

Appendix 5

Options Assessment: Sifting

5 Options Assessment: Sifting

The assessment is based on a two-stage approach:

- Initially a sifting ("Screening of Options Long List") assessment was carried out on all possible route
 options. This process was a high-level assessment whereby routes were appraised on their ability to
 provide a bus corridor, and whether they could practically be delivered. A simple pass/fail result was
 given for each route at this stage.
- The routes that passed Stage 1 were then taken forward and combined into a number of feasible longer routes between points. These were then assessed by a "Multi-Criteria Analysis" process, in which routes were ranked in a comparative manner under a number of criteria.

Screening of Options Long List

The options list generated within Appendix 4: Options Development was measured against the SWOT analysis from Section 4: Baseline Assessment to identify all weaknesses.

The Do Nothing, Do Minimum and Do Something options are assessed for key routes within each area/designation. Broad cross sections were developed for each scenario and assessed for each route.

These options per area of the route, were then assessed as part of a high level "screening" process in order to determine their suitability and the feasibility of their implementation. The sifting exercise identifies whether the cross sections would achieve the scheme objectives and if they would be subject to significant cost and/or impact to achieve these objectives. This assessment stage focused on the immediate constraints by means of the identification of undue traffic delays, environmental issues, economically unjustifiable and require extensive land take.

A simple pass/fail result was given for each option at this stage. This was determined using a high-level qualitative method based on professional judgement and a general appreciation for existing physical conditions/constraints within the study area from available survey information and site visits. Options were considered to fail the sifting process if there were immediate and apparent design issues, economic, social or environmental issues that made them impracticable.

5.1 Options Assessment: Sifting Proposal 1

Location	Length	Width		Option	Design Feasibility	Pass/Fail
Location	Length	vviatn	Option 1	Do Nothing	Design Feasibility Feasible	Pass/Faii Pass
N5 - Old Dublin Road			Option 2	Do Minimum	Feasible	Pass
	250m		Option 3	Do Something	Feasible	Pass
		19m	Option 4	Do Something	Feasible	Pass
			Option 5	Do Something	Feasible	Pass
			Option 6	Do Something	Feasible	Pass
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
N5 - Lawn Road	850m	20m	Option 3	Do Something	Unfeasible - This provides a level of service below the Do Minimum Scenario	
			Option 4	Do Something	Feasible	Pass
			Option 5	Do Something	Feasible	Pass
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - This represents the Do Minimum	Fail
			<u> </u>		Scenario	
			Option 4	Do Something	Feasible	Pass
N5 - Humbert Way	1200m	16m	Option 5	Do Something	Feasible	Pass
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
N5 - Westport Road	1600m	16m	Option 3	Do Something	Feasible	Pass
No - Westport Road	1000111	10111	Option 4	Do Something	Feasible	Pass
			Option 5	Do Something	Feasible	Pass
			Option 6	Do Something	Feasible	Pass
Location	Length	Width	C	Option	Design Feasibility	Pass/Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
N84 - Station Road	950m	13m	Option 3	Do Something	Feasible	Pass
110-7 - Station Noau		13111	Option 4	Do Something	Feasible	Pass
			Option 5	Do Something	Feasible	Pass
			Option 6	Do Something	Feasible	Pass
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - This represents the Do Minimum	Fail
			Option 4	Do Something	Scenario Feasible	Pass
John Moore Road	750m	15m	Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - This represents the Do Minimum Scenario	Fail
			Option 4	Do Something	Feasible	Pass
Pavillion Road	750m	15m	Option 5		Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
	750m	15m	Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible - This represents the Do Minimum Scenario	Fail
L1704			Option 4	Do Something	Feasible	Pass
L1/U4			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail

