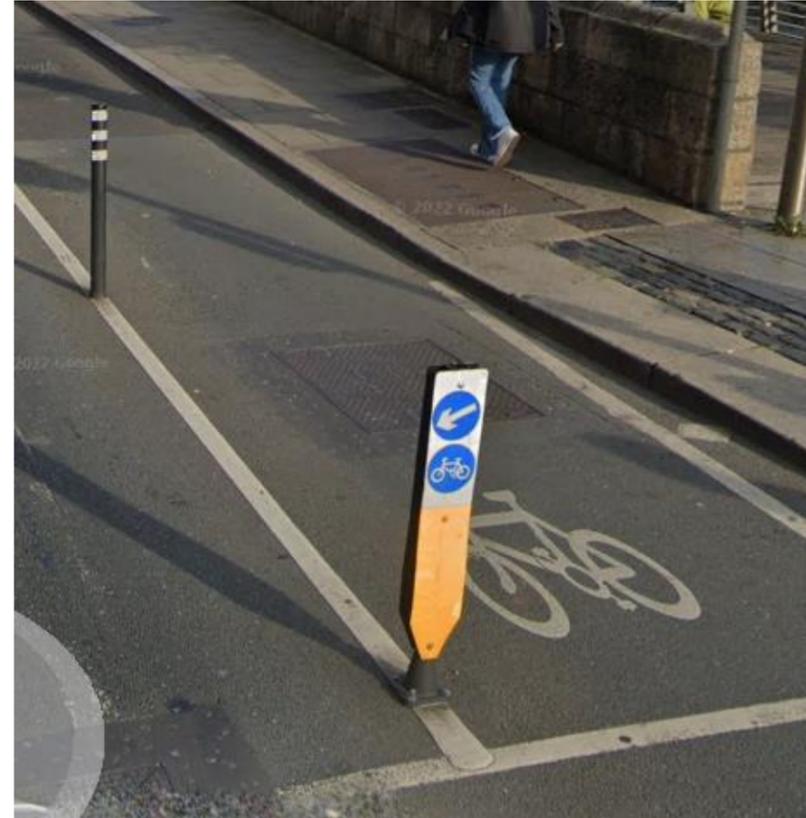
Respect the Greenway and all its users. This is a shared use Greenway.

	<ul style="list-style-type: none"> Fan ar chlé agus scoith ar dheis Tóg bruscar abhalle Éist i gcomhair chloigini rothar Stad agus geill sli don trácht ag na trasnuithe bóithre 	<ul style="list-style-type: none"> Keep left and pass on right Bring litter home Listen for bicycle bells Stop and give way to traffic at road crossings
	<ul style="list-style-type: none"> Buail do chloigin Gluais ag luas sábhálte 	<ul style="list-style-type: none"> Ring your bell Cycle at a safe speed
	<ul style="list-style-type: none"> Coimeád madraí ar lall ghairid Glan suas i ndiaidh do mhadra 	<ul style="list-style-type: none"> Keep dogs on a short lead Clean up after your dog



Go Raibh Maith Agat

Thank You



Questions?

Thank You



Mobility & Outdoor Value Estimates (MOVE) - A Greenway Performance Monitoring & Impact Measurement Pilot Project

Dan Brennan, TII

Steven O’Gara, Fáilte Ireland



M O V E

Mobility & Outdoor Value Estimates

A Performance Monitoring & Economic Impact Pilot Project for Greenways

Dan Brennan - Transport Infrastructure Ireland

Steven O'Gara - Fáilte Ireland



What is MOVE?

- Mobility and Outdoor Value Estimates (MOVE) Programme
- A collaboration between TII and Fáilte Ireland
- A research project
- Gather high quality data from greenway users for both agencies



Where are we collecting data?



- Great Western Greenway (Mayo)
- South-East Greenway (Wexford / Kilkenny)
- Old Rail Trail (Westmeath)
- Limerick Greenway (Limerick)
- Waterford Greenway (Waterford)

Special thanks to...



Robert Coyne
Mayo County Council



Gillian Power
Wexford County Council



Darren Fulham & Michael Kelly
Westmeath County Council



Conor McMahon
Limerick City & County Council

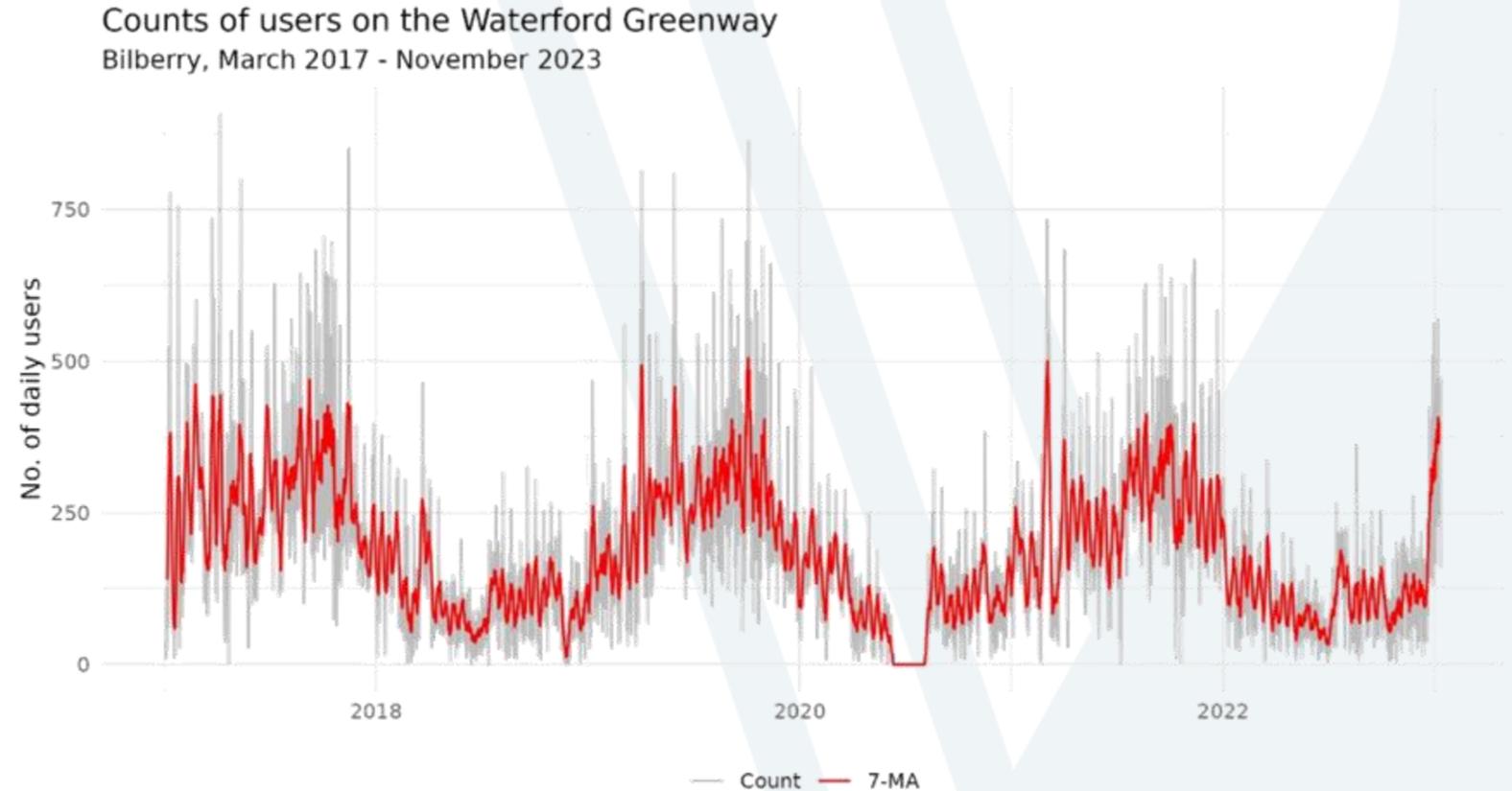


John Brunnock
Waterford City & County Council



When are we collecting data?

- Winter (December 2023)
- Spring (March/April 2024)
- Summer (June 2024)
- Autumn (September 2024)



What will the data be used for?

 Tracking the extent of use of Irish greenways & promote their success

 Improve understanding of why people use greenways

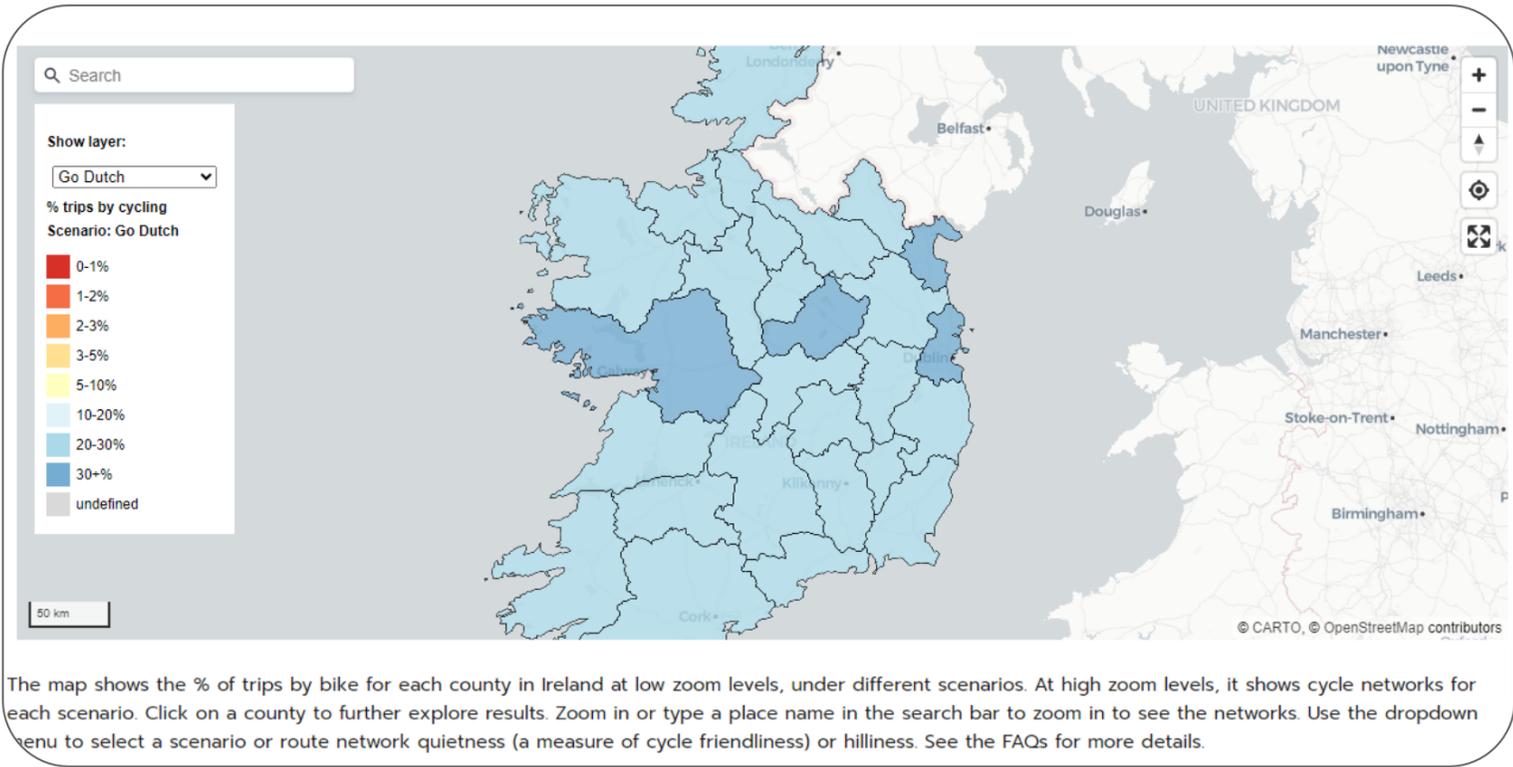
 Provide a template for evaluating future greenways

 Develop valuations and models of the wider economic benefits of greenways (tourism related)

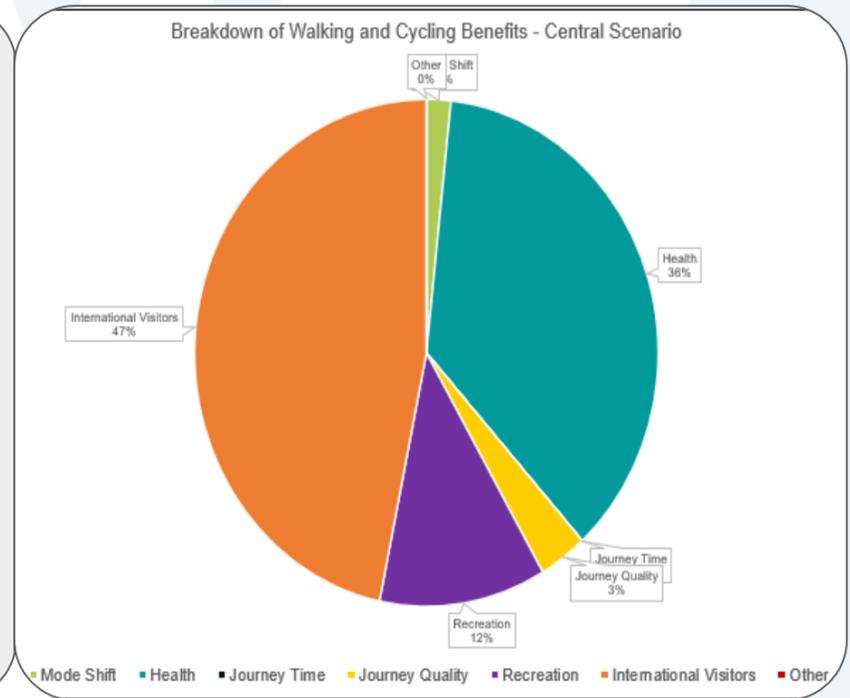
 Enhance the data behind greenway analysis tools



TII Greenway Analysis Tools



Tick to include:	Present Value
<input checked="" type="checkbox"/> Mode Shift	1890,864
<input checked="" type="checkbox"/> Vehicle Operating & Ownership Costs	1342,786
<input checked="" type="checkbox"/> Carbon	1416,560
<input checked="" type="checkbox"/> Air Quality	112,923
<input checked="" type="checkbox"/> Noise	18,297
<input checked="" type="checkbox"/> Congestion	1110,296
<input checked="" type="checkbox"/> Health	119,200,264
<input checked="" type="checkbox"/> Reduced Mortality	118,498,787
<input checked="" type="checkbox"/> Workplace Absenteeism	1701,477
<input checked="" type="checkbox"/> Journey Time	10
<input checked="" type="checkbox"/> Journey Quality	11,761,863
<input checked="" type="checkbox"/> Recreation	16,101,854
<input checked="" type="checkbox"/> International Visitors	124,542,679
<i>Other</i>	10
Present Value of Benefits (PVB)	152,497,523
Present Value of Costs (PVC)	144,222,361
Net Present Value (NPV)	18,275,163
Benefit-to-Cost Ratio (BCR)	1.19



CRUSE (Cycle Route Uptake & Scenario Estimation)
Demand

TEAM (Tool for Economic appraisal of Active Modes)
Economic Valuation





MOVE

Emerging Results

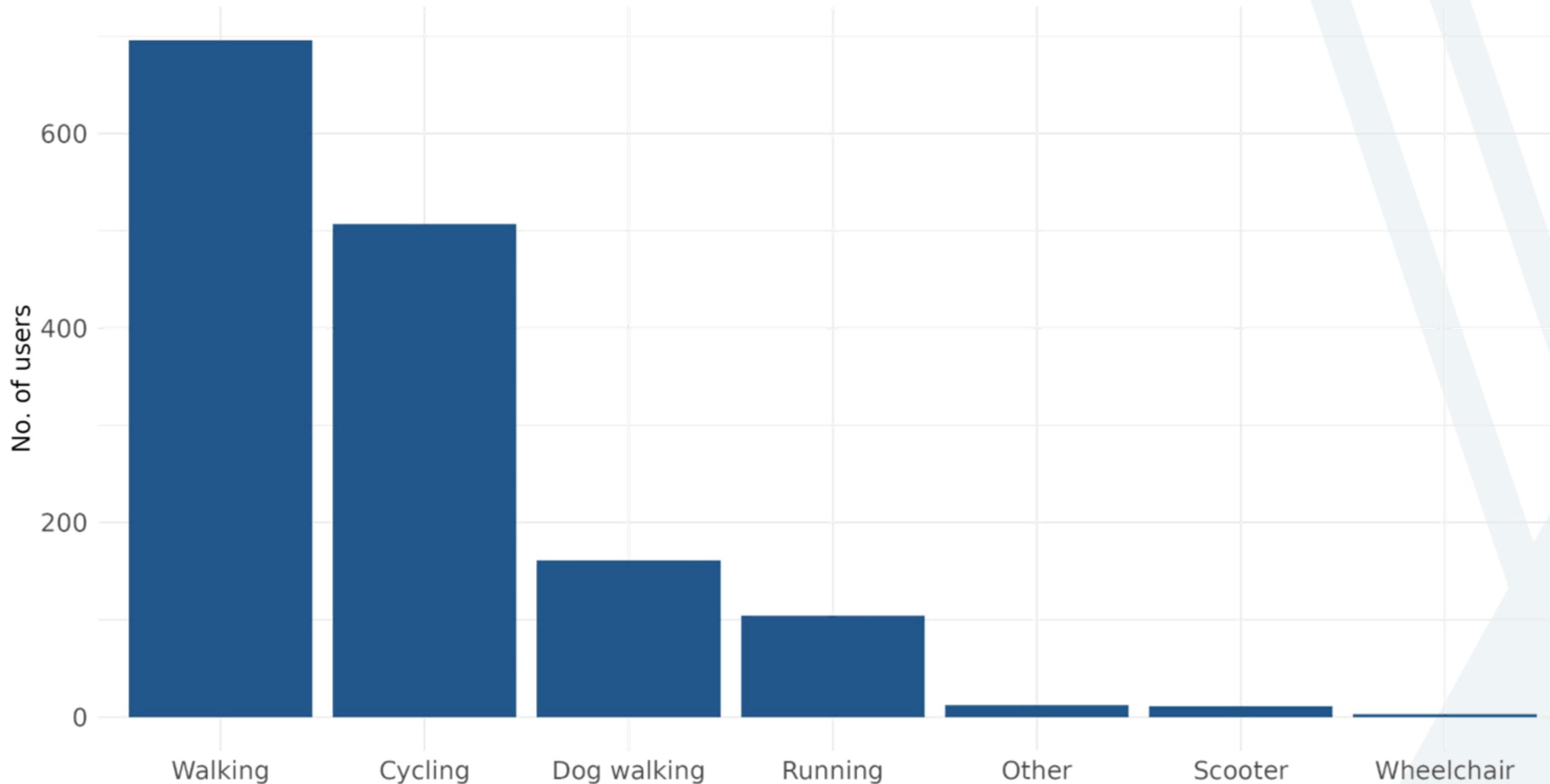


Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Greenways cater for a diverse set of users

How are you using the greenway today?

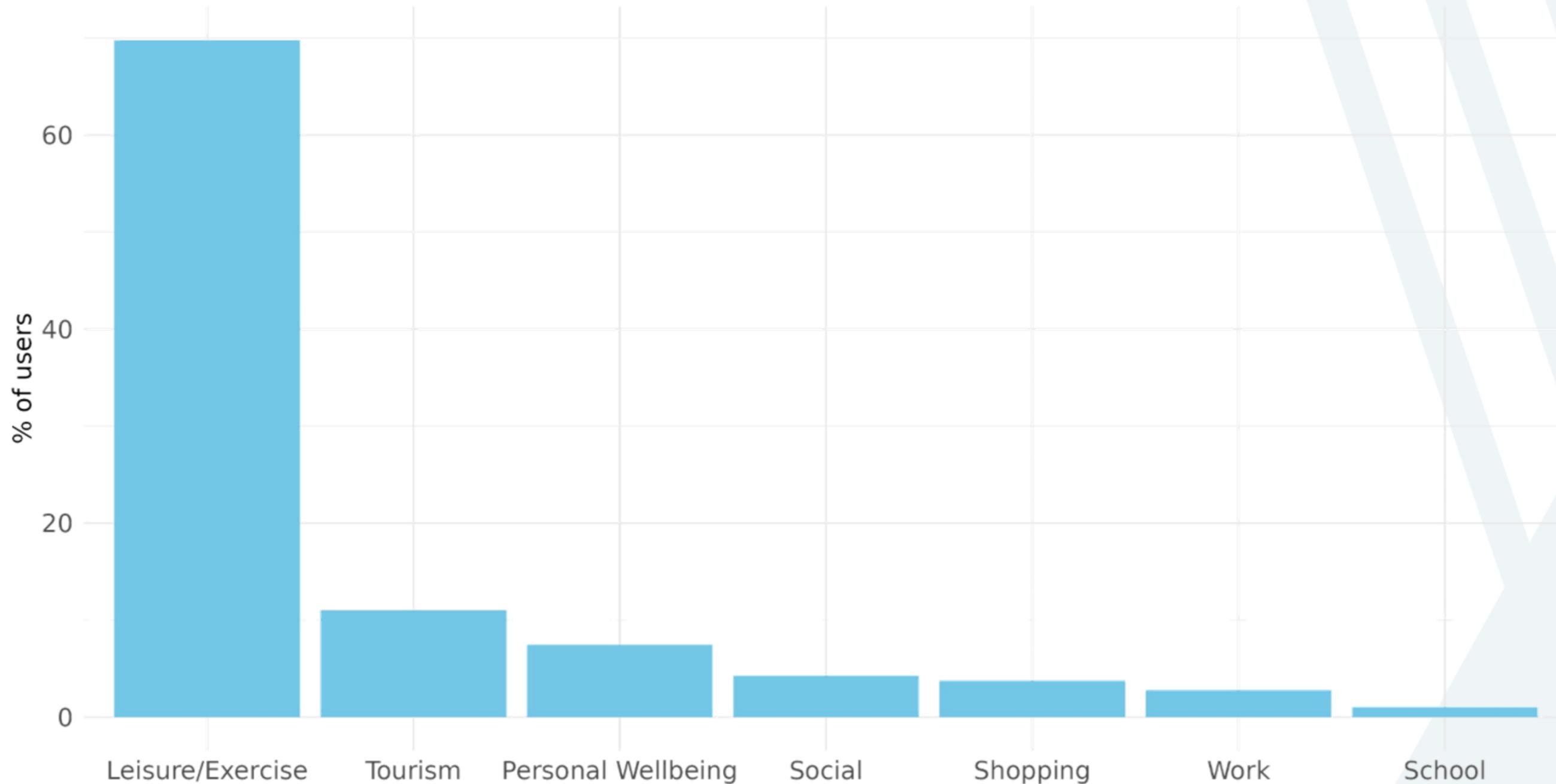
n = 1,494



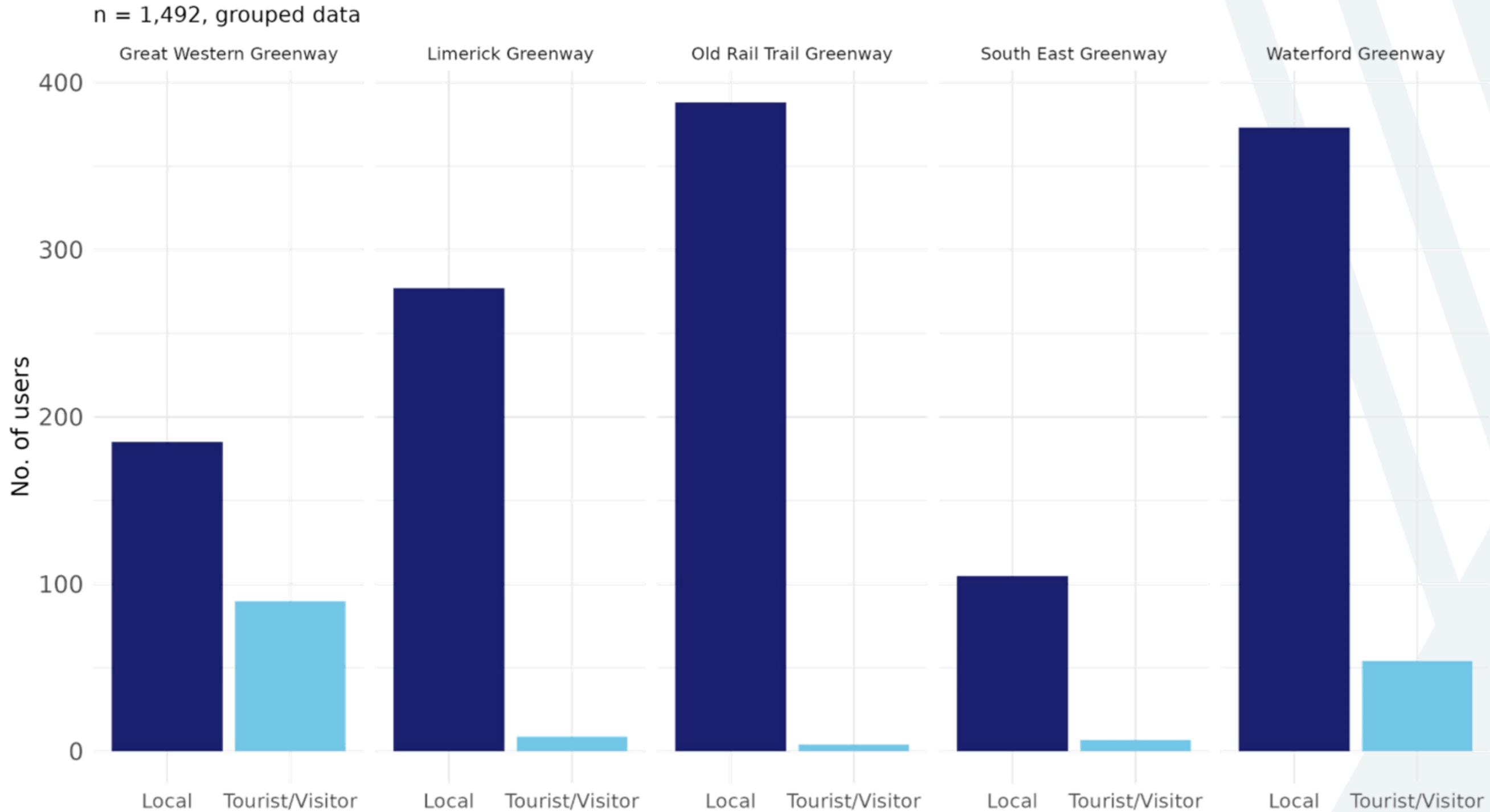
Greenways facilitate a range of journey purposes

