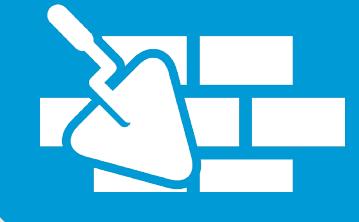


Royal Canal

Comparisons between the Southern Embankment (Existing Towpath) and the Northern Embankment (Preferred Route)

	Southern Embankment (Existing Towpath)	Northern Embankment (Preferred Route)
Integration 	Restricted accessibility due to railway line, relatively remote from adjacent areas -> less passive surveillance and usage, creating perception of a less secure and attractive facility -> less comfortable experience for users, less use of the facility. No access points along the corridor in event of emergency.	Permeability and linkages from adjacent areas, located nearer to built-up areas -> feeling of security and comfort -> increased usage & activity, increased passive surveillance -> safer and more attractive route for greenway users and adjacent areas. Access points for emergency use.
Constructability 	Significant restrictions due to rail line -> Extended night works -> extended construction timeframe -> significant noise and disruption for residents, canal users and towpath users. Closure of canal towpath (6+ months) Closure of canal (6+ months) Significant safety issues for construction and maintenance.	Works would take place during normal working hours. No impact on rail line. Minor closure of canal and towpaths (several days/weeks). Safety issues minimised.
Environment 	Removal of significant vegetation -> entire wildlife corridor removed. Significant visual impact on canal.	Removal of significant vegetation, however wildlife corridor remains. Negligible visual impact on the canal.
Safety 	The southern option does not permit access points for 1.5km. This will lead to greater potential for anti-social behaviour resulting in safety and security issues for greenway users.	The preferred route design, which has been developed in consultation with An Garda Siochana Crime Prevention Unit, includes measures such as fencing, defensive planting and increased vertical separation between the greenway and adjacent houses, to mitigate security concerns of residents.
Economy 	More expensive in terms of capital cost due to constraints with construction adjacent to the rail line & canal. Initial Estimates for construction are €7.5 – 10.5 million. Increased ongoing maintenance costs owing to restricted access.	More economical in terms of capital cost with construction less restricted. Initial Estimates for construction are €5 – 7 million. Ongoing maintenance costs lower also due to increased accessibility.