5.2 Options Assessment: Sifting Proposal 2

Location	Length	Width		Option	Design Feasibility	Pass/Fail
	1700m	1 5m	Option 1	Do Nothing	Feasible	Pass
N60 - Breaffy Road			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
			Option 5	Do Something	Feasible	Pass
			Option 6	Do Something	Feasible	Pass
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
Moneen Road (East)	1500	15m	Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
Moneen Road (West)	1500	15m	Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail

5.3 Options Assessment: Sifting Proposal 3

Location	Length	Width		Option	Design Feasibility	Pass/Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Unfeasible – This represents the Do Minimum Scenario	Fail
			Option 4	Do Something	Feasible	Pass
Newport Road	1300m	15m	Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible with the removal of on-street parking (Lannagh Road East) although there will be pinch points where a shared carriageway will be required.	Pass
Lannagh Road	1000m	13m	Option 4	Do Something	Feasible with the removal of on-street parking although there will be pinch points where a shared carriageway will be required.	Pass
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible with the removal of on-street parking although there will be pinch points where a	Pass
Hopkins Road	300m	16m	Option 4	Do Something	shared carriageway will be required. Feasible with the removal of on-street parking although there will be pinch points where a	Pass
			Option 5	Do Something	shared carriageway will be required. Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would	Fail
	 	 		D 11 11 1	therefore be sub-standard.	
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible Land Control of the Control	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
Stephen Garvey Way	200m	15m	Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
	450m	16	Option 3	Do Something	Feasible - the current vehicular lanes are wider than required and there is an abundance of on street parking adjacent to residences, Mayo University Hospital and GMIT which all have private parking provisions.	Pass
Old Westport Road			Option 4	Do Something	Feasible - the current vehicular lanes are wider than required and there is an abundance of on street parking adjacent to residences, Mayo University Hospital and GMIT which all have private parking provisions.	Pass
			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail

5.4 Options Assessment: Sifting Proposal 4

Location	Length	Width	(Option	Design Feasibility	Pass/Fail
	1000m	15m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
Turlough Road			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible - Although some quantum of on street parking/loading facilities will need to be retained	Pass
Upper Thomas Street	500m	12m	Option 4	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities unfeasible due to space constraints.	Fail
			Option 5	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities unfeasible due to space constraints.	Fail
			Option 6	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities unfeasible due to space constraints.	Fail
			Option 1	Do Nothing	Feasible	Pass
	1000m 1		Option 2	Do Minimum	Unfeasible - It is noted that Pontoon Road has been recently upgraded to the Do Minimum scenario	Fail
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
Thomas Street/Richard Street/Rush Street/Lucan Street			Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail

5.5 Options Assessment: Sifting Proposal 5

Location	Design Feasibility	Pass/Fail
Mill Lane Car Park	Feasible	Pass
Dunnes Car Park	Feasible	Pass
Castle Street Car Park	Feasible	Pass
Supervalu Car Park	Feasible	Pass
Greenway to Blackfort Manor	Feasible	Pass
Greenway to Lannagh Road	Feasible	Pass
Churchview Villas to Rathbawn Road	Feasible	Pass
Castlebar Primary School to St Joseph's Secondary School to Lawn Park	Feasible	Pass
Proposed Active Travel Bridge to Rowan Drive	Feasible	Pass
Proposed Active Travel Bridge to Springfield Court	Feasible	Pass
Lidl to Davitt College	Feasible	Pass
Train Station to Industrial Estate	Feasible	Pass
Train Station to Lios na Circe	Feasible	Pass
Humbert Way to St Anthonys Special School	Feasible	Pass