Why have you travelled to this greenway today?

n = 1,492

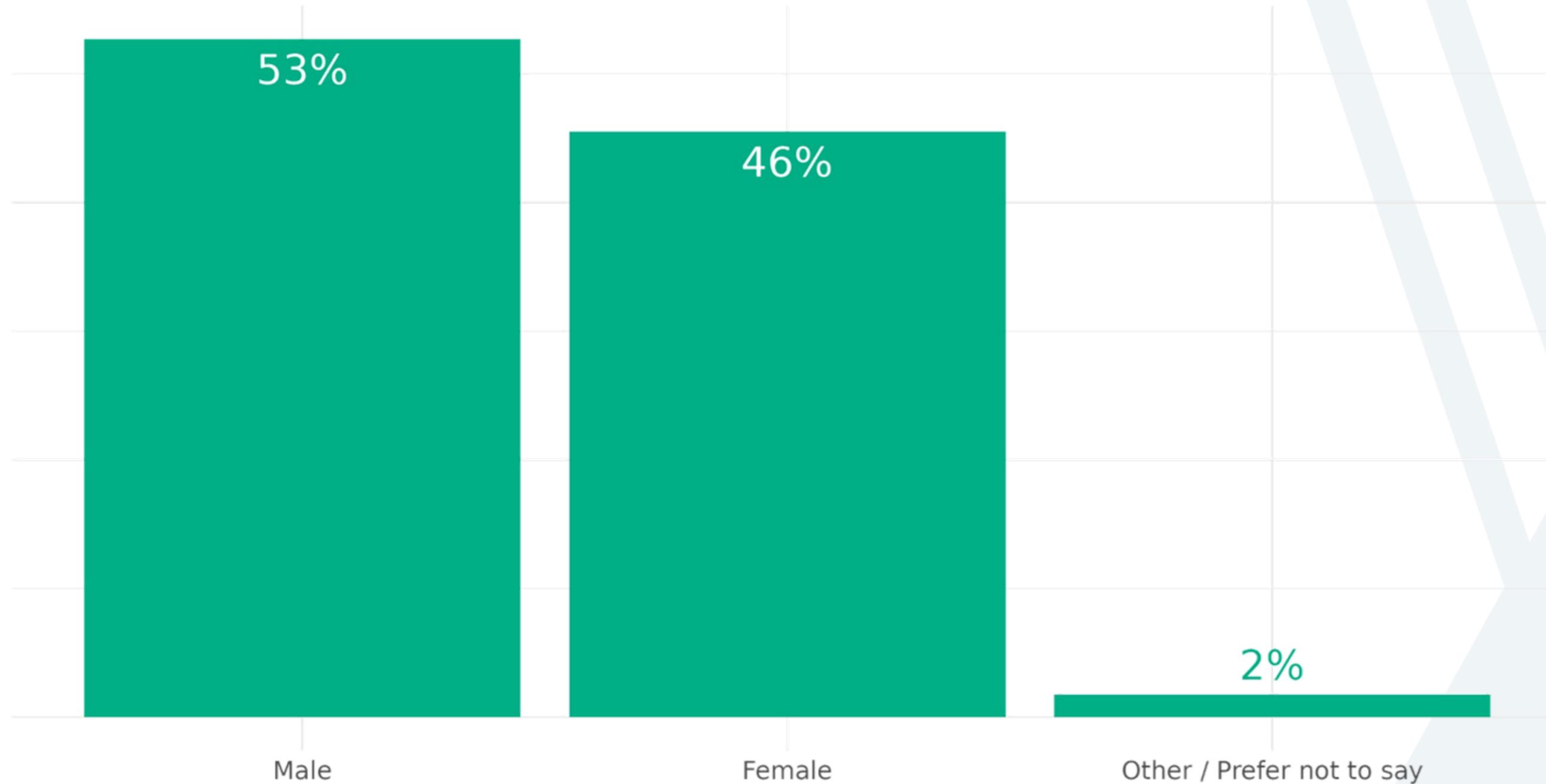


Greenways are mainly used by local communities



There is a good gender balance on greenways

What gender are you?
n = 1,500



Users generally rate greenway aspects highly

How would you rate the following aspects of the greenway experience?

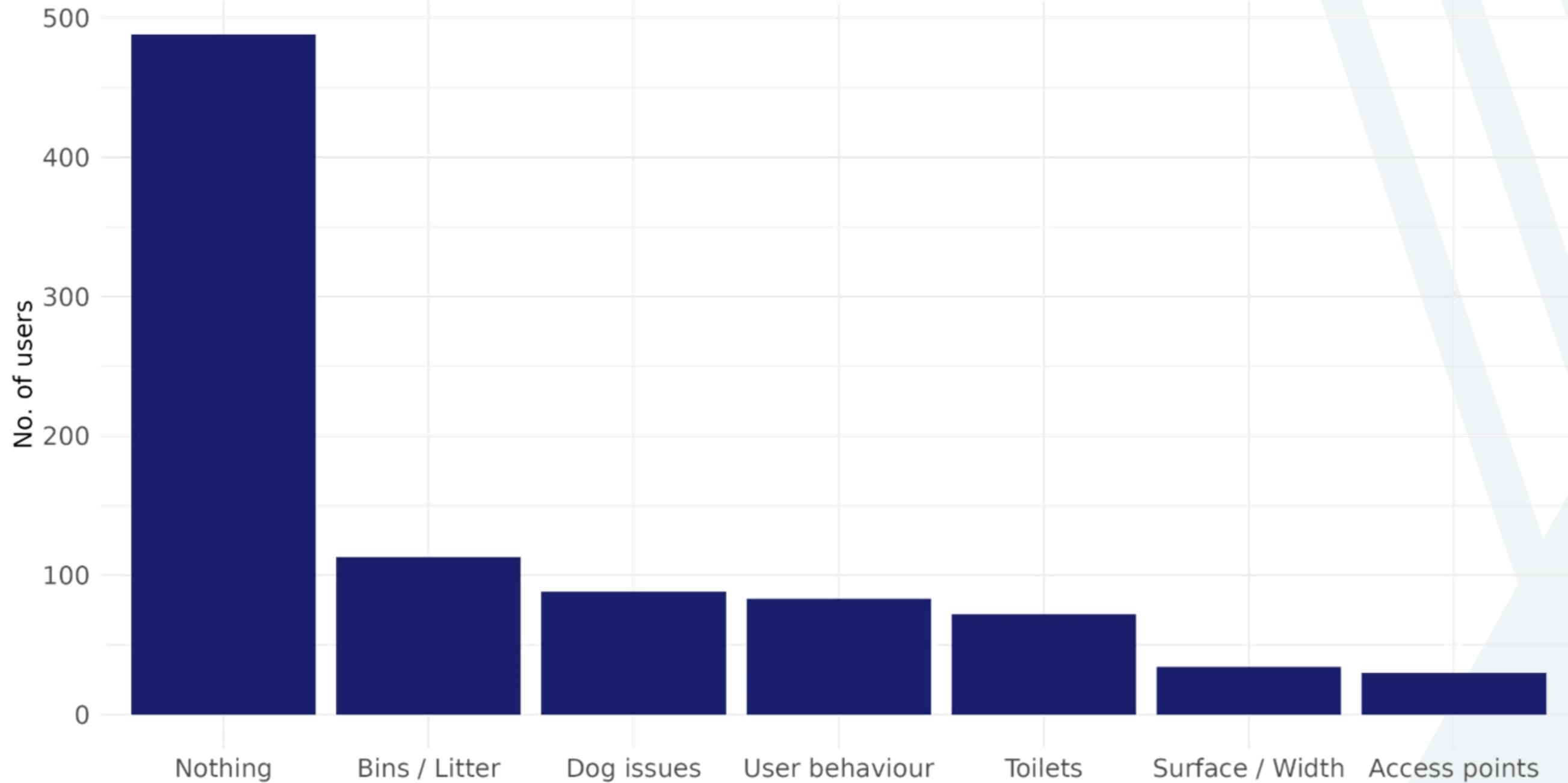
Spring 2024 (n = 1,460)



Users identify specific issues

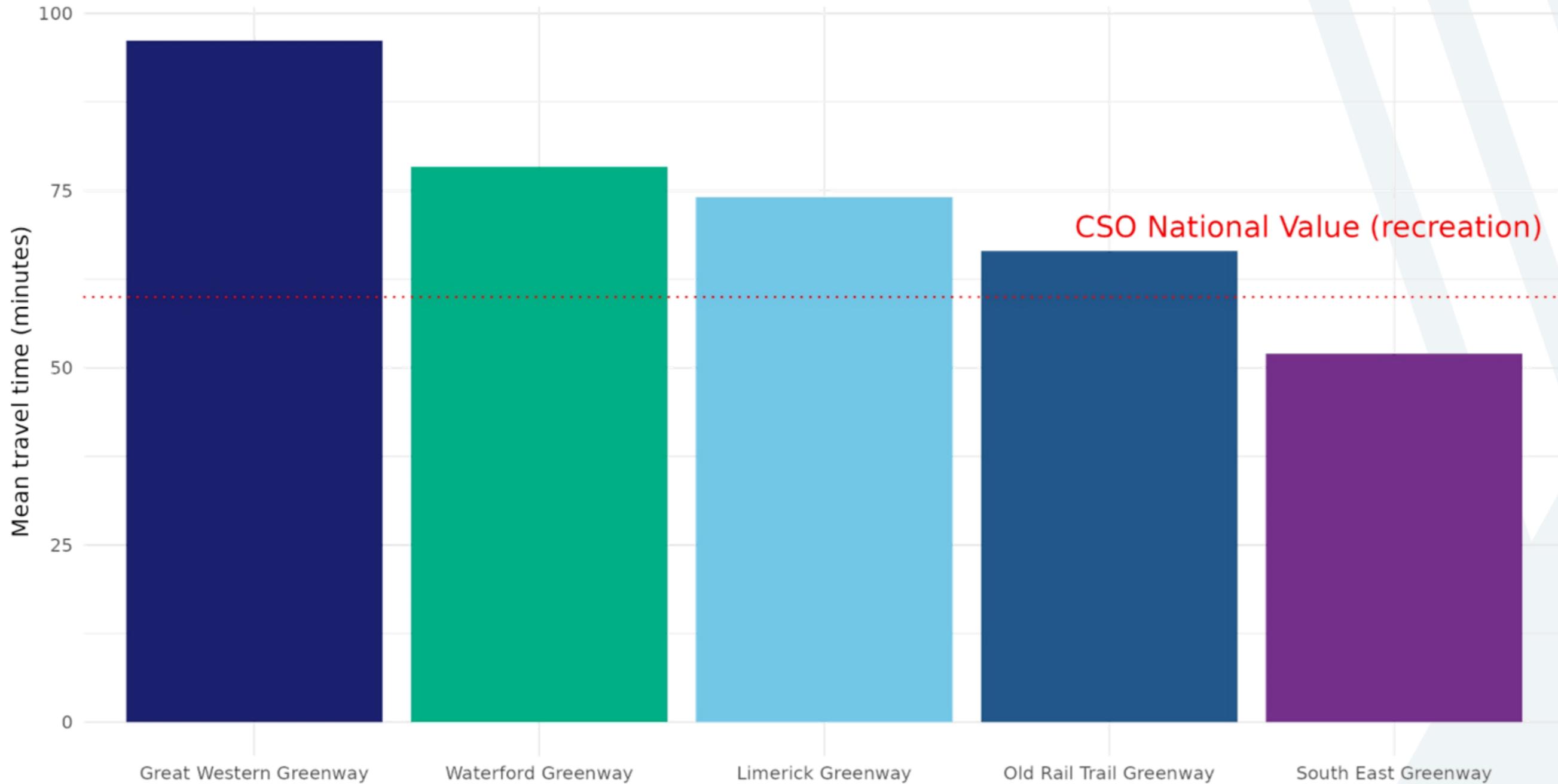
Is there anything you dislike about the greenway?

n = 908



Users are spending more time on greenways

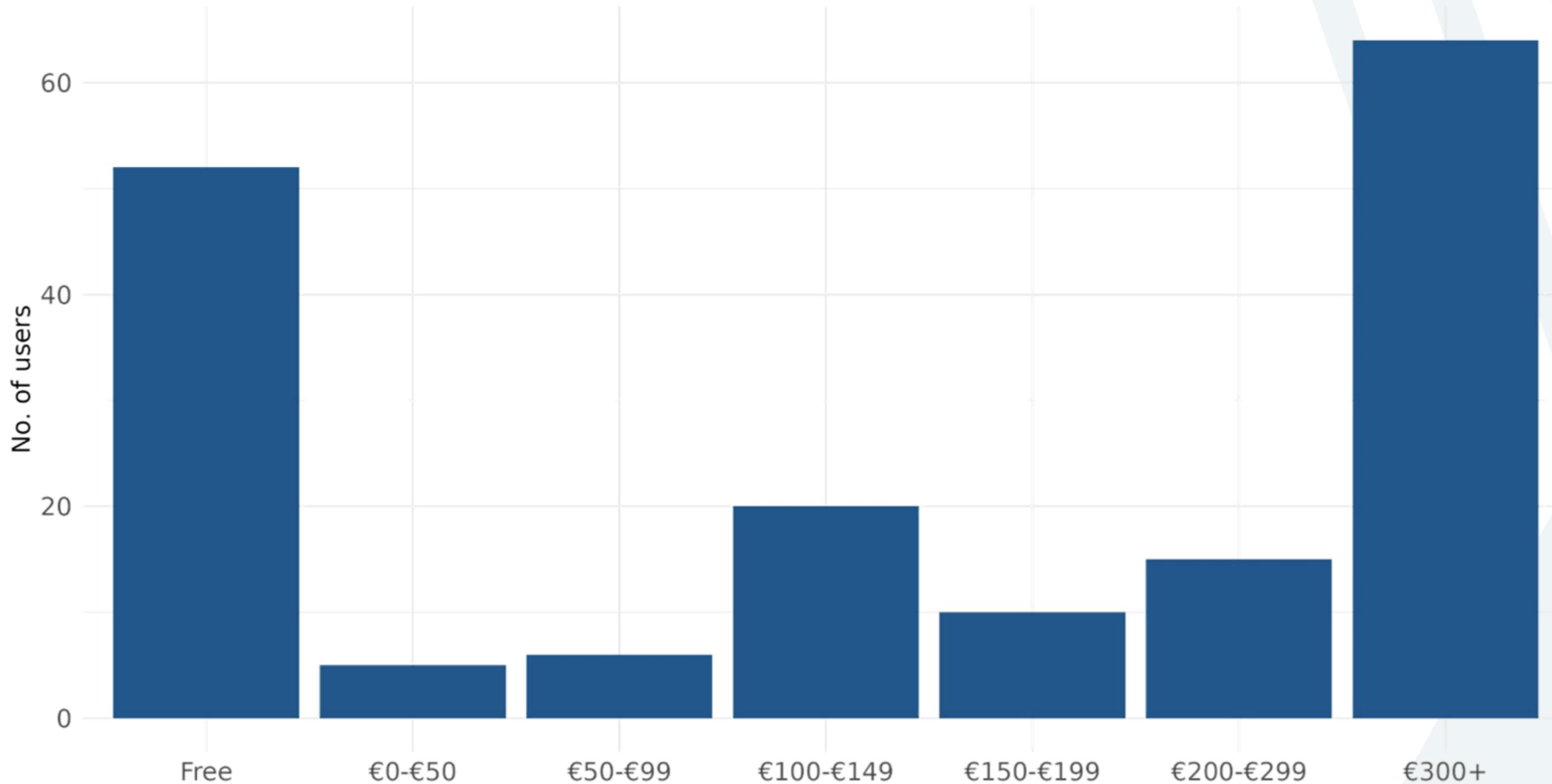
How long (approximately) will you travel on the greenway today?
Winter 2023 & Spring 2024 (n = 682)



Tourists may be spending more money on accommodation

How much will your party spend on accommodation?

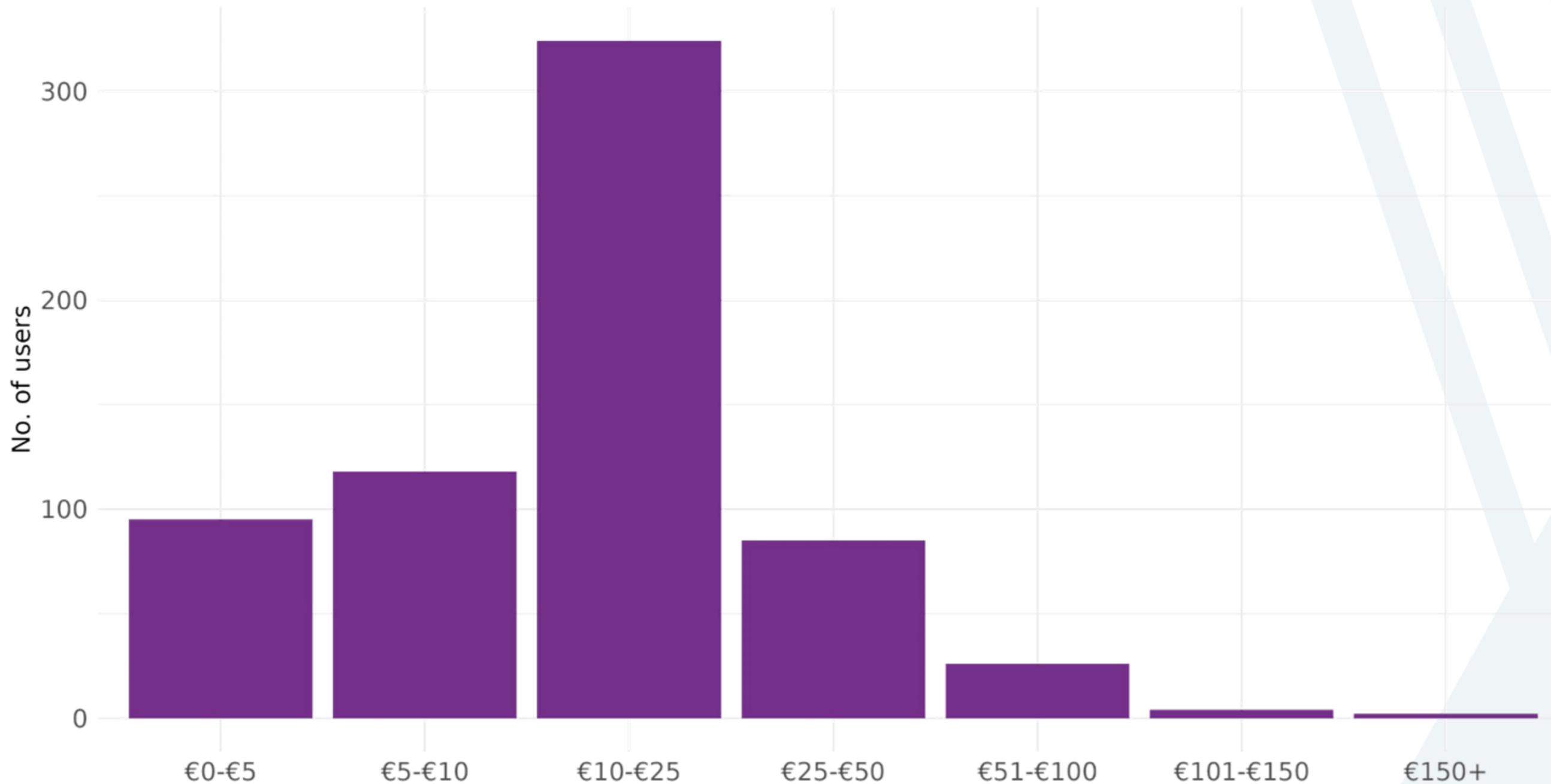
n = 172



Users are also spending money along greenways

How much do you spend along the greenway on a typical visit?

n = 654





MOVE

Next steps for TII



Bonneagar Iompair Éireann
Transport Infrastructure Ireland

Next steps for TII

- Publish 2024 results & insights
- Review and update of TII greenway analysis tools
- Repeat surveys in 2025 to improve sample size
- Consider additional locations



Hi... I'm Steven

**I'm an Economist with Fáilte
Ireland's Strategy Management &
Investment Analysis Team**

**We help Fáilte Ireland identify what
to invest in and understand the
impact of its investments**

We like counting stuff 😊



Key Takeaways...

1. What does the MOVE economic model tell us?
2. How did we build the model and what's in it?
3. What are we planning to do next?

The 4 Pilot Greenways in 2023 generated...

560k

Estimated user journeys in 2023 for the 4 pilot greenways

€10m+

The estimated total economic impact of greenways user journeys in 2023

€9m

Tourism accounts for 15% of users but 90% of spending

30,000

Estimated overseas users of greenways spent €3.5m in 2023

How did we get to these estimates?

- Collect greenway count and survey data
- Establish the population and the sample size
- Categories the user groups by survey week
- Build a model that estimates the other weeks
- Combining data in the model to estimate total impact



IPMP Mobility & Outdoor Value Estimates (MOVE): Overview



560.7K

Est. Users

€10.22M

Est. Expenditure

€2.35M

Est. Exchequer Returns

276.0

Est. Jobs Supported

Year

2023

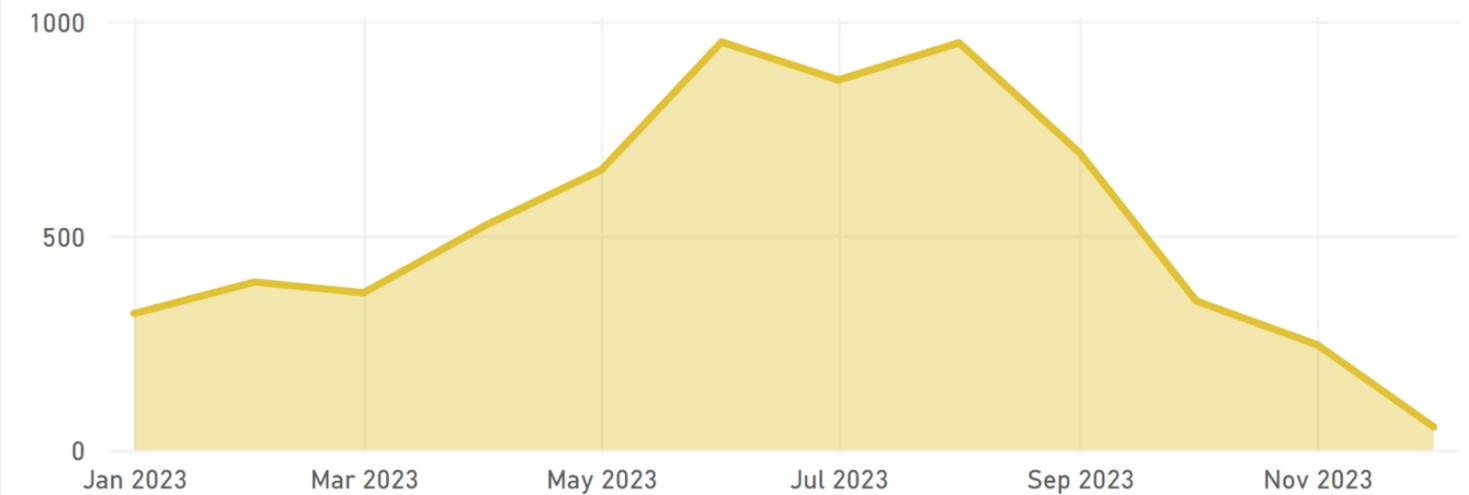
Greenway

All

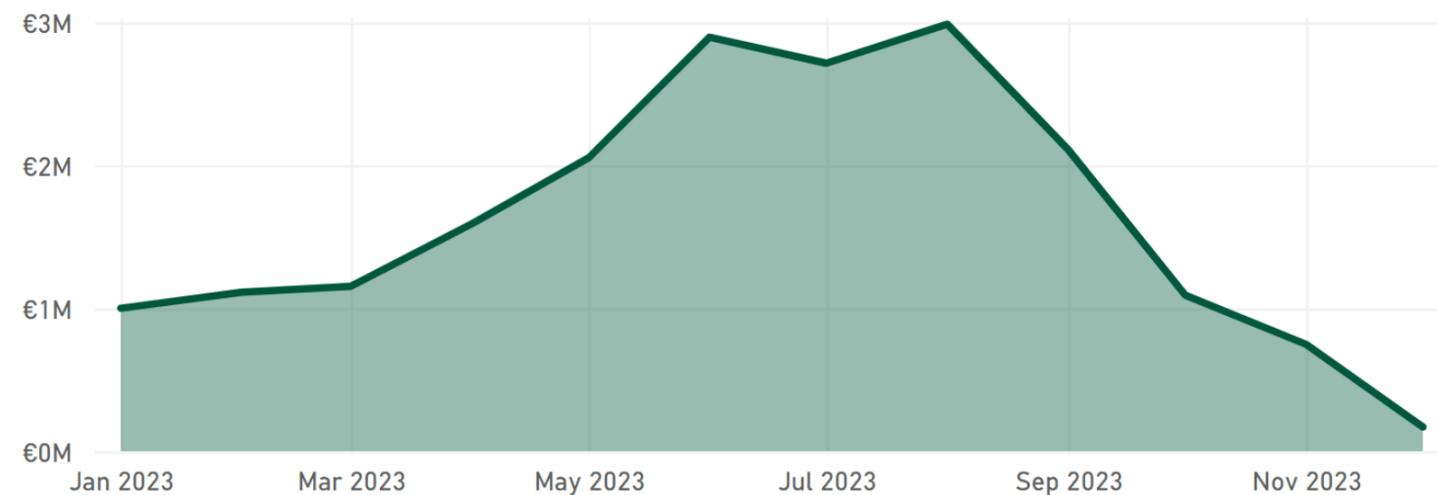
Estimated Users by Month



Estimated Jobs Supported by Month



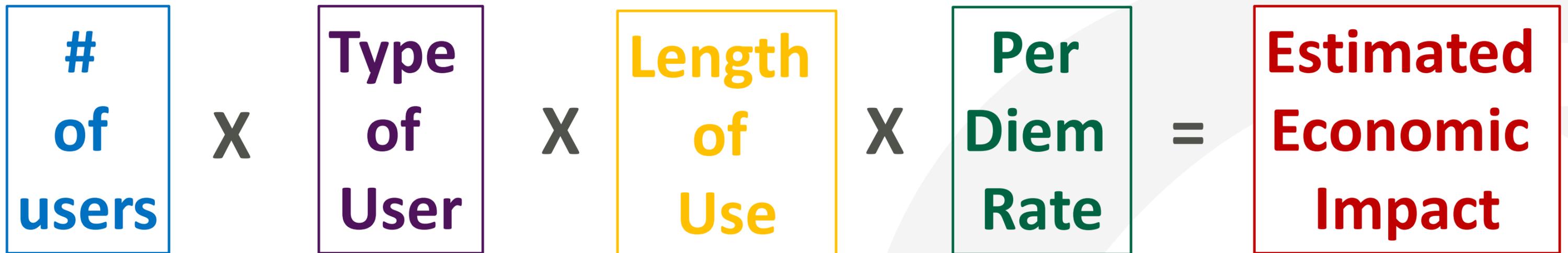
Estimated Expenditure by Month



Estimated Users by Type



What does the model look like?



What does the model look like?

- We built a multi-variate regression model
- Looks at the change in greenway users vs. change in other data
- We used local rain fall, sunshine and airport flight capacity
- Very strong relationship between changes in variables (r^2 0.62)
- Allows estimate of user's groups across the other weeks



IPMP Mobility & Outdoor Value Estimates (MOVE): Users over Time

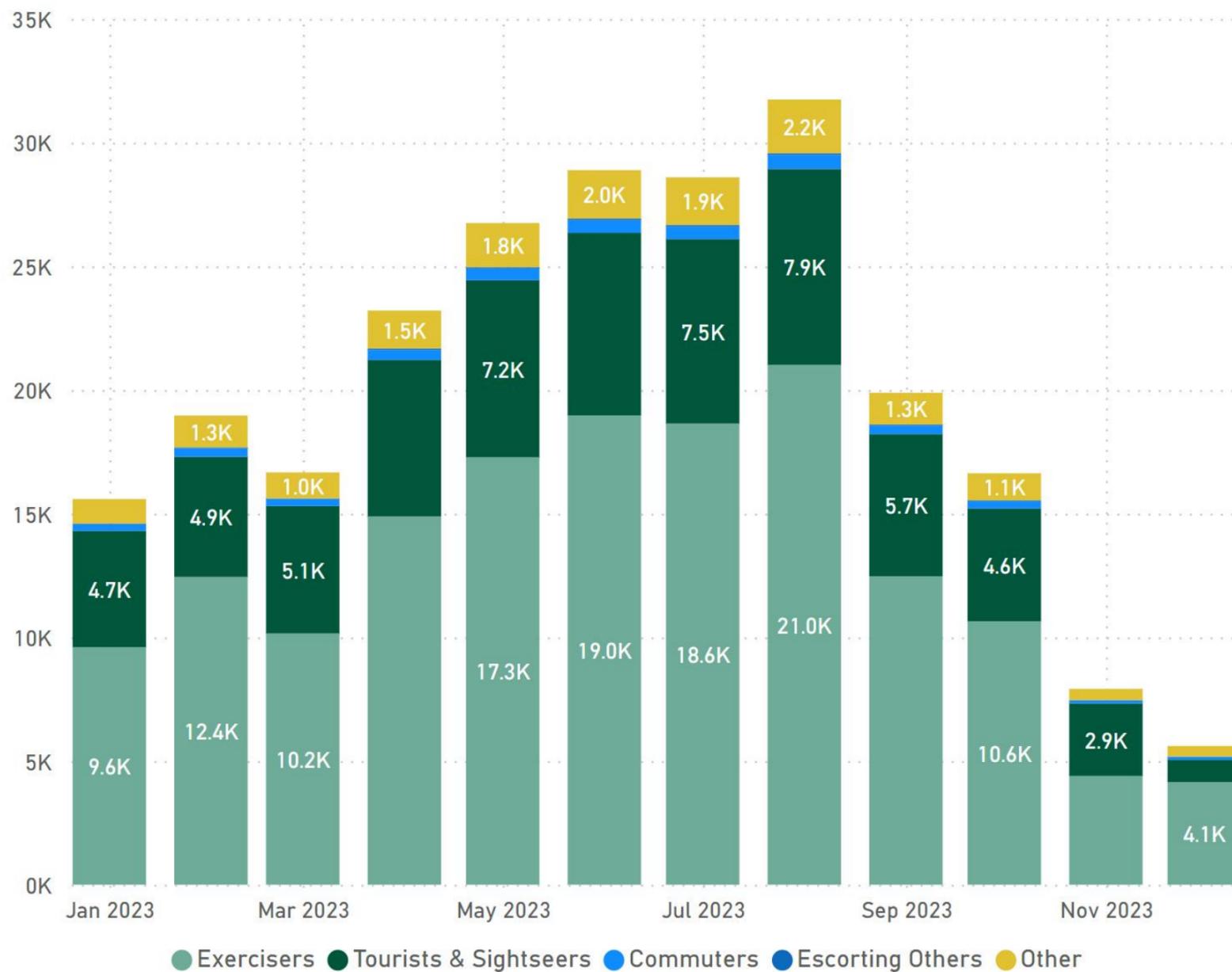


Jan Feb Mar Apr May Jun Jul Aug Sep Oct Nov Dec

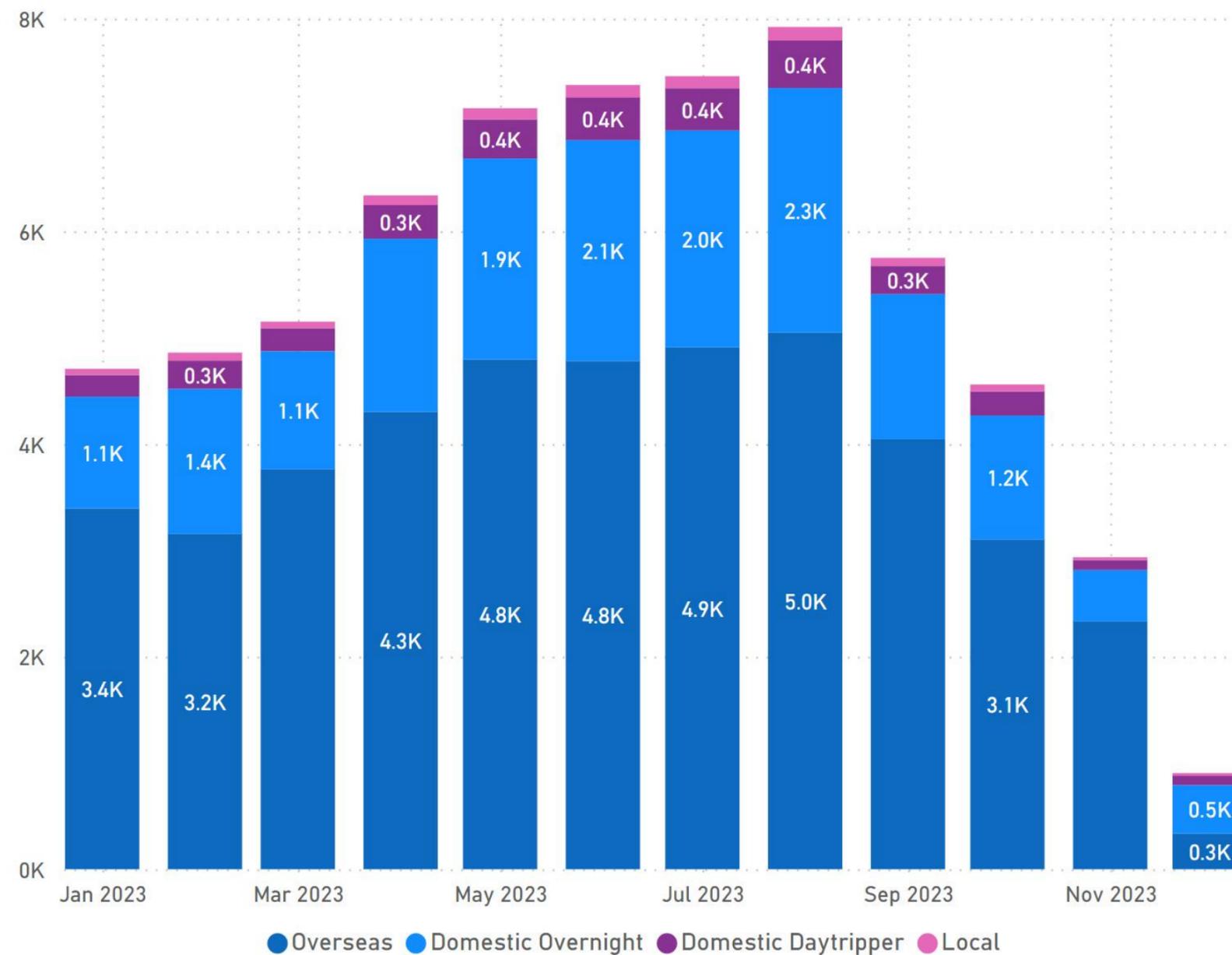
Greenway

WATERFORD

Estimated Users by Type and Month



Estimated 'Tourism & Sightseeing' Users by Month

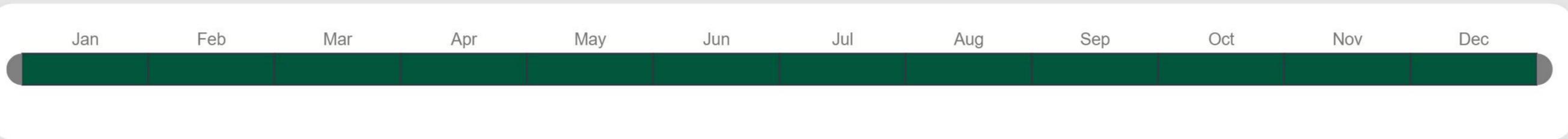


How did we estimate the Greenways spend?

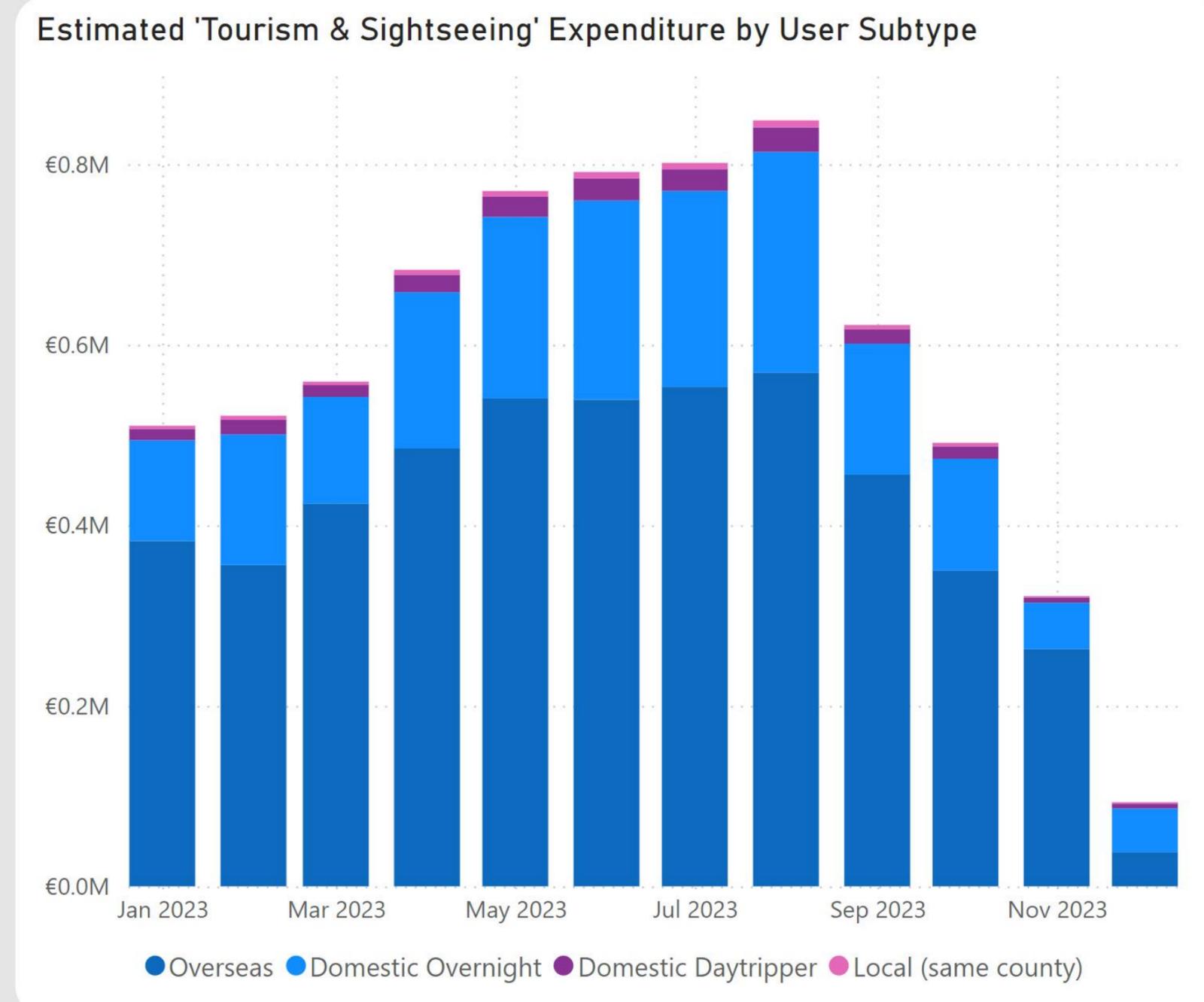
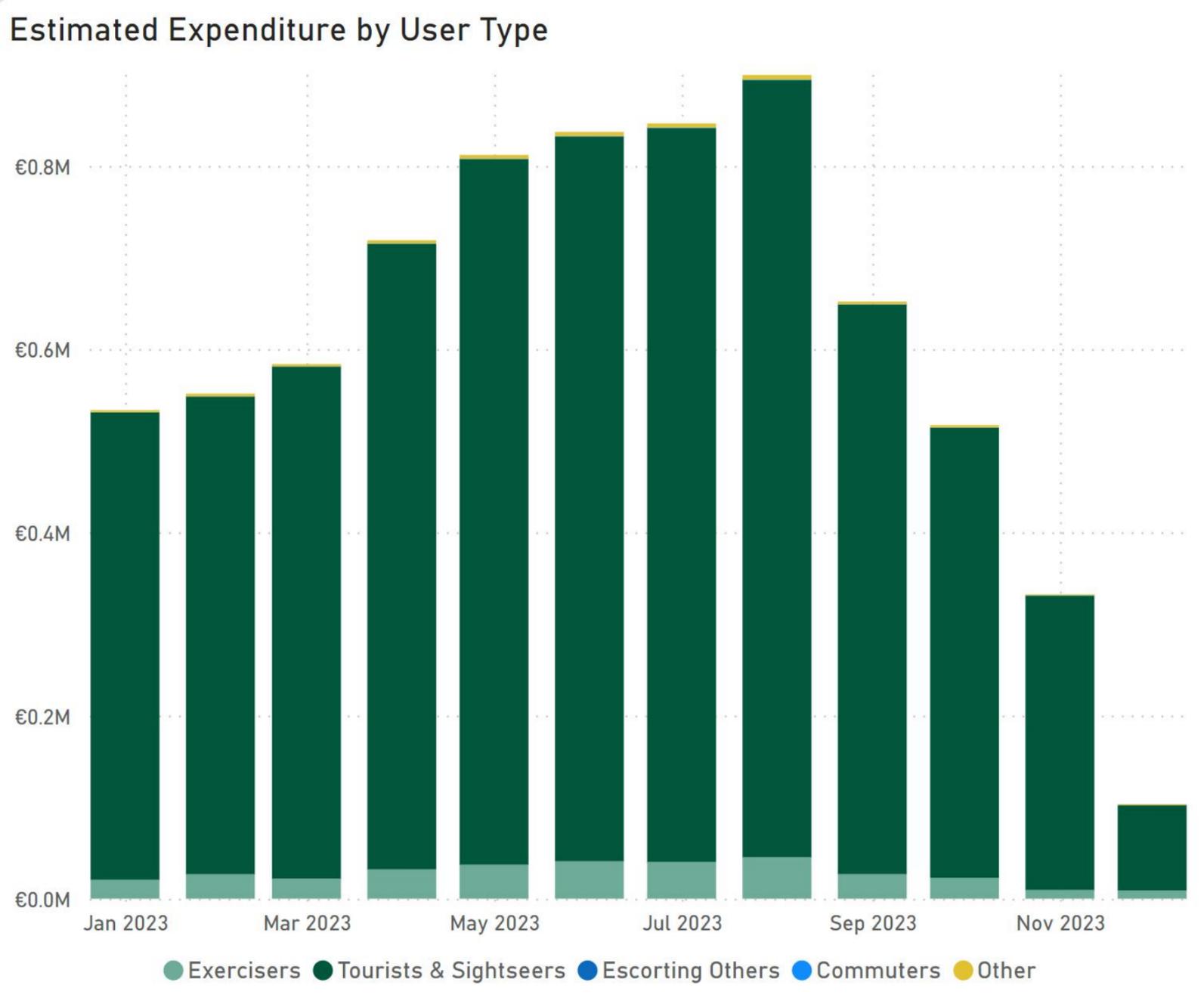
- We have the number of users in each category
- We have the average spend from FI/CSO per diem rates
- Attributed 1 day to all tourism/sightseeing users
- We also have the dwell time for the other user groups
- This is then a function of the day tripper rate (e.g. 40min/€62)
- This allows estimated spend for all user groups