5.6 Options Assessment: Sifting Proposal 6

Location	Longth	Midtle		Option	Docigo Foocibility	Pacc/Fail
Location	Length	Width	Option 1	Do Nothing	Design Feasibility Feasible	Pass/Fail Pass
Rathbawn Road			Option 1 Option 2	Do Notning Do Minimum	Feasible	Pass
			Option 2 Option 3	Do Minimum Do Something	reasible - no available width	Fail
	850m	10m	· ·	Do Something	Unfeasible - no available width	
			Option 4 Option 5	Do Something Do Something	Unfeasible - no available width	Fail Fail
			<u> </u>		Unfeasible - no available width	
			Option 6	Do Something		Fail
			Option 1	Do Nothing	Feasible Unfeasible - It is noted that Pontoon Road has been recently upgraded to	Pass
			Option 2	Do Minimum	the Do Minimum scenario	Fail
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
	1000	4.2			Unfeasible - there are major trip attractors/connecting routes along each	
Pontoon Road	1000m	13m	Option 5	Do Something	extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
L5786/Fortville Estate	950m	10m	Option 3	Do Something	Unfeasible - no available width	Fail
ESTOUTEULINITE ESIGLE	930111	10111	Option 4	Do Something	Unfeasible - no available width	Fail
			Option 5	Do Something	Unfeasible - no available width	Fail
			Option 6	Do Something	Unfeasible - no available width	Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
Sir Ernst Chain Road	650m	13m	Option 5	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A single two-way cycle track would remove a large quantity of cyclists from the desire lines and would therefore be sub-standard.	Fail
			Option 6	Do Something	Unfeasible - there are major trip attractors/connecting routes along each extent. A two-way cycle track would remove a large quantity of cyclists from the desire lines and would be under-utilised in the contra-flow direction and therefore be sub-standard.	Fail
			0		F94.	
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Nothing Do Minimum	Feasible	Pass Pass
Davind Dood	650m	10 m	· ·	_		
Pound Road	650m	10m	Option 2	Do Minimum	Feasible	Pass
Pound Road	650m	10m	Option 2 Option 3	Do Minimum Do Something	Feasible Unfeasible - no available width	Pass Fail
Pound Road	650m	10m	Option 2 Option 3 Option 4	Do Minimum Do Something Do Something	Feasible Unfeasible - no available width Unfeasible - no available width	Pass Fail Fail
Pound Road	650m	10m	Option 2 Option 3 Option 4 Option 5	Do Minimum Do Something Do Something Do Something	Feasible Unfeasible - no available width Unfeasible - no available width Unfeasible - no available width	Pass Fail Fail
Pound Road	650m	10m	Option 2 Option 3 Option 4 Option 5 Option 6	Do Minimum Do Something Do Something Do Something Do Something	Feasible Unfeasible - no available width	Pass Fail Fail Fail
Pound Road	650m	10m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 1	Do Minimum Do Something Do Something Do Something Do Something Do Nothing	Feasible Unfeasible - no available width Feasible	Pass Fail Fail Fail Pass
Pound Road Upper Chapel Street	650m 250m	10m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum	Feasible Unfeasible - no available width Feasible Feasible	Pass Fail Fail Fail Pass Pass
			Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible Feasible	Pass Fail Fail Fail Pass Pass Pass
			Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible - There are alternatives to on-street parking	Pass Fail Fail Fail Pass Pass Pass Pass
			Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something Do Something Do Something Do Something Do Something Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible - There are alternatives to on-street parking	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass
			Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible - There are alternatives to on-street parking	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
			Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 7	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible - There are alternatives to on-street parking	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
			Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible - Some quantum of on street parking Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
Upper Chapel Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5 Option 7 Option 7 Option 1 Option 1 Option 2	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something Do Minimum	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
			Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
Upper Chapel Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 7 Option 1 Option 2 Option 3	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
Upper Chapel Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
Upper Chapel Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 6 Option 6 Option 7 Option 1 Option 5 Option 6 Option 6	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
Upper Chapel Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 3 Option 4 Option 5 Option 6 Option 7 Option 7 Option 7 Option 7	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something Do Something Do Something Do Something Do Something Do Something Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Fail Fail Fail Fail Fail Fail
Upper Chapel Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 5 Option 6 Option 7 Option 6 Option 7 Option 7 Option 6 Option 7 Option 7	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
Upper Chapel Street Main Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 6 Option 7 Option 5 Option 6 Option 7 Option 6 Option 7 Option 7 Option 7 Option 6 Option 7 Option 1 Option 5	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
Upper Chapel Street Main Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 6 Option 7 Option 5 Option 6 Option 7 Option 6 Option 7 Option 7 Option 7 Option 6 Option 7 Option 1 Option 5	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Fail Fail Fail Fail Fail Fail Fail Fail
Upper Chapel Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 4 Option 7 Option 5 Option 6 Option 7 Option 6 Option 7 Option 7 Option 7 Option 6 Option 7 Option 1 Option 2 Option 3	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something Do Something Do Something Do Something Do Something Do Something Do Minimum Do Something Do Something Do Something Do Mothing Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities will need to be retained making the proposed dedicated cycle facilities will need to be retained making the proposed dedicated cycle facilities will need to be retained making the proposed dedicated cycle facilities will need to be retained making	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas
Upper Chapel Street Main Street	250m	13m	Option 2 Option 3 Option 4 Option 5 Option 6 Option 2 Option 3 Option 4 Option 5 Option 6 Option 7 Option 1 Option 2 Option 3 Option 4 Option 7 Option 5 Option 6 Option 7 Option 7 Option 7 Option 7 Option 7 Option 5 Option 6 Option 5 Option 5 Option 5 Option 5	Do Minimum Do Something Do Something Do Something Do Something Do Nothing Do Minimum Do Something Do Something	Feasible Unfeasible - no available width Feasible Feasible Feasible Feasible - There are alternatives to on-street parking Feasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities discontinuous. Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities. Unfeasible - no available width to provide dedicated cycle facilities. Unfeasible - no available width to provide dedicated cycle facilities.	Pass Fail Fail Fail Pass Pass Pass Pass Pass Pass Pass Pas