IPMP Mobility & Outdoor Value Estimates (MOVE): Expenditure over Time



Greenway



240.4K
Est. Users

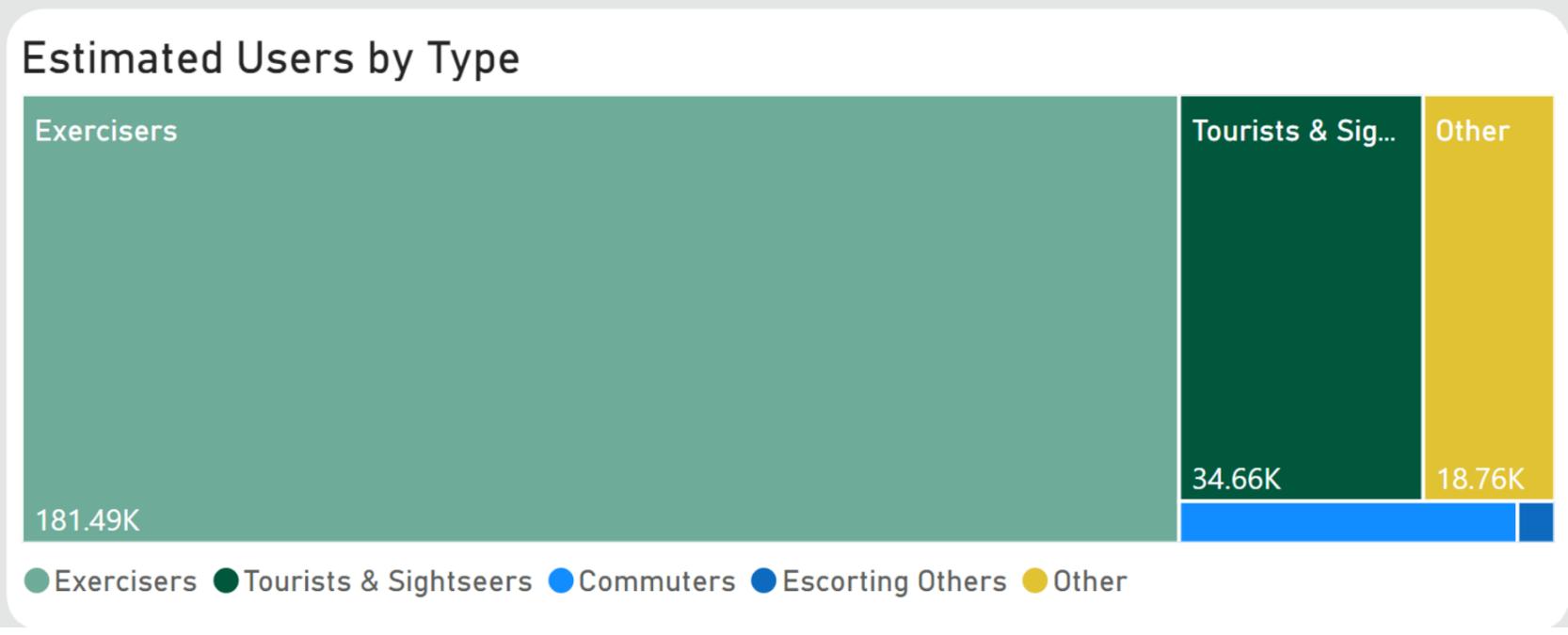
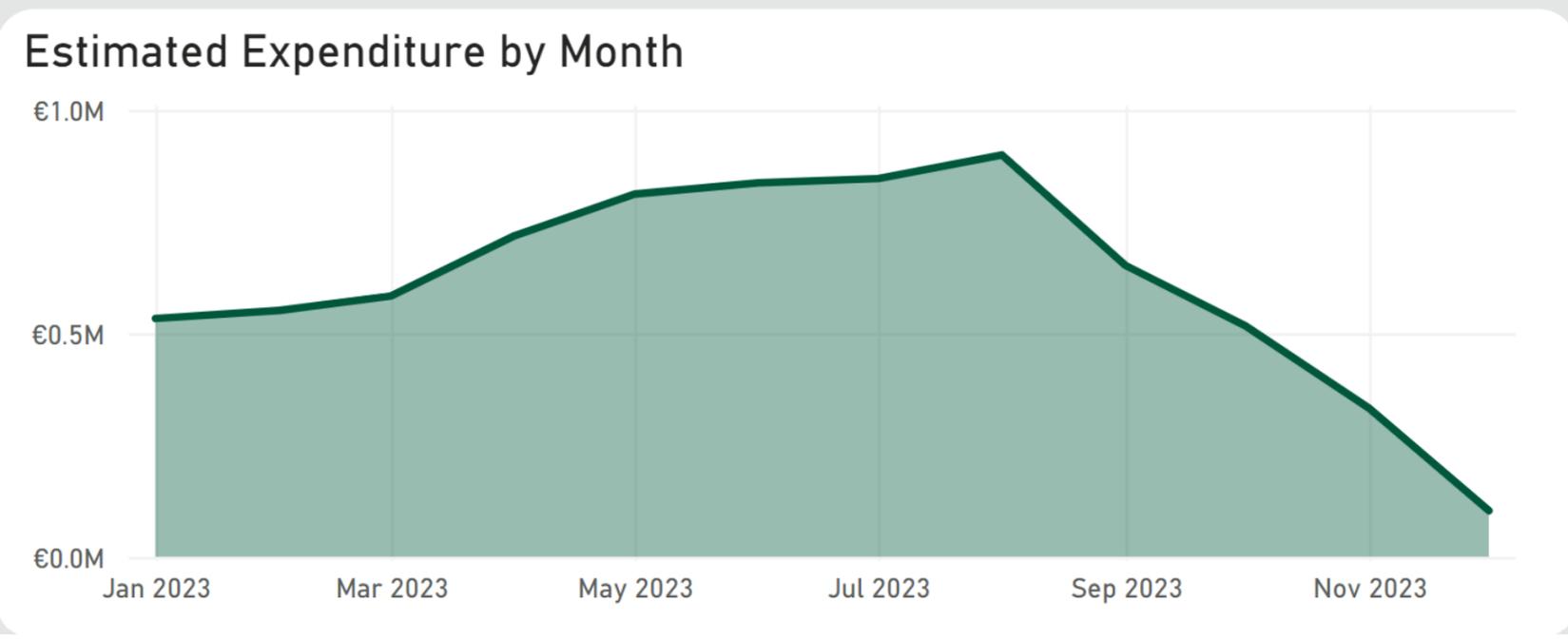
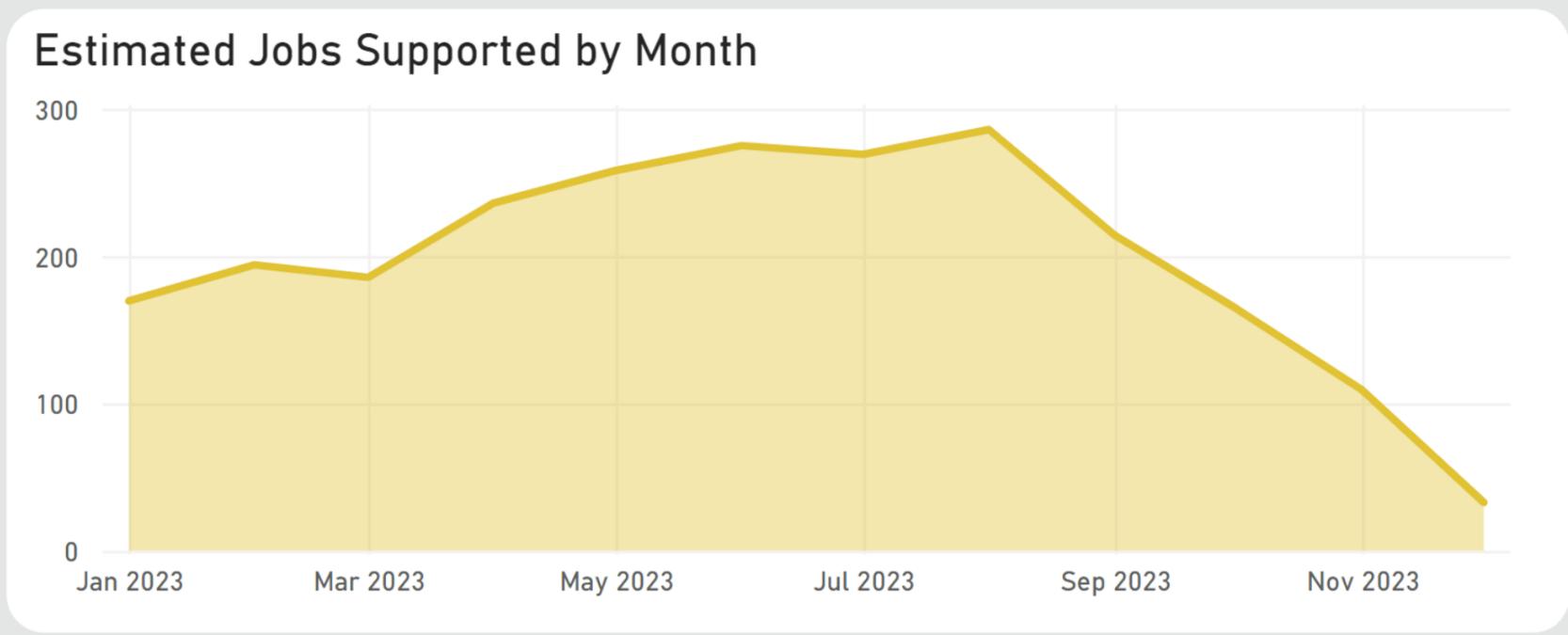
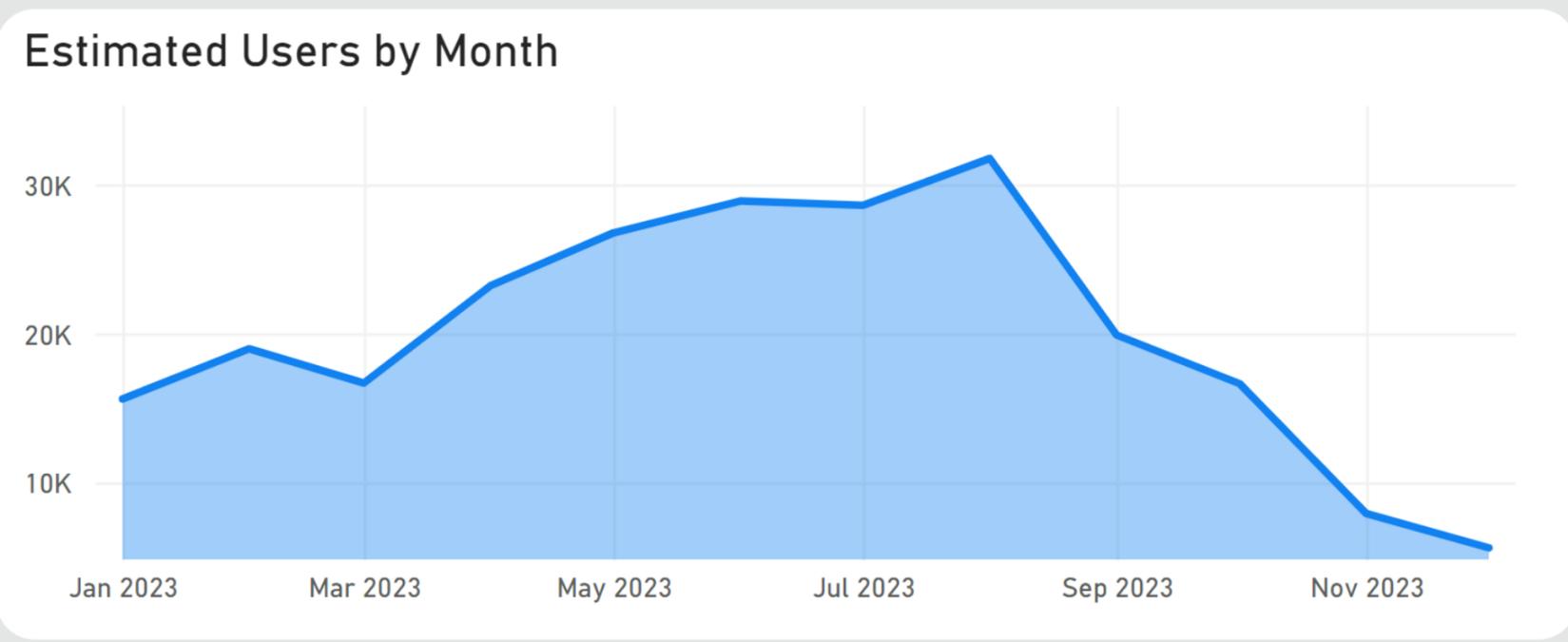
€3.96M
Est. Expenditure

€0.91M
Est. Exchequer Returns

106.9
Est. Jobs Supported

Year
2023

Greenway
WATERFORD



What next for MOVE?

- Take all historic data from pilot locations into the model
- Produce more detailed insights on ROI, Payback etc
- We need to test and validate the model (University engagement)
- Give Local Authorities access to the MOVE tools
- Work with TII on expanding the scope/scale of MOVE
- Potential to develop a national approach for Greenways

Expanding the model to other investments...



Sliabh League – Mountain Trail and visitor centre – Co. Donegal

Strandhill – National Surf Centre – Sligo

Glenda Lough – Dublin Mountain Trails – Co. Wicklow

Acres Lake – Access to water Facility (PFG-2) – Co Leitrim (18 sites nationally)



Key Takeaways...

1. MOVE provides baseline economic estimate for greenways
2. We will include more data, analysis insights
3. We will make it available to Local Authorities
4. We intend to expand the ambition and scope of the project

M O V E

Mobility & Outdoor Value Estimates

A Performance Monitoring & Economic Impact Pilot Project for Greenways

Dan Brennan - Transport Infrastructure Ireland

Steven O'Gara - Fáilte Ireland



Westmeath's Greenways

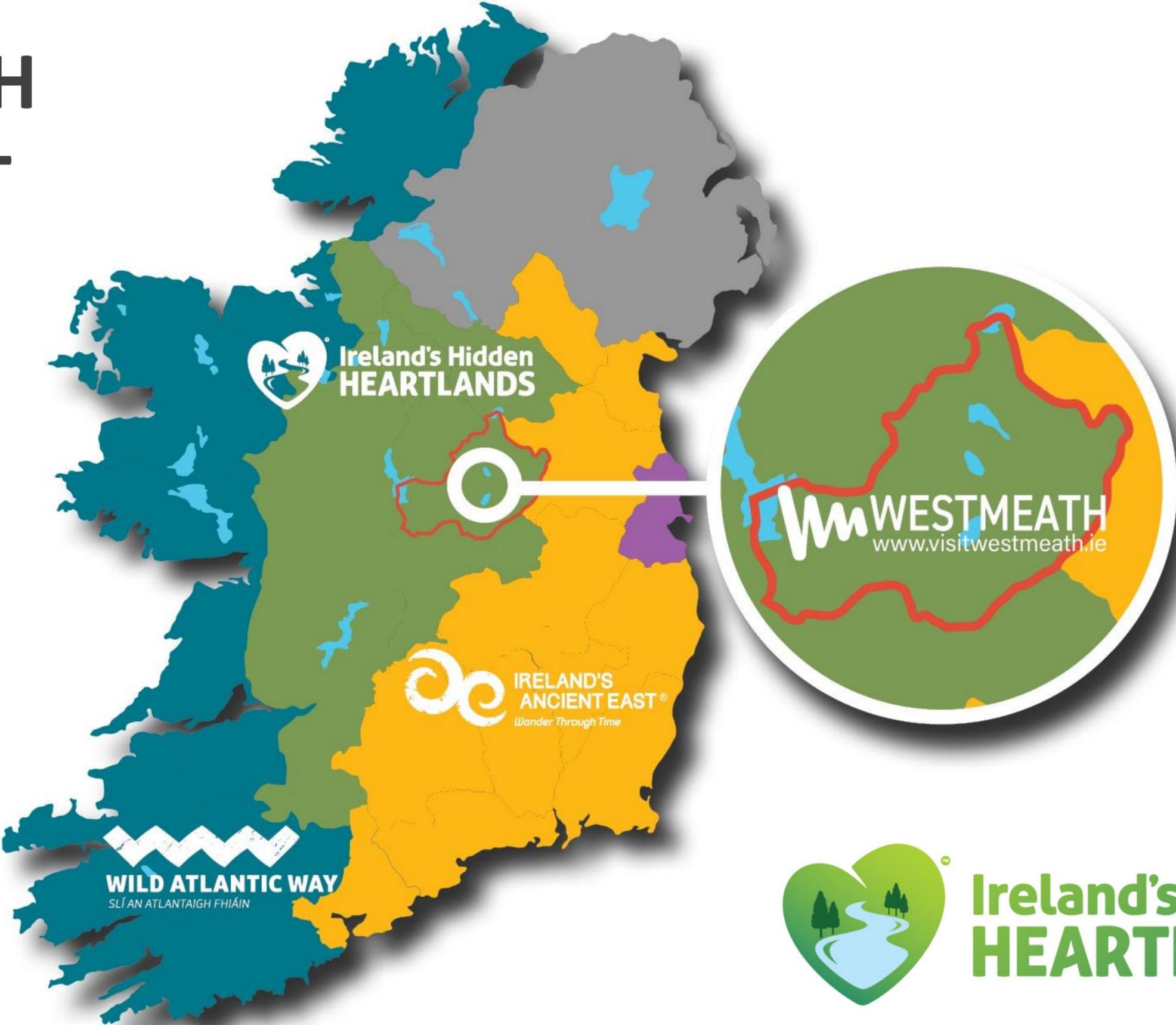
Ambrose Clarke, Director of Service, Westmeath County Council



WESTMEATH GREENWAYS

Ambrose Clarke
A/Director of Service
Westmeath County Council

WESTMEATH IN CONTEXT



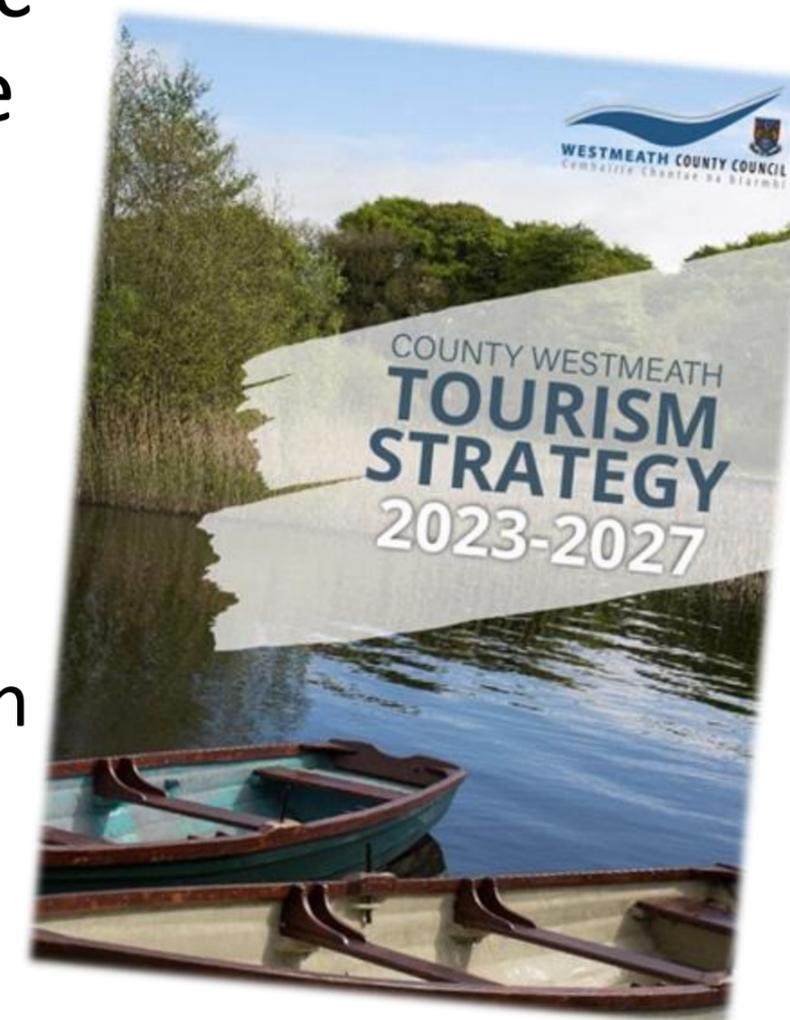
WESTMEATH TOURISM STRATEGY 2023-2027

Almost 100km of Greenway already developed to high technical standards

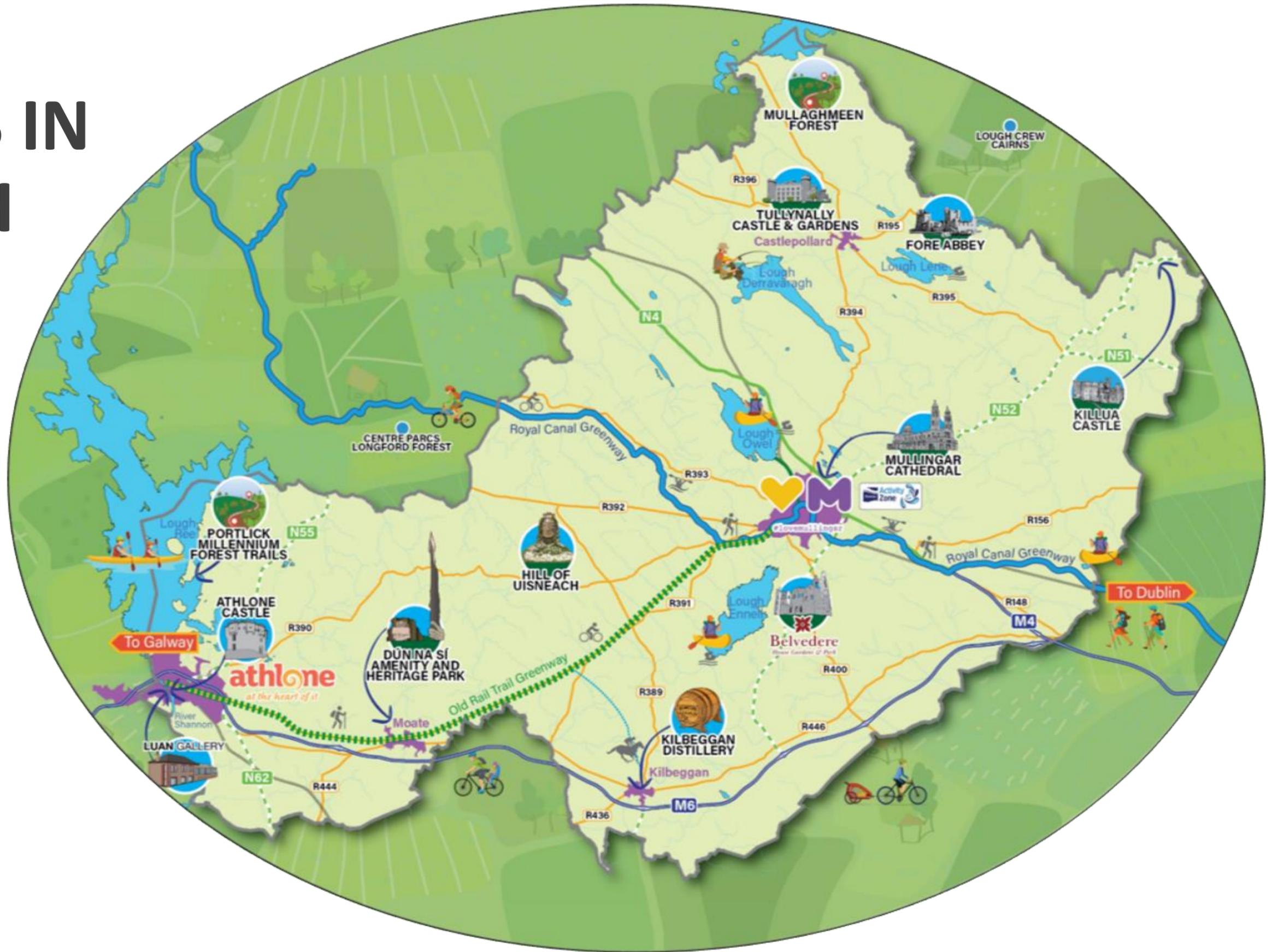
Challenge of activating investment made, creating economic benefit for communities and enhance the visitor experience

Key Priorities:

- Improve connections with towns, villages and tourism attractions
- Enhance service provision along greenways and at trailheads
- Support businesses and communities to leverage the opportunity, provide connected visitor experiences and ways to engage visitors in unique local attributes, heritage and activities



GREENWAYS IN WESTMEATH



INTERCONNECTIONS - TRANSITION FROM OLD RAIL TRAIL TO ROYAL CANAL GREENWAY IN MULLINGAR



COST AND USE OF GREENWAYS

Old Rail Trail –

- Officially opened in **2015**
- Over quarter million trips now taken on Old Rail Trail per annum
- Cost of development - €8 million (Mullingar to Athlone)
- Extension to Athlone Castle opened Aug 2023 (incl. railway underpass and river Shannon bridge) - €20 million

Royal Canal Greenway –

- Officially opened in **2021**
- 640,000 trips taken on Royal Canal Greenway in it's first year with an economic dividend of €17.2 million to the business community in year 1 (*Waterways Ireland*)
- Cost of 44km greenway development in Westmeath - €5.5 million

ROYAL CANAL GREENWAY: IRELAND'S LONGEST GREENWAY

- Ireland's Longest Greenway – Clondra to Maynooth 130km level towpath
- Follows the 200-year-old canal, linking Maynooth, Enfield and Mullingar to Cloondara in Longford
- Features 86 bridges, 46 locks, 17 harbours and four aqueducts



ROYAL CANAL GREENWAY: IRELAND'S LONGEST GREENWAY



ROYAL CANAL GREENWAY: IRELAND'S LONGEST GREENWAY



OLD RAIL TRAIL: ATHLONE TO MULLINGAR

- 43km from Athlone Castle on the River Shannon Banks to the Royal Canal in Mullingar
- Seamless connection to Royal Canal Greenway
- Follows historic Midlands Great Western Railway
- Features restored station houses, signal boxes, stone arched bridges and a tunnel



OLD RAIL TRAIL: ATHLONE TO MULLINGAR



OLD RAIL TRAIL: ATHLONE TO MULLINGAR



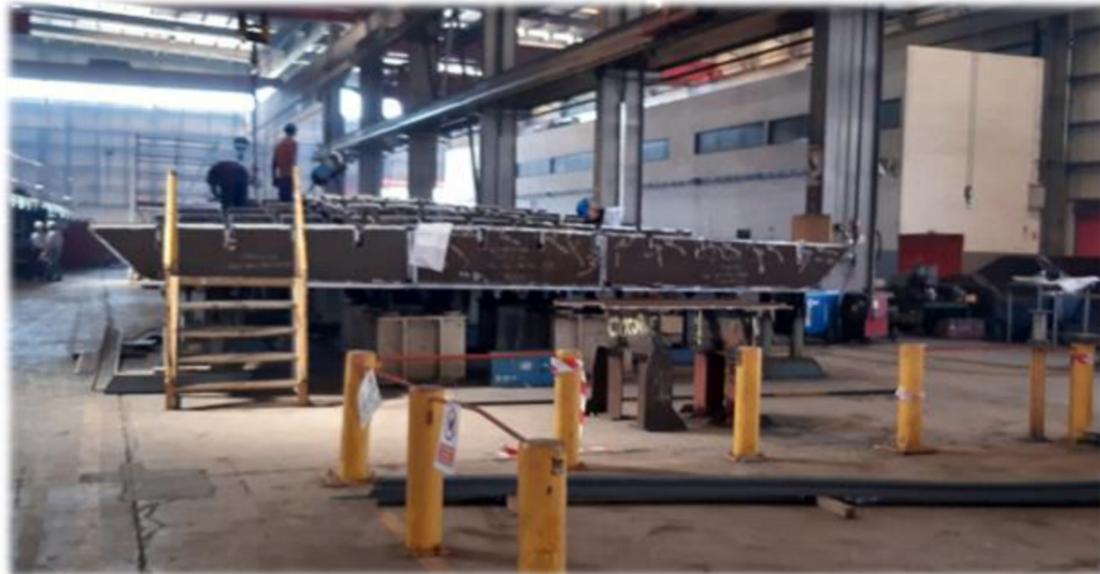
OLD RAIL TRAIL: ATHLONE TO MULLINGAR



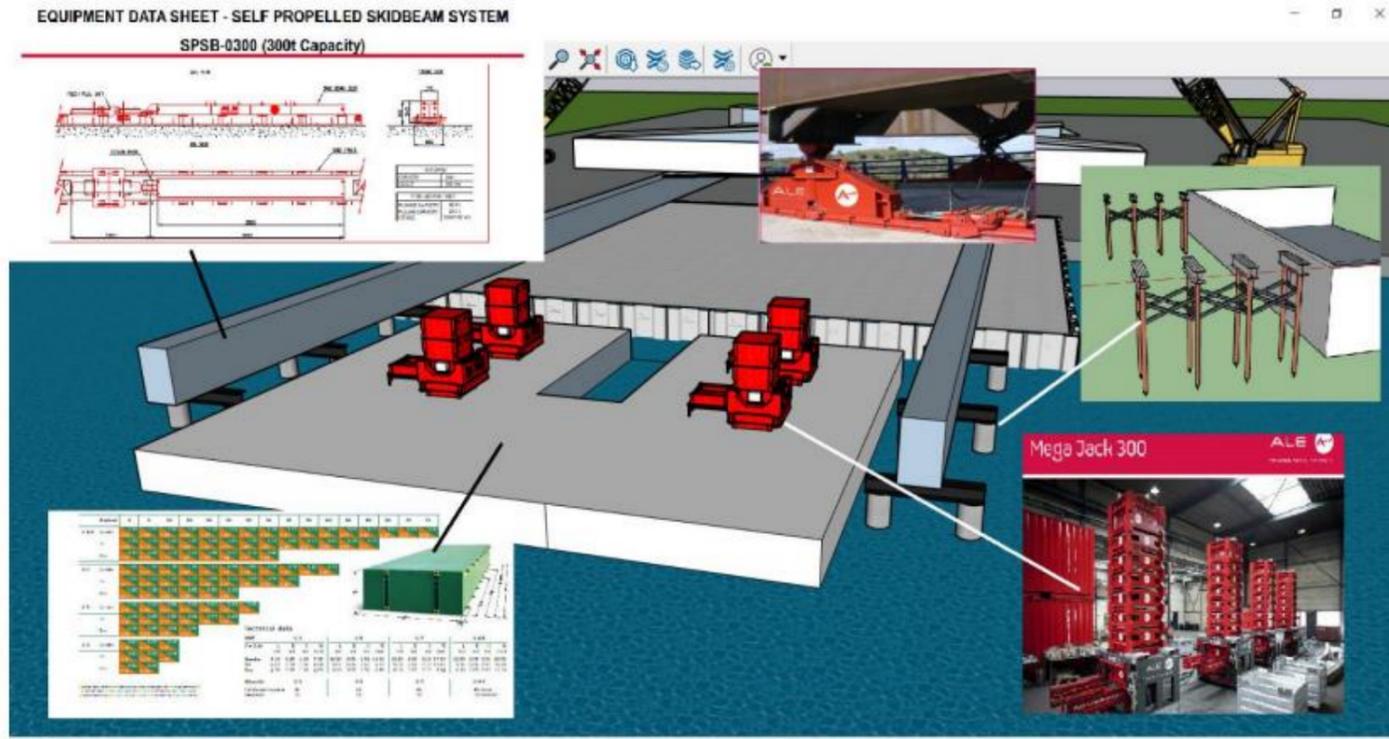
ATHLONE GREENWAY BRIDGE



ATHLONE GREENWAY BRIDGE – Steel Fabrication Works – Tecade, Seville



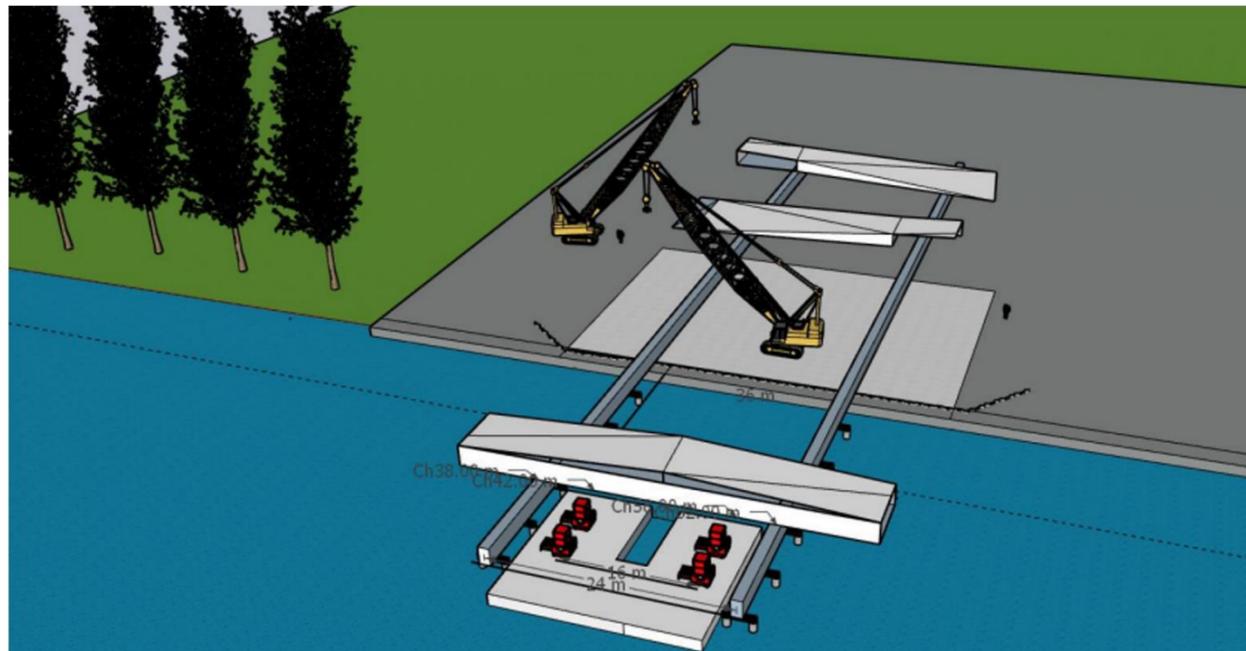
ATHLONE GREENWAY BRIDGE – Bridge Launch



Mammoet Skid Beam System on Barge for Bridge Segment Transport_ August 2022 (300 t Capacity)

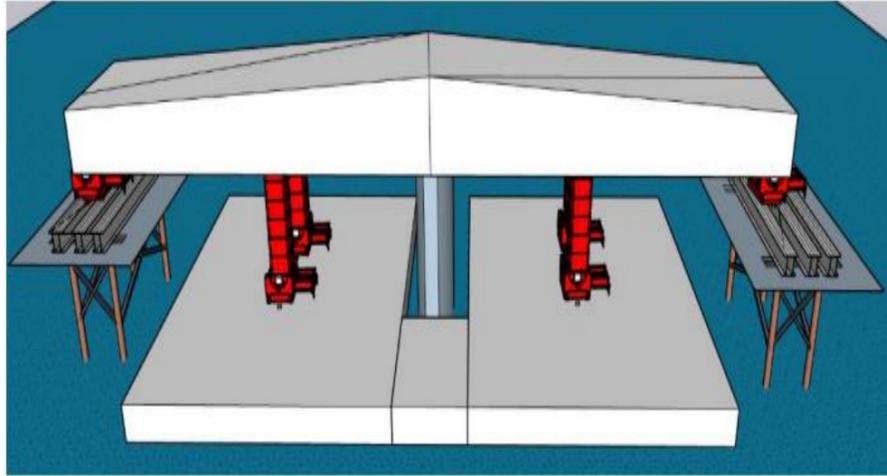


Skid Beam System in Place at Wansboro Field

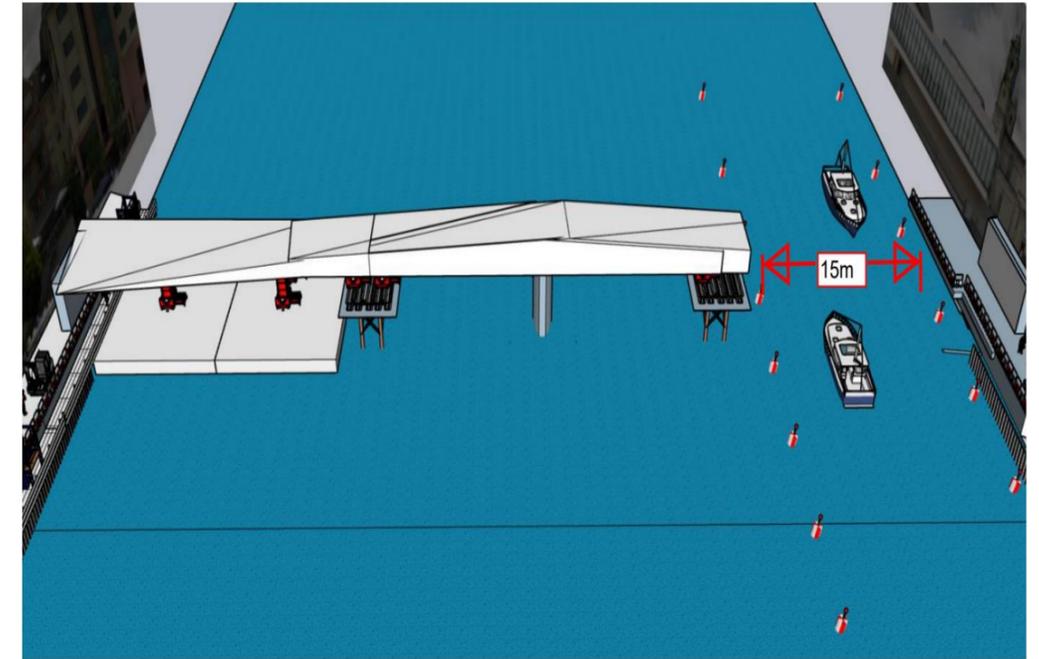
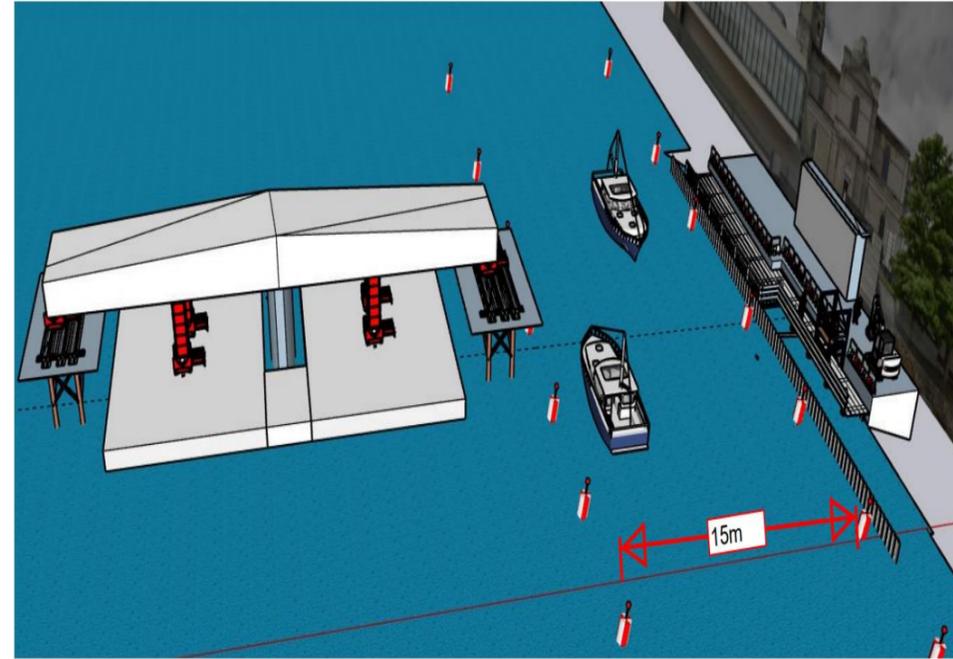


Crane to load Bridge sections (3nr) onto Skidbeam system which will be utilised to jack the bridge sections onto the barge

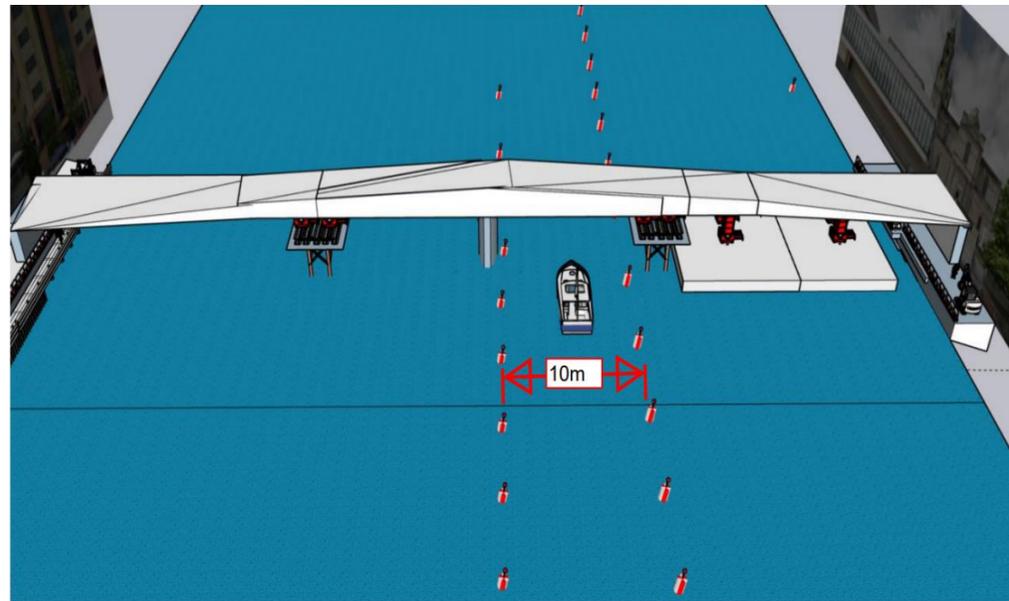
ATHLONE GREENWAY BRIDGE – Bridge Installation Sequence



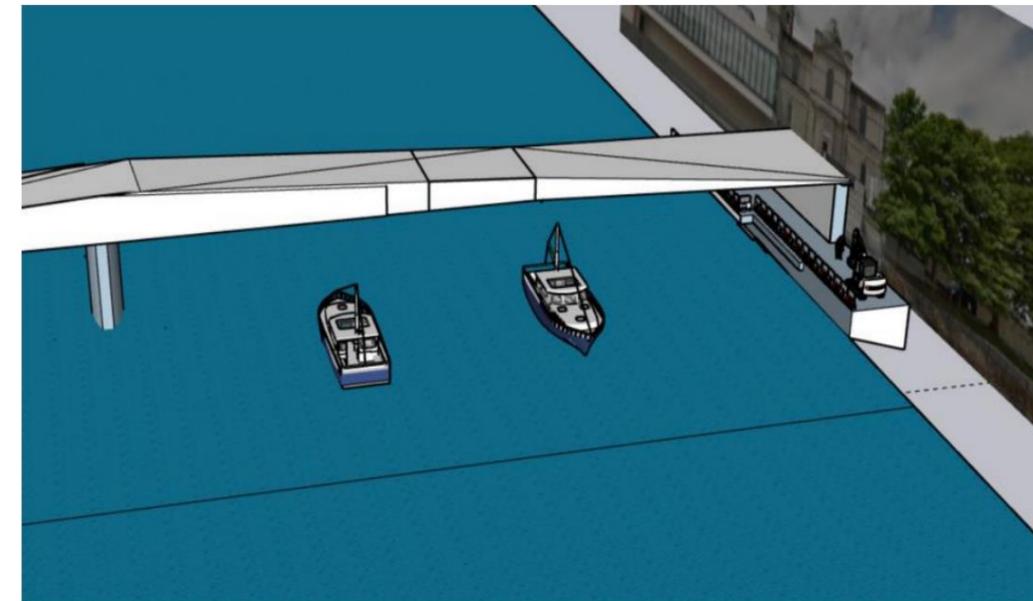
Installation of central bridge section jacked into final position



Installation of Eastern bridge section jacked into final position (at Radisson Hotel)



Installation of Western bridge section jacked into final position (at Luan Gallary)



Removal of temporary works from instream. Approx 1 week duration at end of October

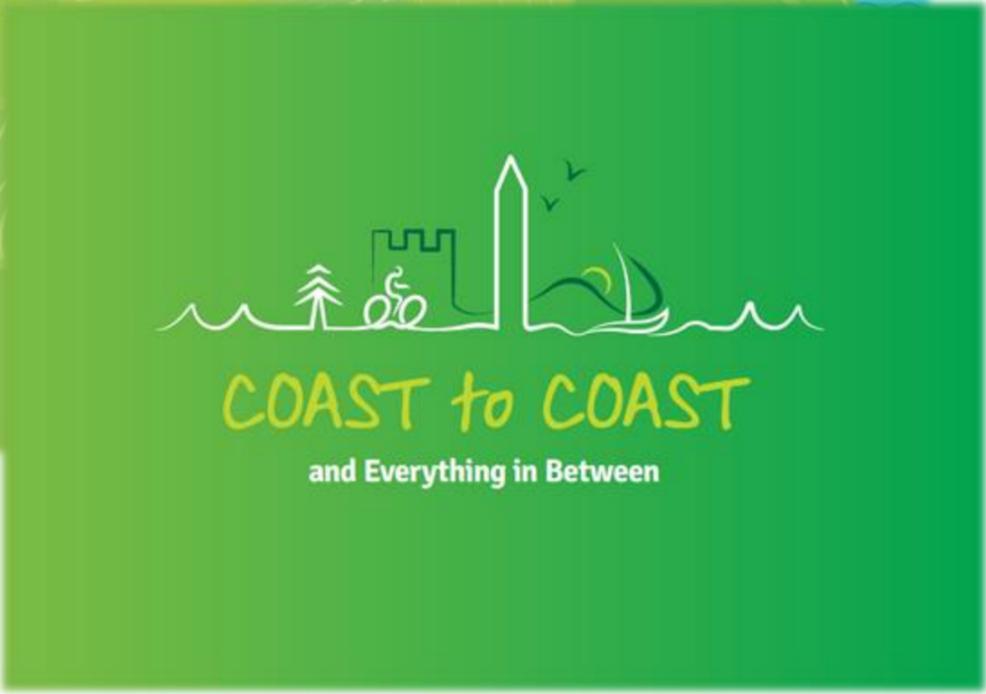
ATHLONE GREENWAY BRIDGE – Bridge Installation – September 2022



ATHLONE GREENWAY BRIDGE



GALWAY – DUBLIN GREENWAY – VISITOR EXPERIENCE



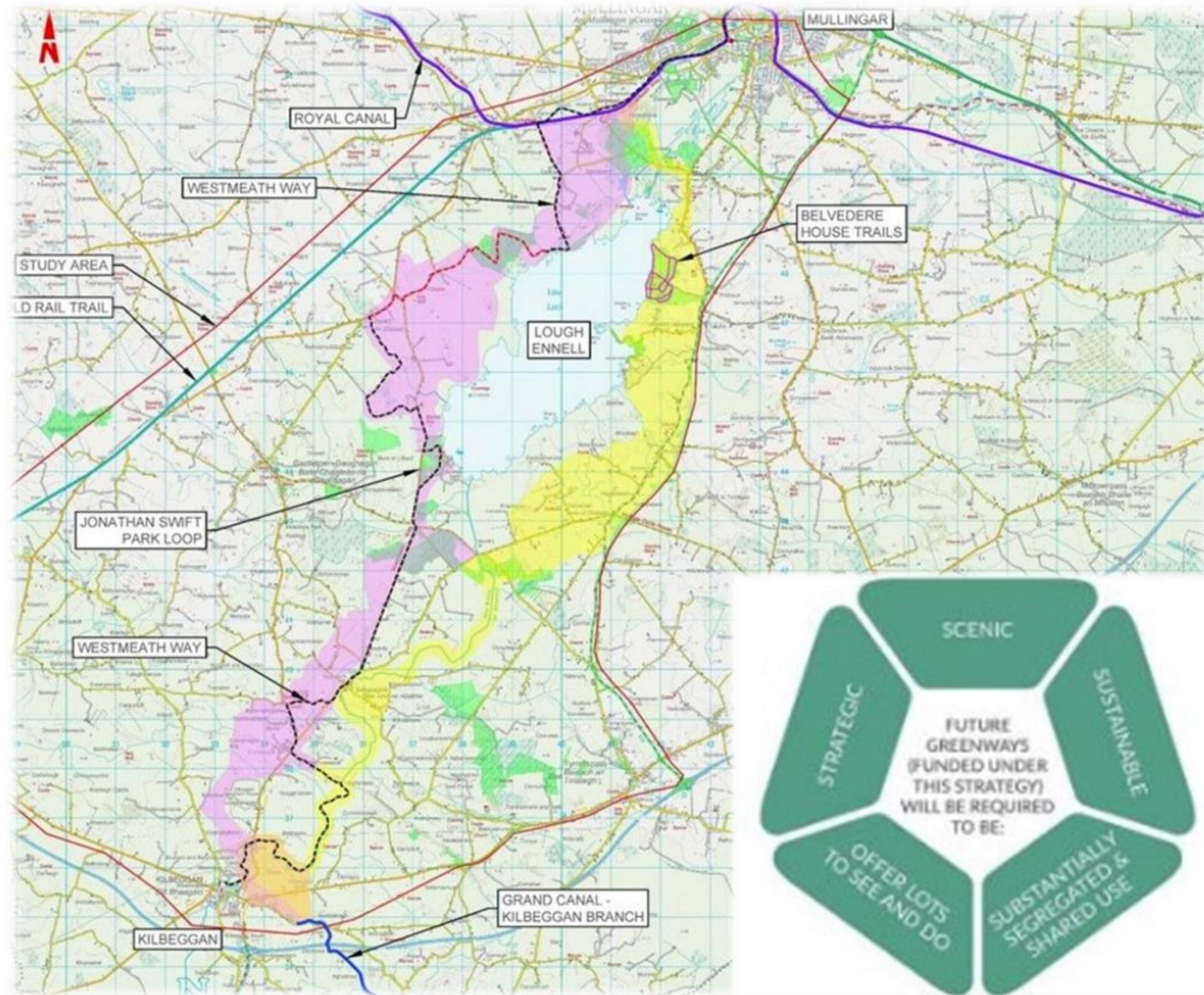
ATHLONE - GALWAY GREENWAY PREFERRED ROUTE - 198KM

- Transformative project
- Completes Galway to Dublin (Coast to Coast)
- Catalyst for Tourism & Leisure across the Region
- Connecting Communities
- At Phase 3 Design & EIAR
 - Greenfield Difficulties
 - Environmental