Location	Length	Width		Option	Design Feasibility	Pass/Fail
			Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
					Unfeasible - Some quantum of on street parking/loading facilities will	
			Option 3	Do Something	need to be retained making the proposed dedicated cycle facilities	Fail
					discontinuous.	
			Option 4	Do Something	Unfeasible - Some quantum of on street parking/loading facilities will need to be retained making the proposed dedicated cycle facilities	Fail
			Орион 4		discontinuous.	Tall
Tucker Street	200m	10m			Unfeasible - Some quantum of on street parking/loading facilities will	
			Option 5	Do Something	need to be retained making the proposed dedicated cycle facilities	Fail
					discontinuous.	
			0	De Consethine	Unfeasible - Some quantum of on street parking/loading facilities will	F - 11
			Option 6	Do Something	need to be retained making the proposed dedicated cycle facilities discontinuous.	Fail
				Do Something	Unfeasible - Some quantum of on street parking/loading facilities will	
			Option 7		need to be retained making the proposed dedicated cycle facilities	Fail
					discontinuous.	
	250m	13m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
Spencer Street			Option 4	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 5	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 6	Do Something	Feasible - There are alternatives to on-street parking	Pass
			Option 7	Do Something	Feasible - There are alternatives to on-street parking	Pass
		13m	Option 1	Do Nothing	Feasible	Pass
			Option 2	Do Minimum	Feasible	Pass
			Option 3	Do Something	Feasible	Pass
			Option 4	Do Something	Feasible	Pass
					Unfeasible - there are major trip attractors/connecting routes along each	
Moneen Road Industial Estat	750m		Option 5	Do Something	extent. A single two-way cycle track would remove a large quantity of	Fail
					cyclists from the desire lines and would therefore be sub-standard.	
			Option 6 Do So	1	Unfeasible - there are major trip attractors/connecting routes along each	
				Do Comethine	extent. A two-way cycle track would remove a large quantity of cyclists	Fail
				Do Something	from the desire lines and would be under-utilised in the contra-flow	rall
					direction and therefore be sub-standard.	