KILBEGGAN TO MULLINGAR GREENWAY

- Connecting Communities & Royal to Grand Canals
- Proximity to Greater Dublin
- Catalyst for Tourism & Leisure
- At Phase 2 Option Selection
- Active Travel v Tourism
- Greenfield



IMPACTS OF GREENWAYS



IMPACT OF GREENWAYS

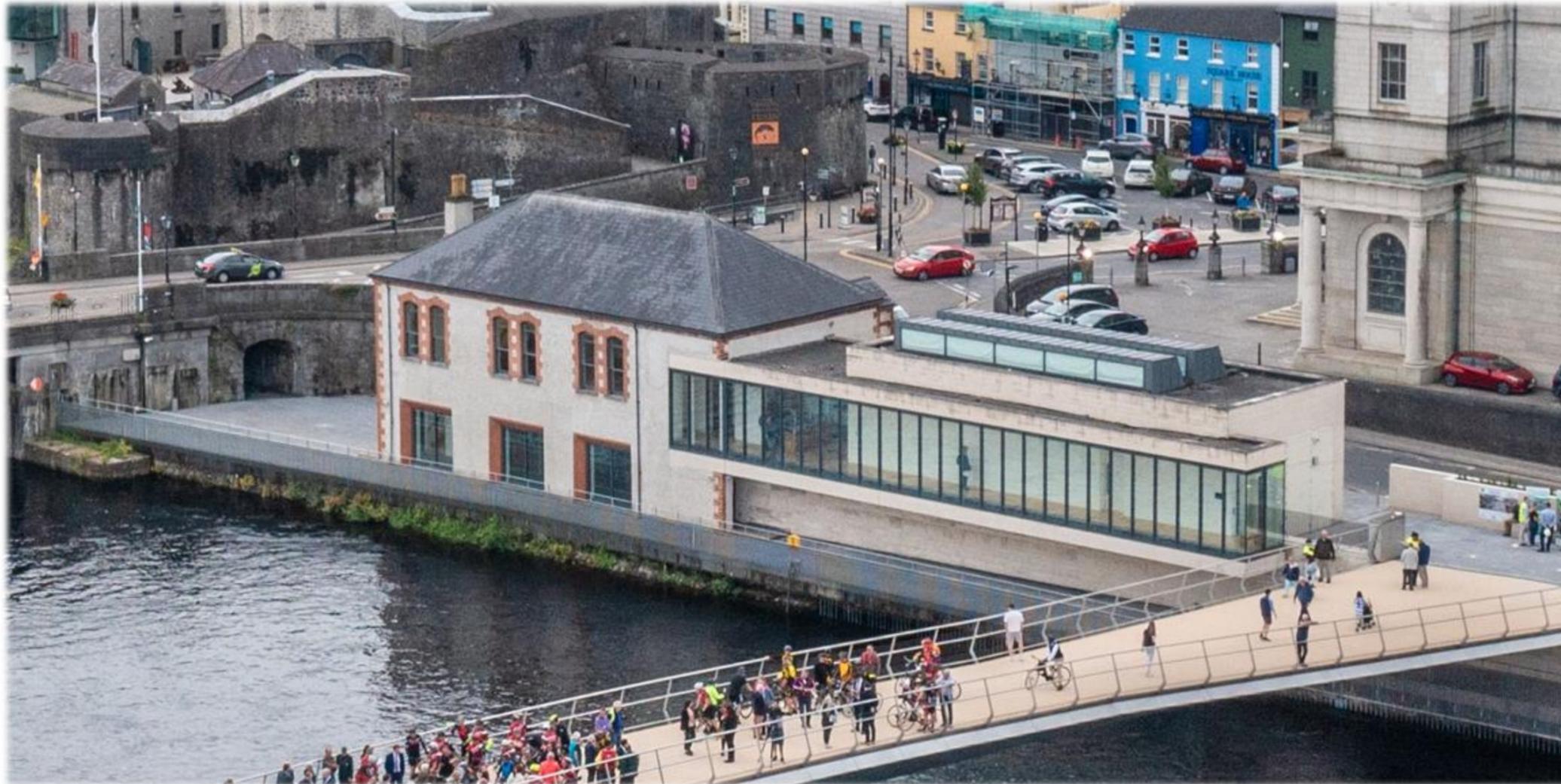
New and expanding business, eg –

- coffee shops
- bike hire
- bike storage facilities added to hotels to cater for increased cycling tourism



IMPACT OF GREENWAYS

- Increased numbers visiting attractions – eg 30% increase to Athlone's Luan Gallery in first year of bridge opening

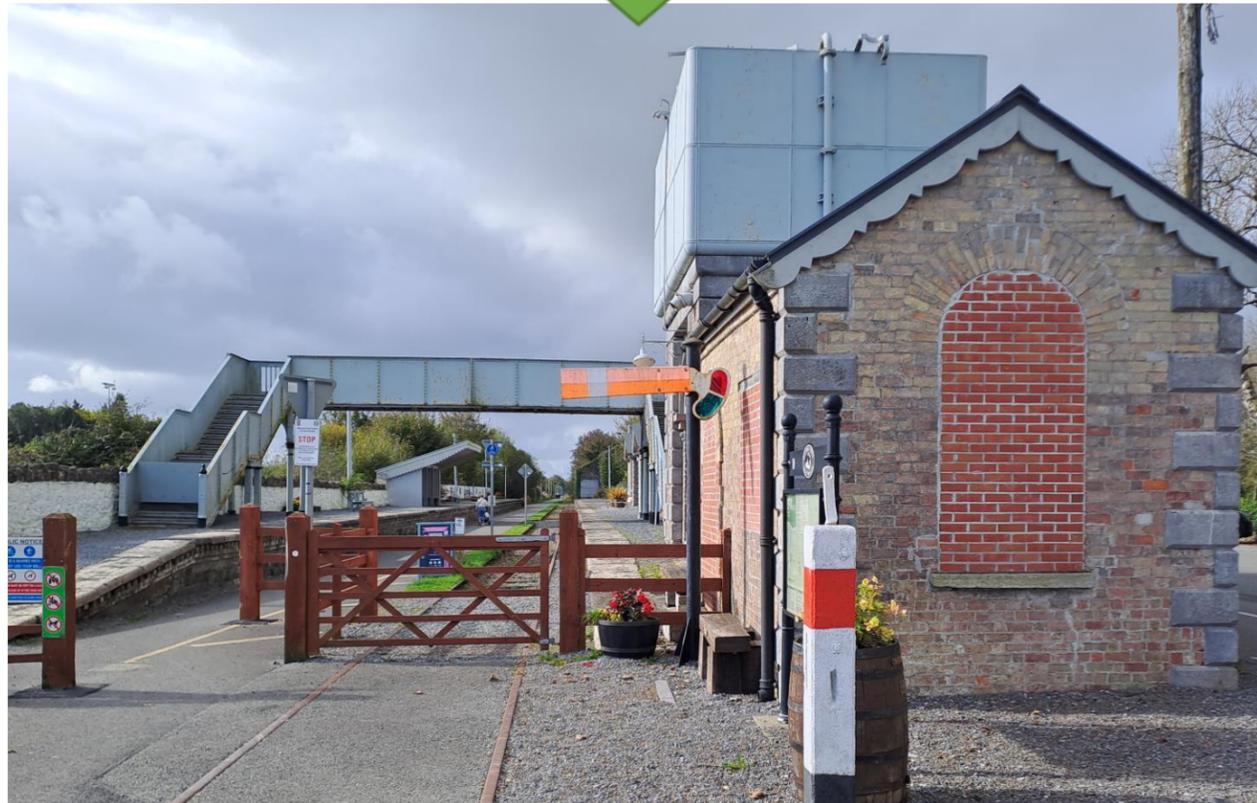


IMPACT OF GREENWAYS

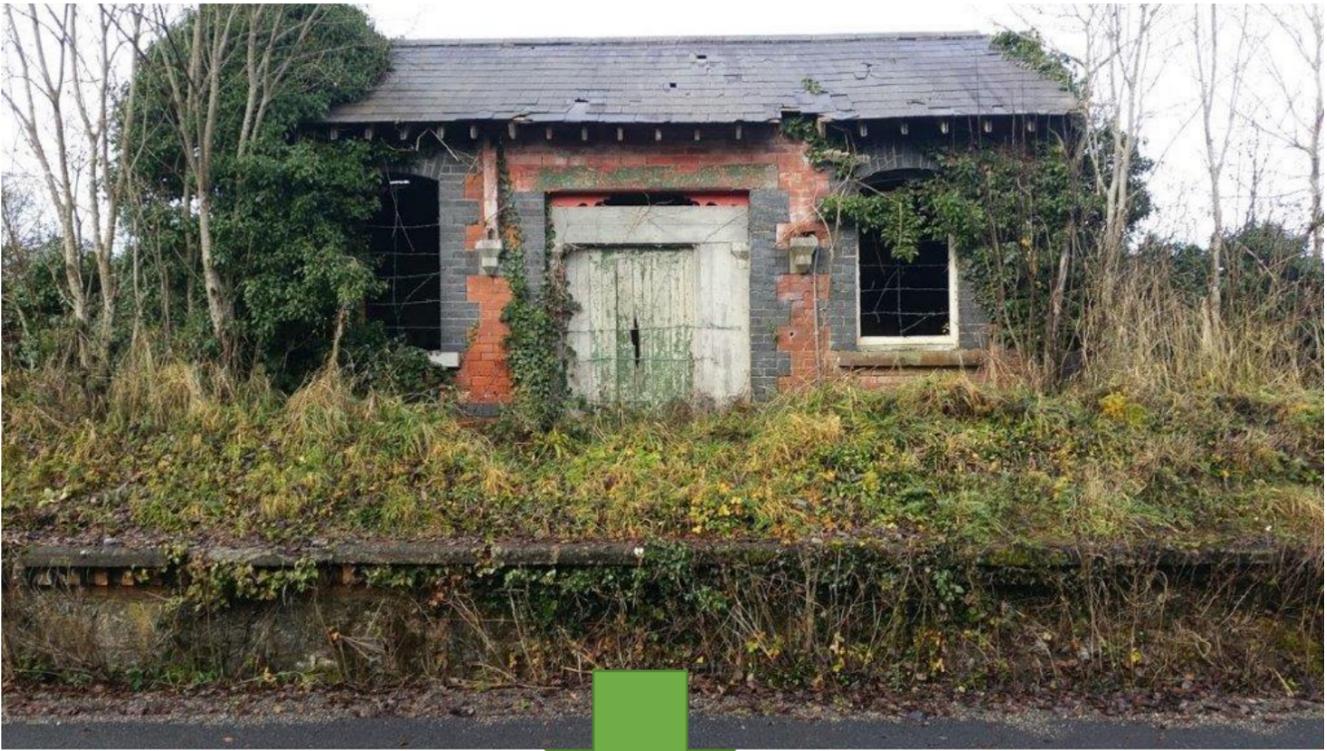
- Opportunities for community, events, and social activity
- Health, fitness, marathons, park runs
- Biodiversity – enhancement and awareness



MOATE – RESTORATION OF HISTORIC STATION BUILDINGS



STREAMSTOWN – RESTORATION OF HISTORIC STATION BUILDINGS



STREAMSTOWN – STATION BUILDINGS NOW CAFÉ & PUBLIC TOILETS



KEY INGREDIENTS FOR SUCCESS TO DATE

- State-owned corridors – Midlands Great Western Railway and Royal Canal Towpath
- Strong working relationship with Waterways Ireland, Fáilte Ireland, TII and neighbouring County Councils
- Strong support from local communities
- Flat topography through scenic midlands landscape
- Connectivity with two large destination towns with good visitor service provision along with smaller towns and villages
- Strong alignment with Ireland's Hidden Heartlands regional brand and support from Fáilte Ireland, incl. new Greenways Activation Programme

CONNECTING COMMUNITIES

Thomastown Harbour, Royal Canal Greenway link to Killucan/Rathwire village:

- 1.7km, 3m wide pedestrian and cycleway
- Retention of native trees where possible along with new boundary fences, entrances, and hedges
- New pedestrian and cycleway bridge
- Signage, tourist information and Public Lighting where required
- Cycle parking facilities i.e. benches, cycle stands etc.



RECENT CONNECTIONS CREATED

- Royal Canal Greenway to Lough Owel - 4km along Lough Owel 'feeder canal' – connection with lake shoreline, sailing club
- Grand Canal to Kilbeggan Harbour 13km with further connection to Royal Canal Greenway and Mullingar at pre-development
- Feasibility study completed on route from Mullingar to Belvedere House, Gardens and Park



OPPORTUNITIES



Tionscal Fíricann
Project Ireland
2040



Turley

**Athlone
Urban Design and
Regeneration Framework**

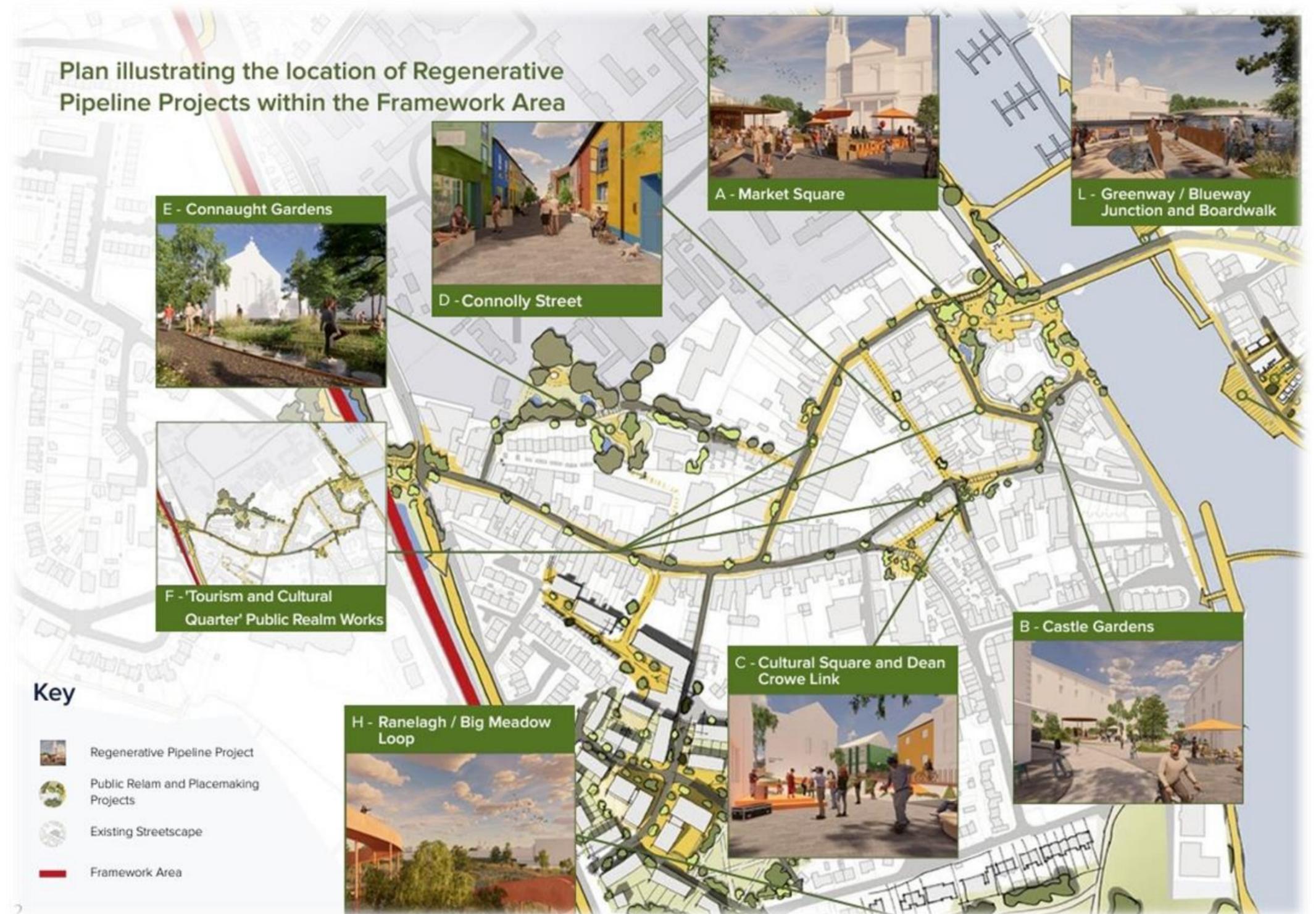
OPPORTUNITIES – ENHANCE PUBLIC REALM



‘The **Framework’s Vision** is to promote high quality distinctive Urban Design in **Athlone** as a driver for **positive place based** and **people focused** regeneration as a foundation for future investment decisions.’

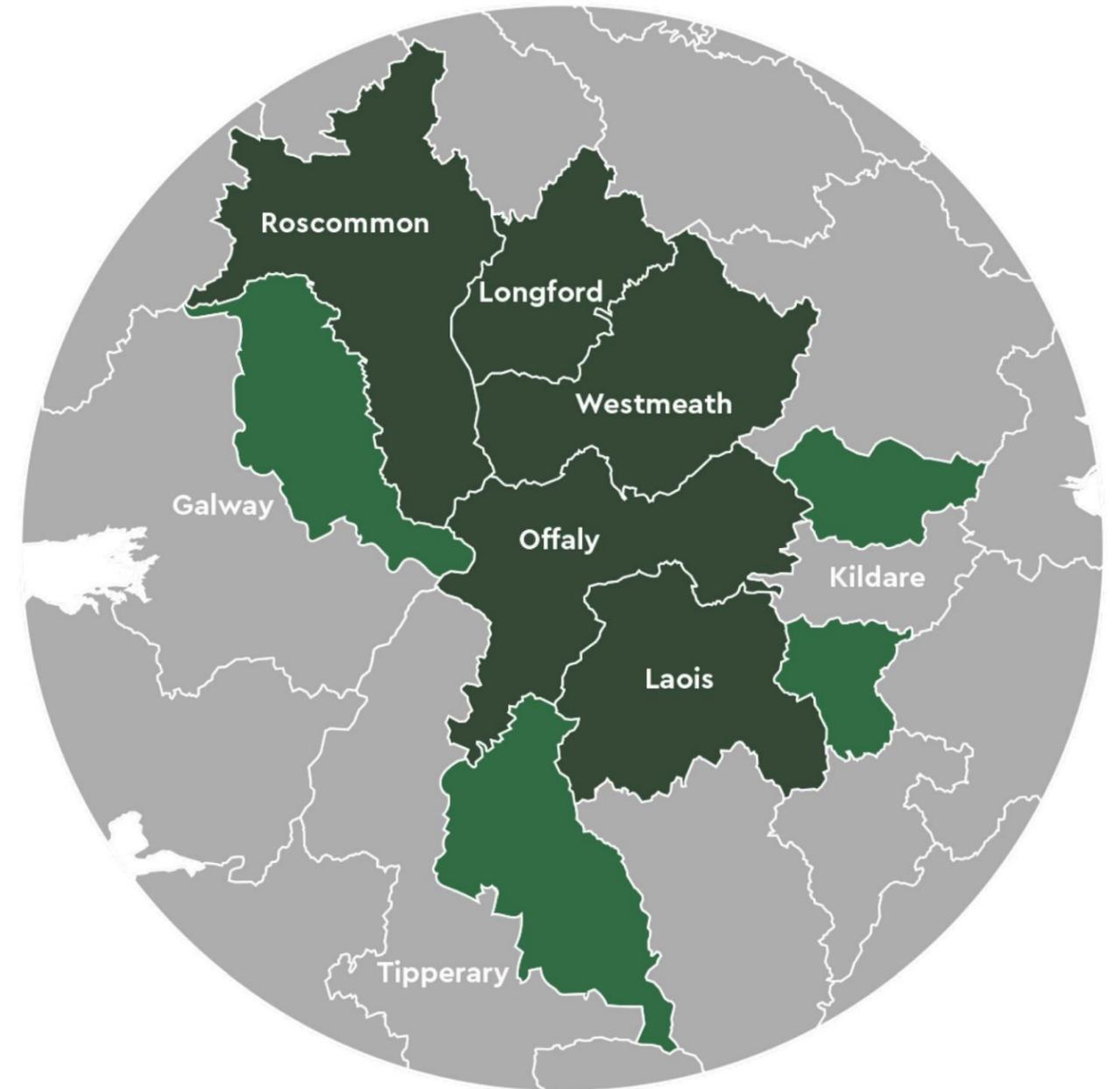
OPPORTUNITIES – ENHANCE PUBLIC REALM

- Climate Change
- Funding
- Pipeline Projects
- Make a difference
 - Improve health
 - Improve quality of life



JUST TRANSITION FUNDING

- €68m for the Midlands
- Creation of trails through former peatlands, with interesting and attractive focal points
- Activators commencing in each LA
- Need Private sector involvement, action and investment



LOOKING AHEAD

- Increased maintenance costs
- Ongoing extensions and capital investment in ancillary attractions
- Regulation enforcement of electric bikes and scooters
- Increasing private sector investment and activity
- Family focussed night-time economy, including the Irish Pub!
- Protection of the natural and built heritage of the county



CONCLUSION

- Need to maintain positive and constructive working relationships
- Regional collaboration in marketing, maintenance and ongoing development, eg neighbouring Local Authorities, Waterways Ireland, Failte Ireland
- Local marketing clusters – Destination Athlone and emerging Destination Mullingar
- Business engagement and support for enhanced visitor service provision
- Continuous user monitoring & response to changing user requirements, e.g. water refill stations, connecting trails



Environmental Impact Assessment of Rural Cycleways - A Practical Guide

Dr Sarah-Jane Phelan, TII

Oonagh Duffy, TII



Environmental Impact Assessment of Rural Cycleways - A Practical Guide

Dr Sarah Jane Phelan & Oonagh Duffy

Environmental Policy & Compliance Section
Transport Infrastructure Ireland



Presentation Overview

- EP&C Team
- New TII Guidance Document
 - Why is this needed?
 - What is in it?
 - When will it be published?



Who are we and what do we do?

Environmental Policy & Compliance

Provide environmental support to project teams engaged in delivering active travel and greenway infrastructure.



Who are we and what do we do?

Environmental Policy & Compliance Team



Climate

Landscape

Hydrogeology

Drainage

GIS

Environmental
Legislation

Air Quality

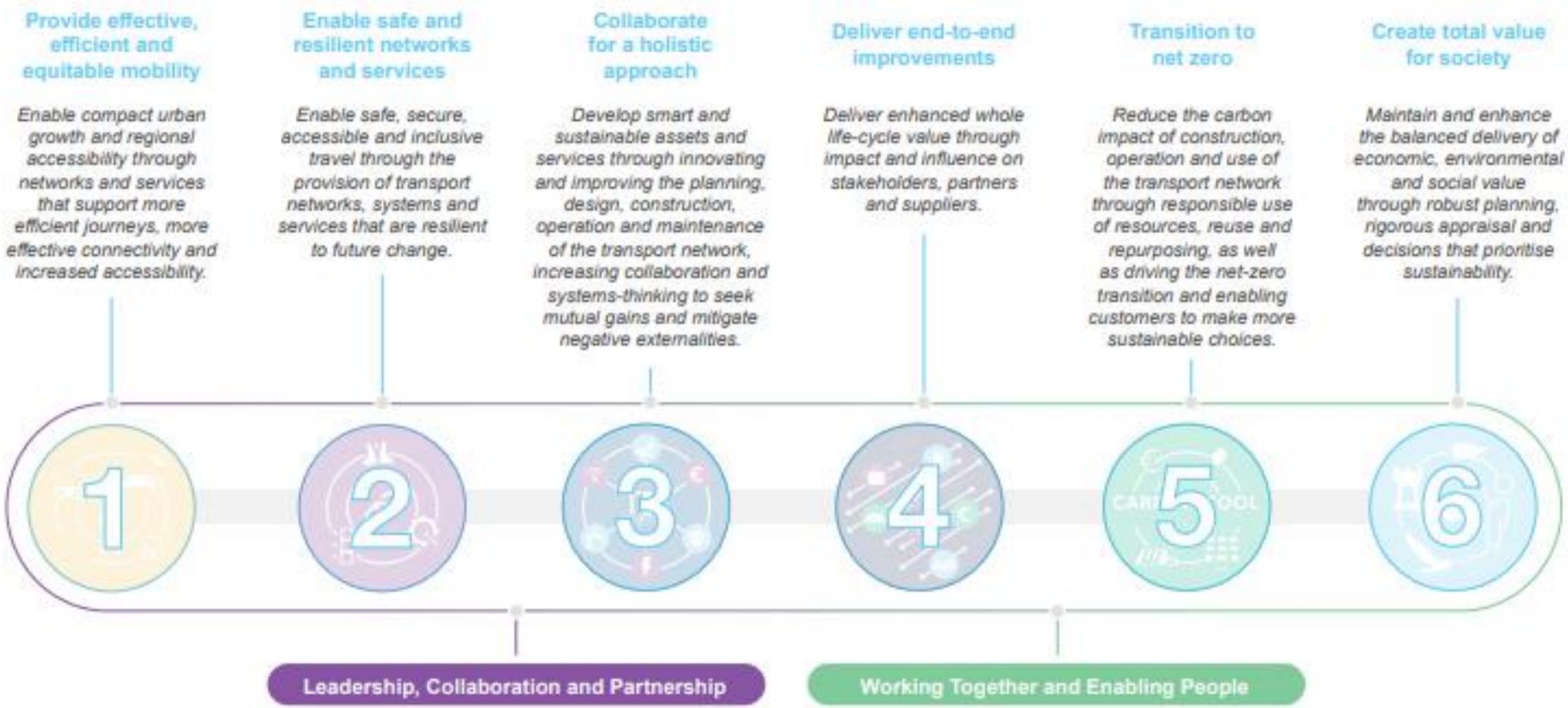
Geology

Biodiversity

Noise

Hydrology





TII Role

- TII have an established role in developing environmental guidelines and standards.
- The Guideline supports the existing Project Management Guidelines (PMG) and Project Appraisal Guidelines (PAG).



Why is this Guide Needed?

- Projects being refused permission.
- Requests for Further Information.
- Stakeholder Feedback.
- Reviews of current TII Greenway projects.



The Guideline

- Purpose
- Content
- Development
- Benefits

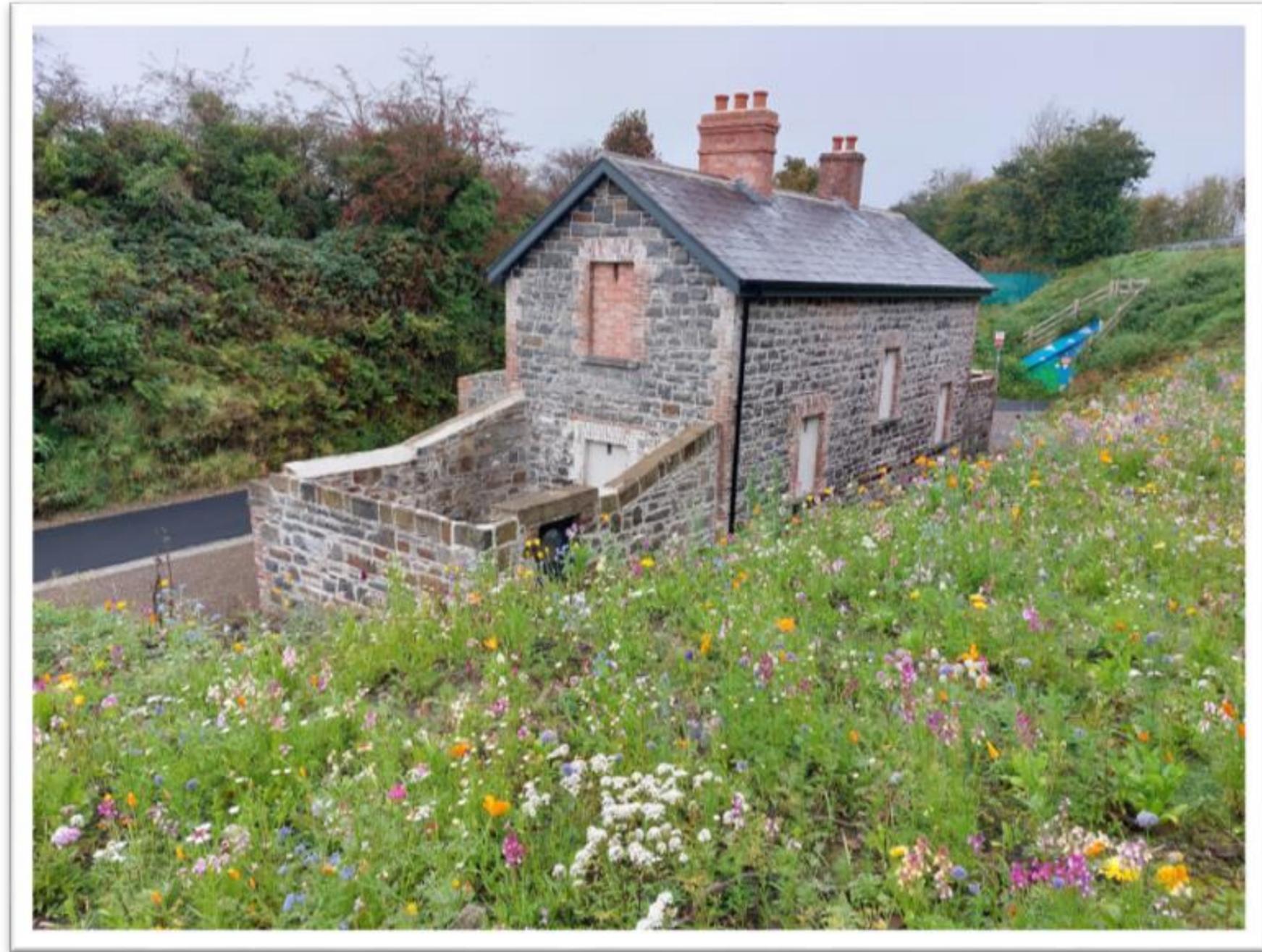


Photo: Limerick Greenway, source: Limerick Co. Co.



Purpose

“To provide guidance on how the assessment of environmental impacts are considered in the development of Rural Cycleway (Offline and Greenway) Infrastructure Projects during each TII Project Phase.”

Contents (DRAFT)

- Section 1**
 - **Introduction** presents the context and purpose of these Guidelines, introduces some of the key definitions and roles used throughout these Guidelines and outlines the relevant TII publications.
- Section 2**
 - **Regulatory and Policy Framework** presents an overview of environmental related European and national legislation, national policy relevant to Greenways and best practice guidance for Environmental Assessment.
- Section 3**
 - **Application of these Guidelines to Greenway Projects** sets out an overview of how these Guidelines are integrated into the TII Thresholds and Phases of project delivery for Greenway infrastructure projects.
- Section 4**
 - **Environmental Assessment Process for TII Greenway Projects** outlines the Environmental Assessment process in relation to Greenway projects with reference to the TII Project Phases.
- Section 5**
 - **Environmental Assessment through the Project Phases** outlines the deliverables, inputs and outputs of the Environmental Assessment process through the different TII Project Phases.

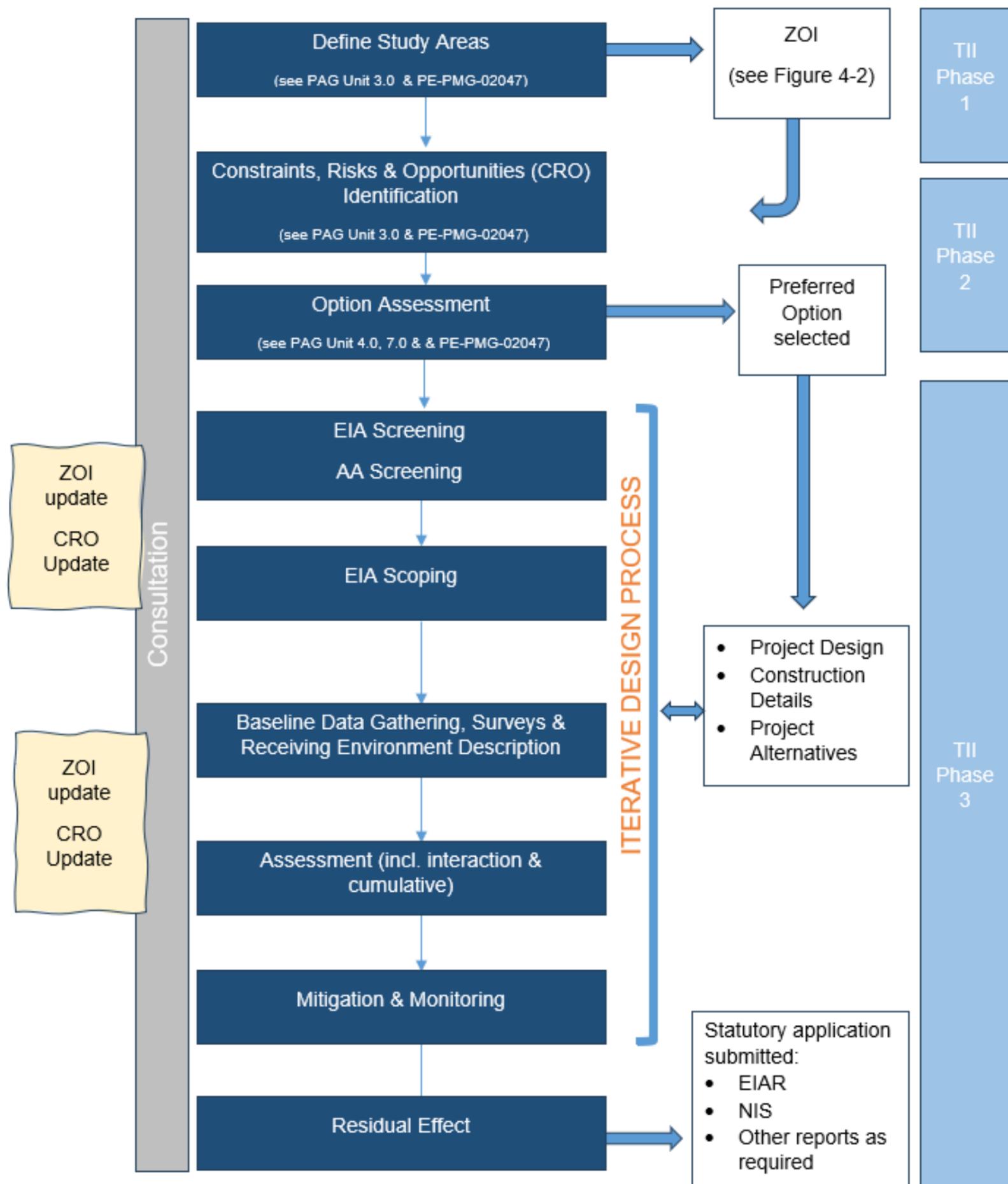


Figure 4.1 Environmental Workflow for TII Greenway Projects (Phases 1 - 3) & Section 4 TOC

- 4.1 Introduction
- 4.2 Definition of a Project Study Areas and the Zone of Influence
- 4.3 Constraints, Risk and Opportunities Identification
- 4.4 Options Assessment / Consideration of Alternatives
- 4.5 EIA Screening
- 4.6 Environmental Assessment Scoping
- 4.7 Detailed Baseline Data Gathering, Surveys and Receiving Environment Description
- 4.8 Project Design and Description
- 4.9 Assessments of Effects
- 4.10 Interaction between effects
- 4.11 Cumulative effects
- 4.12 Mitigation & Monitoring
- 4.13 Residual effects
- 4.14 Environmental Impact Assessment Report
- 4.15 Other Related Assessments (to be undertaken at Phase 3)
- 4.16 Environmental Related Deliverables by Planning Route
- 4.17 Consultation

Planning Decision Review

Stakeholder Feedback

TII Project Reviews

Bird
Disturbance

Biodiversity
Gain

EIA Factors
when
assessing
alternatives

Construction
Detail

Dogs

No Alternative
Options
outside a
SAC/SPA

Climate

Ancillary
Infrastructure

Riparian
Habitat
Impacts

Understanding
the SAC/SPA
QI & CO

Sensitive
Receptors

Mitigation

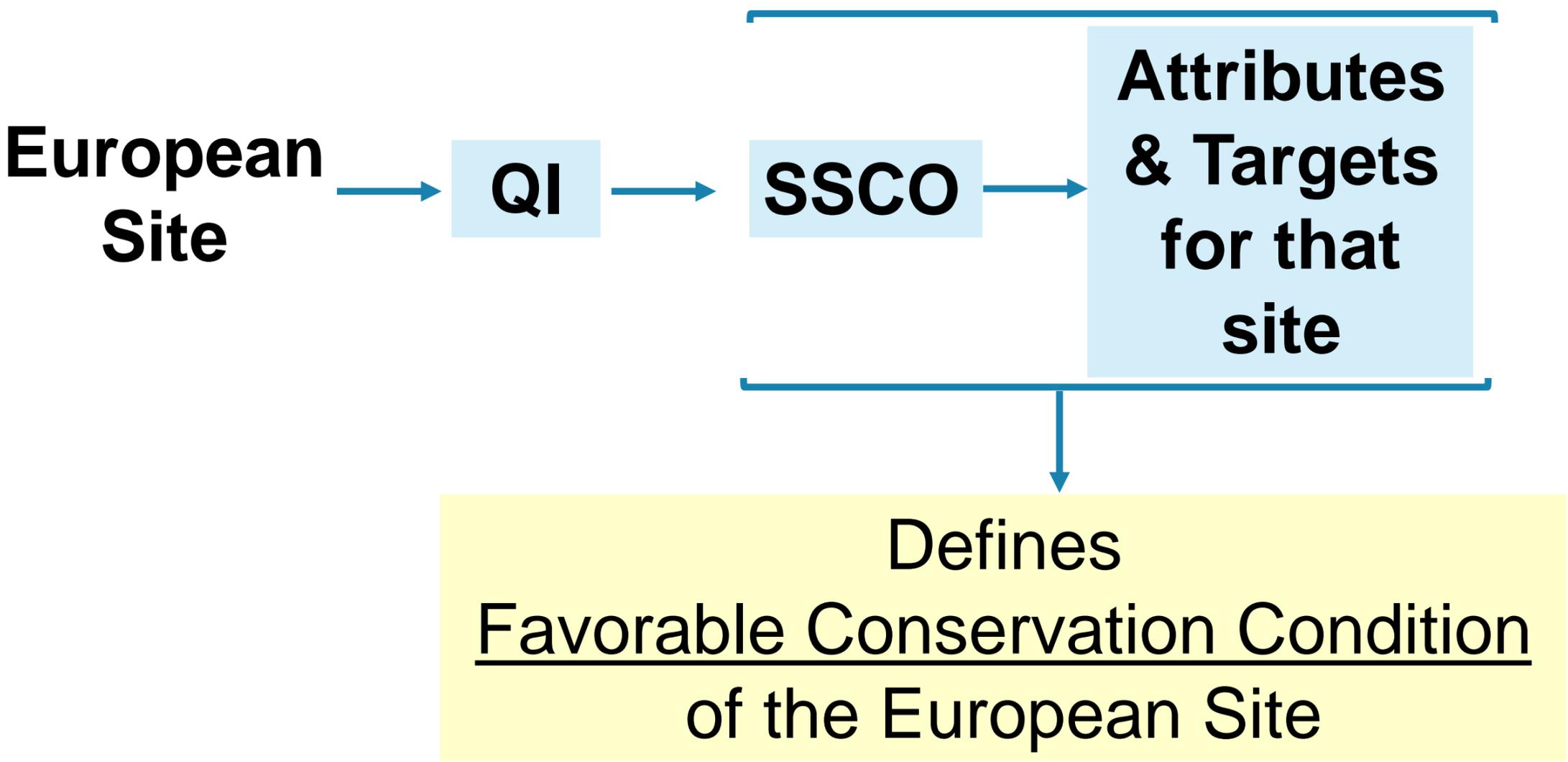
Habitat Loss

Surveys

Consultation

Key potential
Environmental
Impacts/Risks

European Sites



An impact which affects the achievement of favorable conservation condition (as measured by the attributes and targets) is an effect on site integrity.

The requirement is to establish beyond reasonable scientific doubt that adverse effects on site integrity will not result.

Zone of Influence

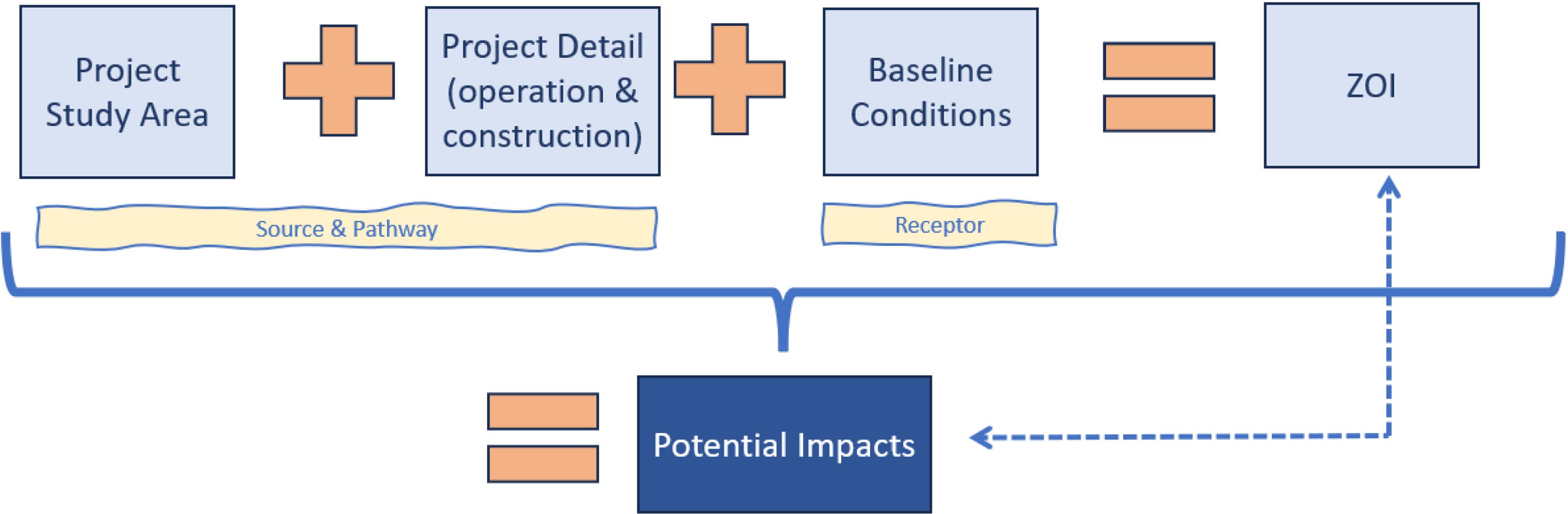
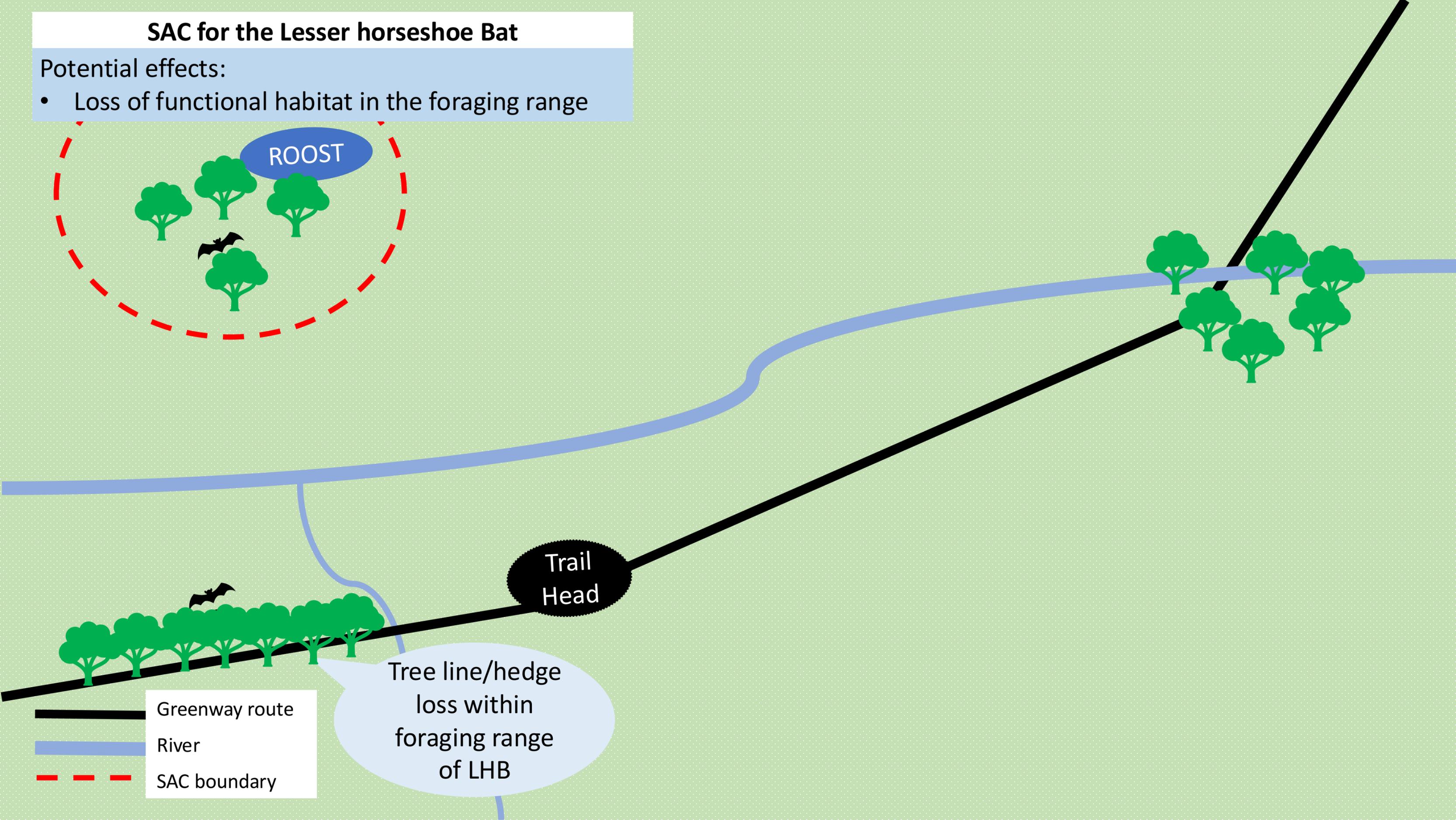
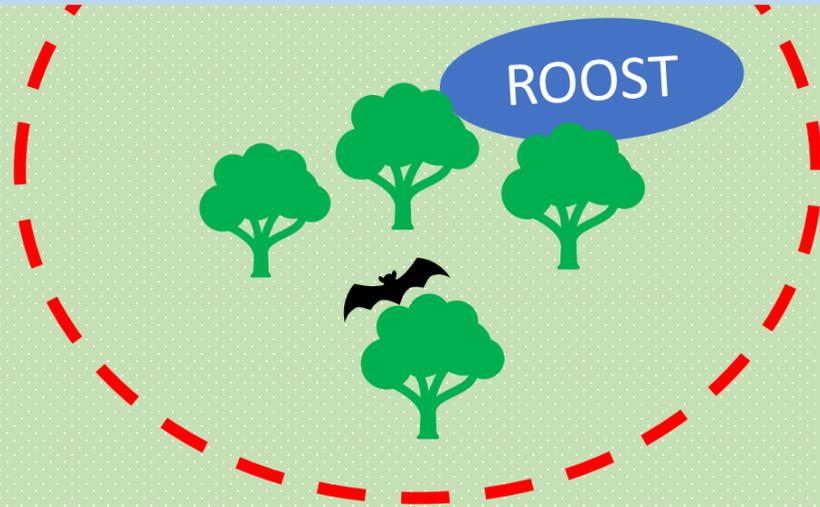


Figure 4-2 How the Zoi relates to the Potential Impacts

SAC for the Lesser horseshoe Bat

Potential effects:

- Loss of functional habitat in the foraging range

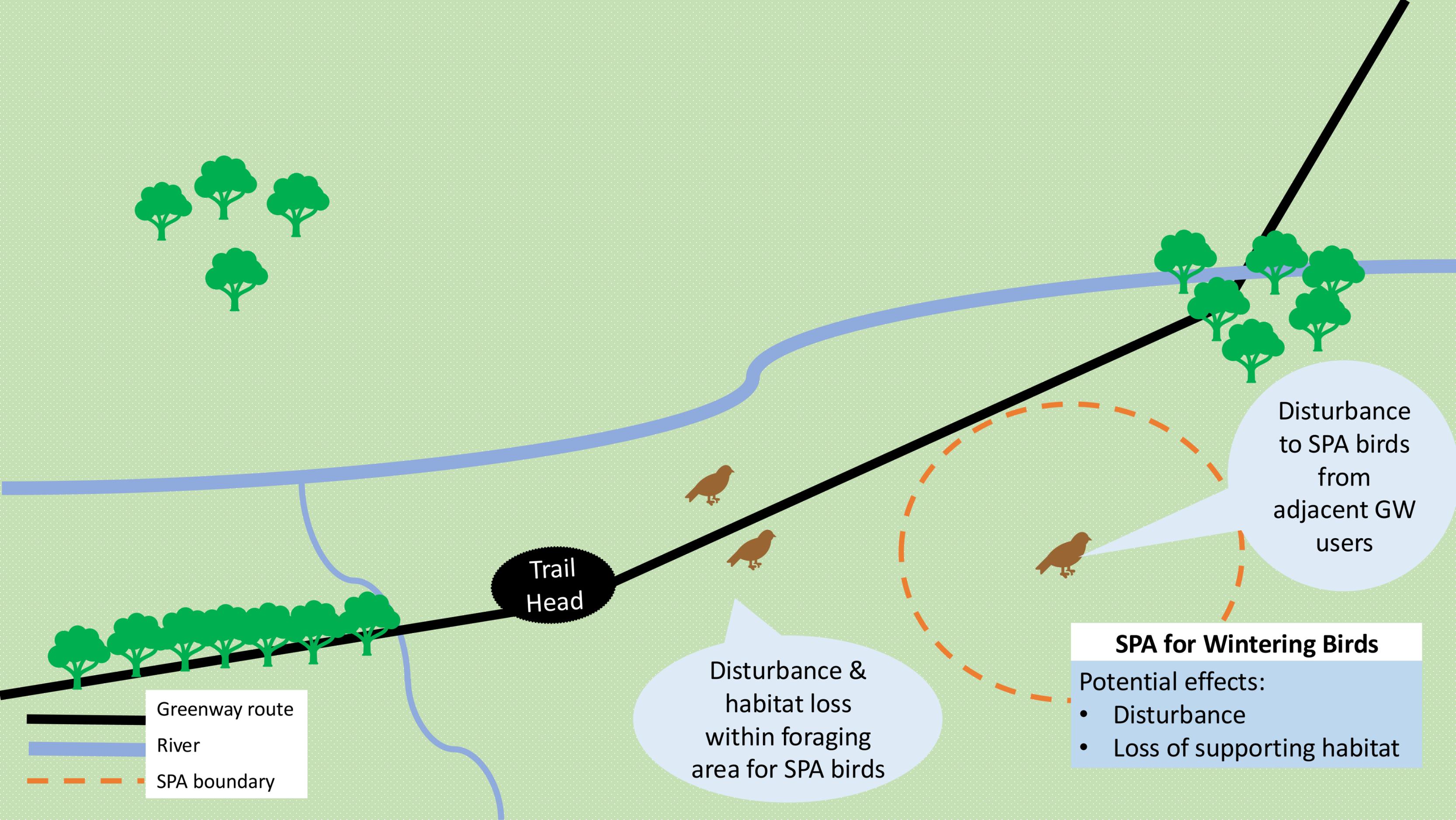


Greenway route

River

SAC boundary

Tree line/hedge loss within foraging range of LHB



- Greenway route
- River
- SPA boundary

Trail Head

Disturbance & habitat loss within foraging area for SPA birds

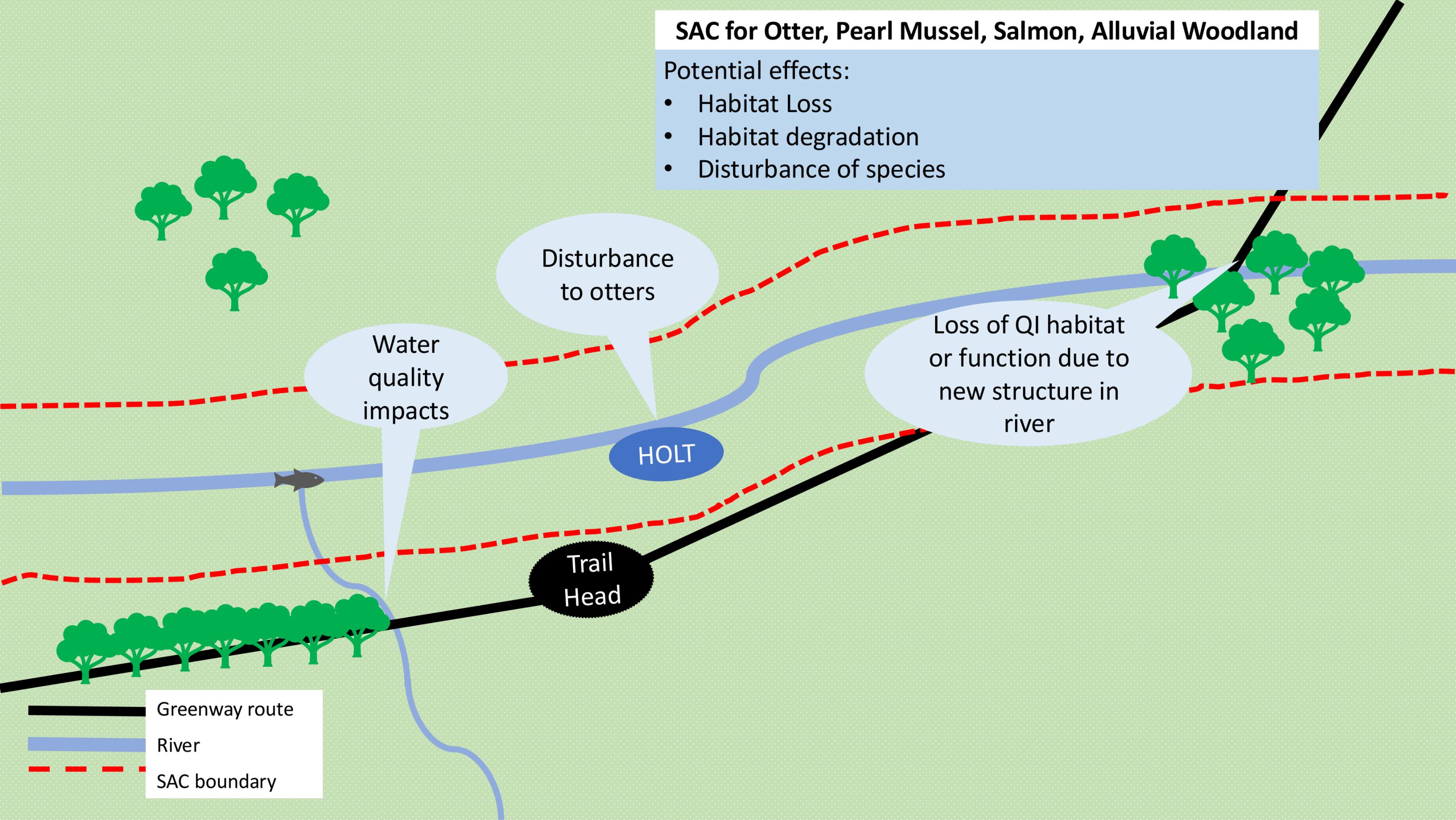
Disturbance to SPA birds from adjacent GW users

SPA for Wintering Birds
Potential effects:
• Disturbance
• Loss of supporting habitat

SAC for Otter, Pearl Mussel, Salmon, Alluvial Woodland

Potential effects:

- Habitat Loss
- Habitat degradation
- Disturbance of species



Water quality impacts

Disturbance to otters

Loss of QI habitat or function due to new structure in river

HOLT

Trail Head

Greenway route
River
SAC boundary

SAC for LHSB

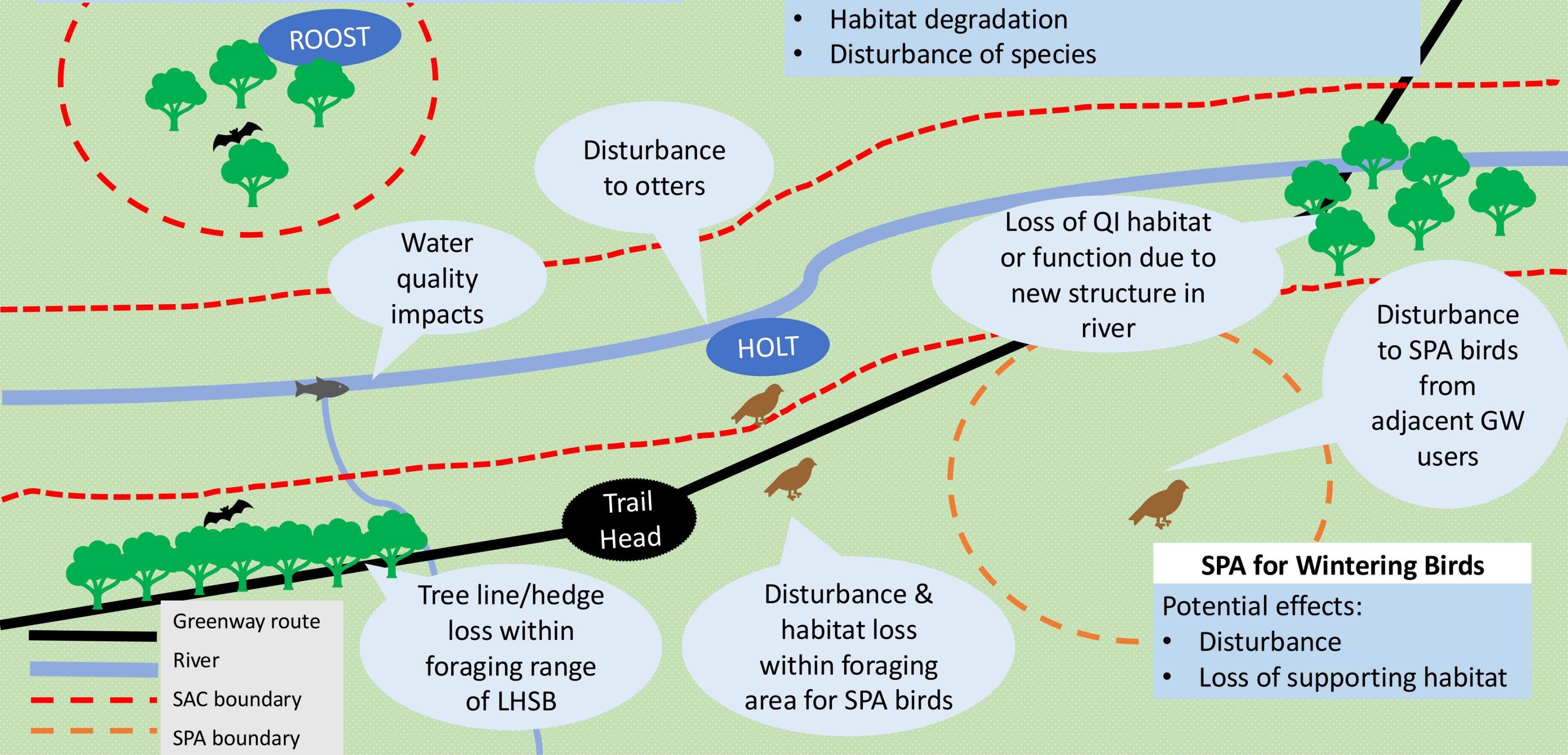
Potential effects:

- Loss of functional habitat in the foraging range

SAC for Otter, FWPM, Salmon, Alluvial Woodland

Potential effects:

- Habitat Loss
- Habitat degradation
- Disturbance of species

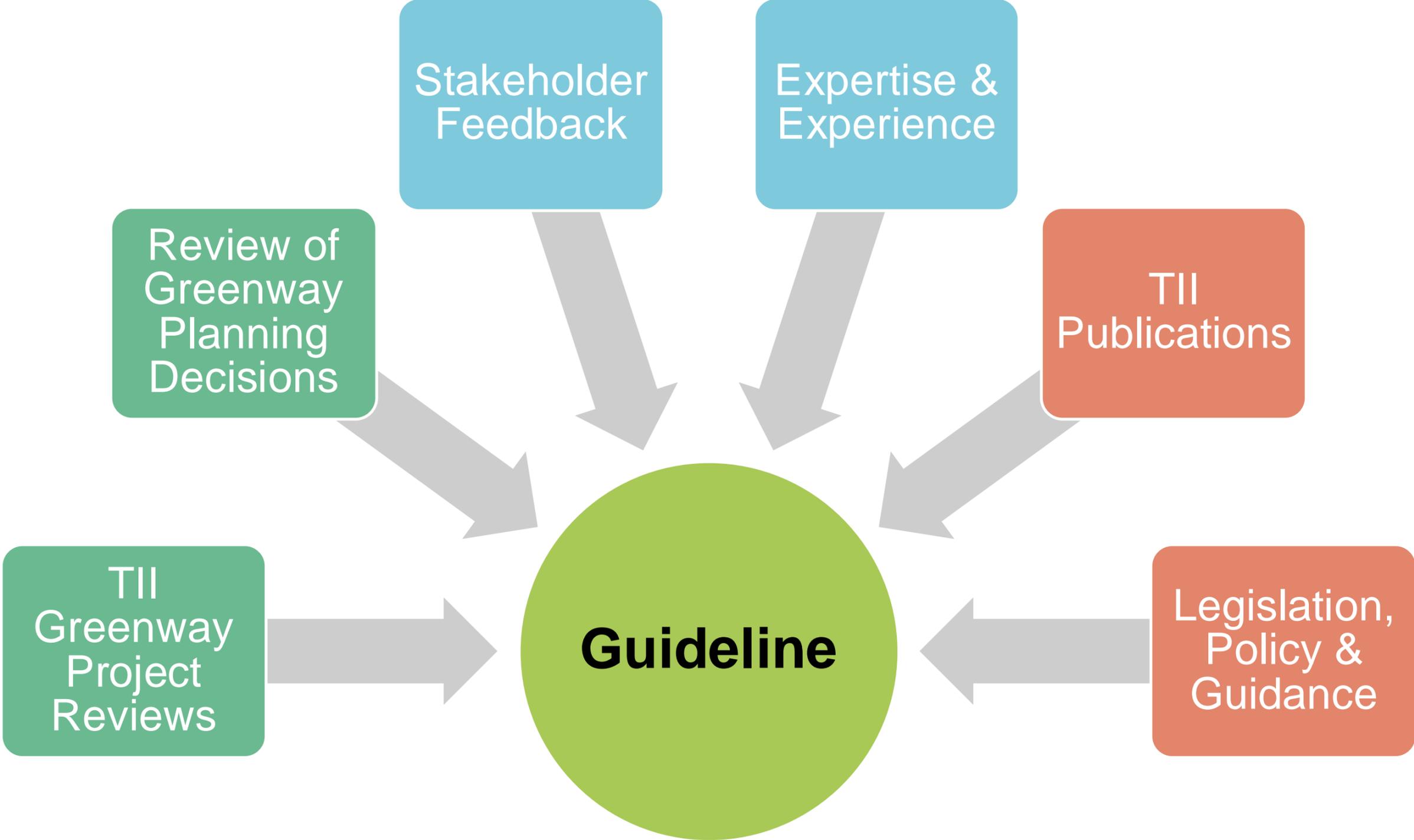


SPA for Wintering Birds

Potential effects:

- Disturbance
- Loss of supporting habitat

Guideline Development Summary



Benefits of the Guide

Potential opportunities

Project & EIA Scoping

Assist Project Teams

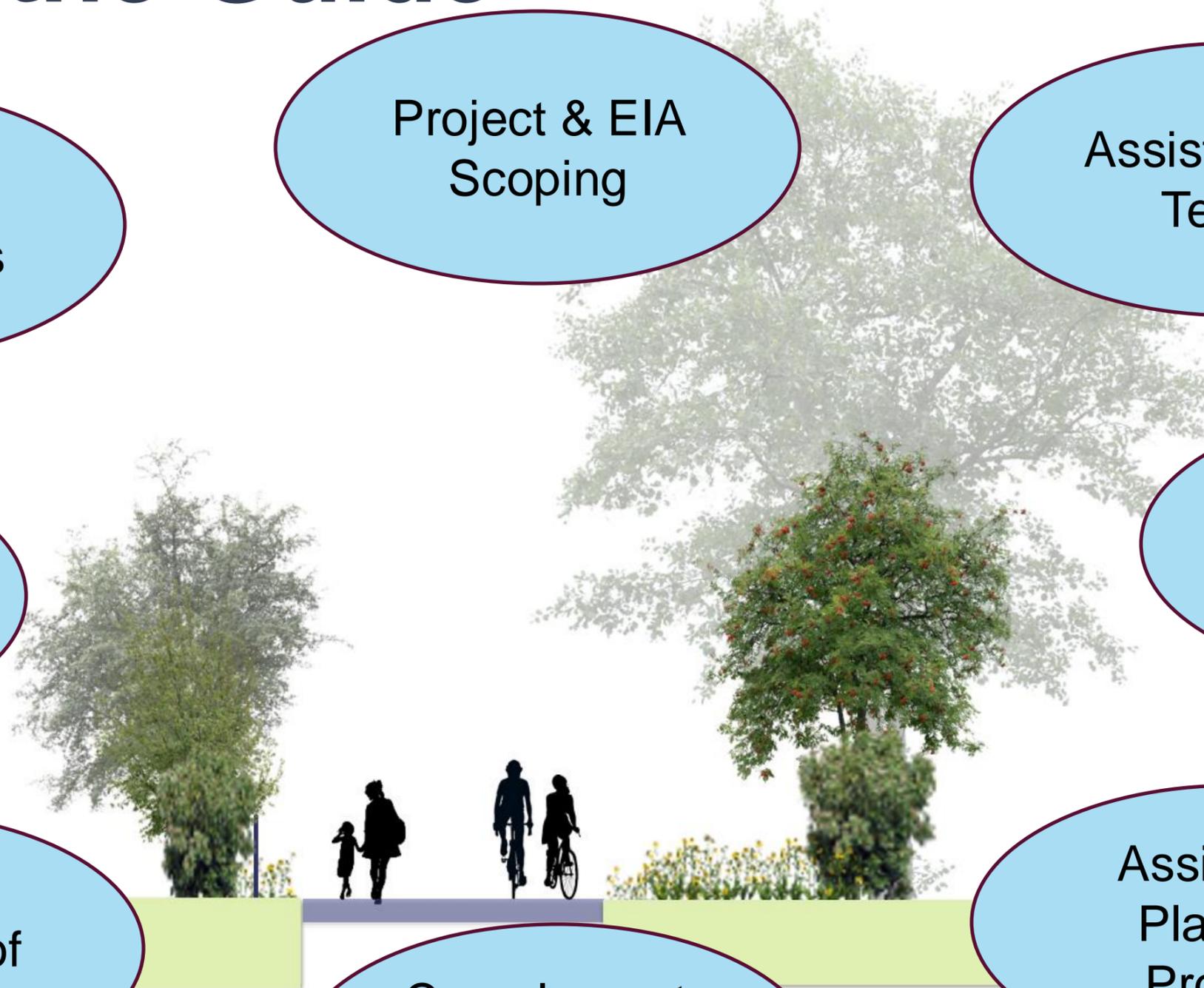
Aid with the protection of the Environment

Knowledge Share

Aids the avoidance of Impacts

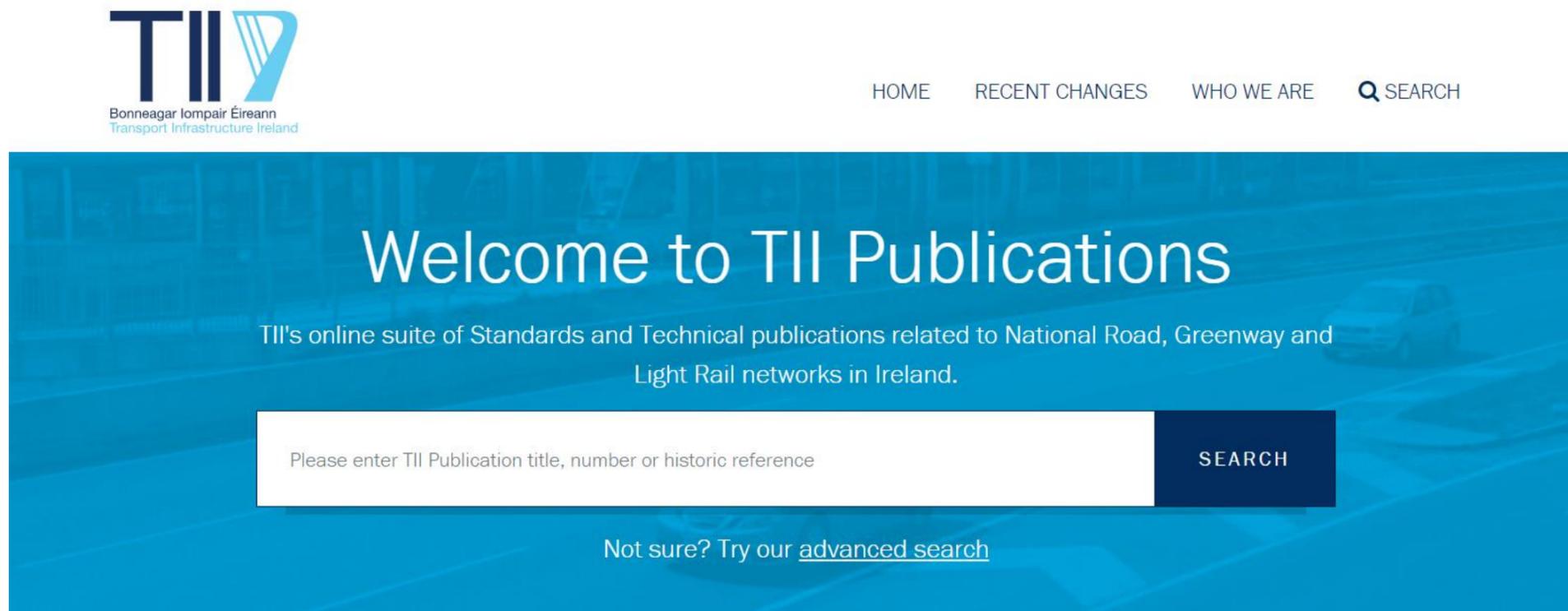
Assist with Planning Process

Complements existing TII Publications



When will the Guideline be published?

- We expect publication in November 2024.



The screenshot shows the homepage of the TII Publications website. At the top left is the TII logo with the text "Bonneagar Iompair Éireann" and "Transport Infrastructure Ireland". To the right of the logo are navigation links: "HOME", "RECENT CHANGES", "WHO WE ARE", and "SEARCH". The main content area has a blue background with the heading "Welcome to TII Publications" and a sub-heading "TII's online suite of Standards and Technical publications related to National Road, Greenway and Light Rail networks in Ireland." Below this is a search bar with the placeholder text "Please enter TII Publication title, number or historic reference" and a "SEARCH" button. At the bottom of the search bar area, it says "Not sure? Try our [advanced search](#)".



Thanks

Thanks to SEIs, EPC team, Strategic Transport Planning, Network Management, Capital Programme, Archaeology & Cultural Heritage and the Project Teams



Questions: Session 4 Panel

Session 4: Greenways and the National Cycle Network

Chair: Michael Kelly, Senior Engineer, Westmeath RDO

Greenways and National Cycle Network Update

Richard Bowen, TII

Active Travel Infrastructure: Public Liability Considerations

Ivor Heavey, Senior Engineer, Client Risk Management Services, IPB Insurance

Mobility & Outdoor Value Estimates (MOVE) - A Greenway Performance Monitoring & Impact Measurement Pilot Project

Dan Brennan, TII and Steven O’Gara , Fáilte Ireland

Westmeath’s Greenways

Ambrose Clarke, Director of Service, Westmeath County Council

Environmental Impact Assessment of Rural Cycleways - A Practical Guide

Dr Sarah-Jane Phelan and Oonagh Duffy, TII



End of Session 4

Conference Dinner at 8.00pm

Conference resumes at 9.00am, Friday 4th October

