

# Sutton to Malahide Pedestrian and Cycle Scheme

Scheme Summary Report

Fingal County Council

March 2022

Public Consultation



# Notice

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This document has 24 pages including the cover.

## Document history

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## Client signoff

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# What is the Sutton to Malahide Pedestrian and Cycle Scheme?

## Scheme Overview

The Sutton to Malahide Pedestrian and Cycle Scheme is a proposed high quality, safe and attractive coastal walking and cycling route linking Sutton to Malahide via Baldoyle and Portmarnock. It is being progressed by Fingal County Council with support from the National Transport Authority (NTA). The scheme extent is shown in Figure 1. This scheme will connect with the recently constructed Baldoyle to Portmarnock Greenway and will build upon the success of that scheme by linking more communities together. The route is envisaged to become a key part of the local transport network connecting people living along and adjacent to the route to village centres, community and educational facilities, workplaces and public transport interchanges. It is designed to cater for all users and all abilities by providing a safe, healthy, attractive, and sustainable travel environment that will benefit residents and visitors to Fingal.

**Figure 1 - Scheme Overview**



## Scheme Vision

The over-arching vision for the Sutton to Malahide Pedestrian and Cycle Scheme is to form part of the NTA Greater Dublin Area Cycle Network, an interconnected and comprehensive pedestrian and cycle network which will include:

- The existing Baldoyle to Portmarnock Pedestrian and Cycle Scheme, which will interface directly with the Sutton to Malahide Scheme at Baldoyle and Portmarnock;
- The Broadmeadow Way and Fingal Coastal Way greenways from Malahide to Donabate and north to Balbriggan; and
- The existing Sutton to Sandycove (S2S) cycle route running alongside the coast from Sutton south towards the city centre.

Figure 3, presented later in this Scheme Summary Report, illustrates how the proposed Sutton to Malahide scheme will integrate with these other schemes.

## Scheme Purpose

The purpose of the proposed scheme is to develop an urban greenway to facilitate leisure and commuter pedestrian and cycling trips between Sutton and Malahide. This is in line with the objectives of the Fingal Development Plan 2017-2023 and the National Transport Authority's Greater Dublin Area Cycle Network Plan, as well as national sustainable and active travel, health and carbon reduction policies.

## How this will be achieved

The scheme will largely provide for dedicated cycling and walking facilities that will be segregated from vehicular traffic. This segregation consists of a vertical kerb and in most cases the provision of 0.5m horizontal buffer strip. Pedestrians and cyclists will generally have their own dedicated space adjacent to one another but segregated using a low kerb.

In some limited areas where this layout is not achievable without significant environmental or technical challenges, other layouts are proposed such as:

- A shared path where pedestrians and cyclists will mix with one another whilst being segregated from general traffic. These areas are generally only provided locally such as at crossings and bus stops or areas that are physically constrained; and
- A shared street where pedestrians, cyclists and general traffic will mix with one another. In such locations additional traffic management will be provided to minimise vehicular volumes and speeds.



## Scheme Benefits

The Sutton to Malahide scheme will have a range of benefits, some of which are noted in the following graphic:

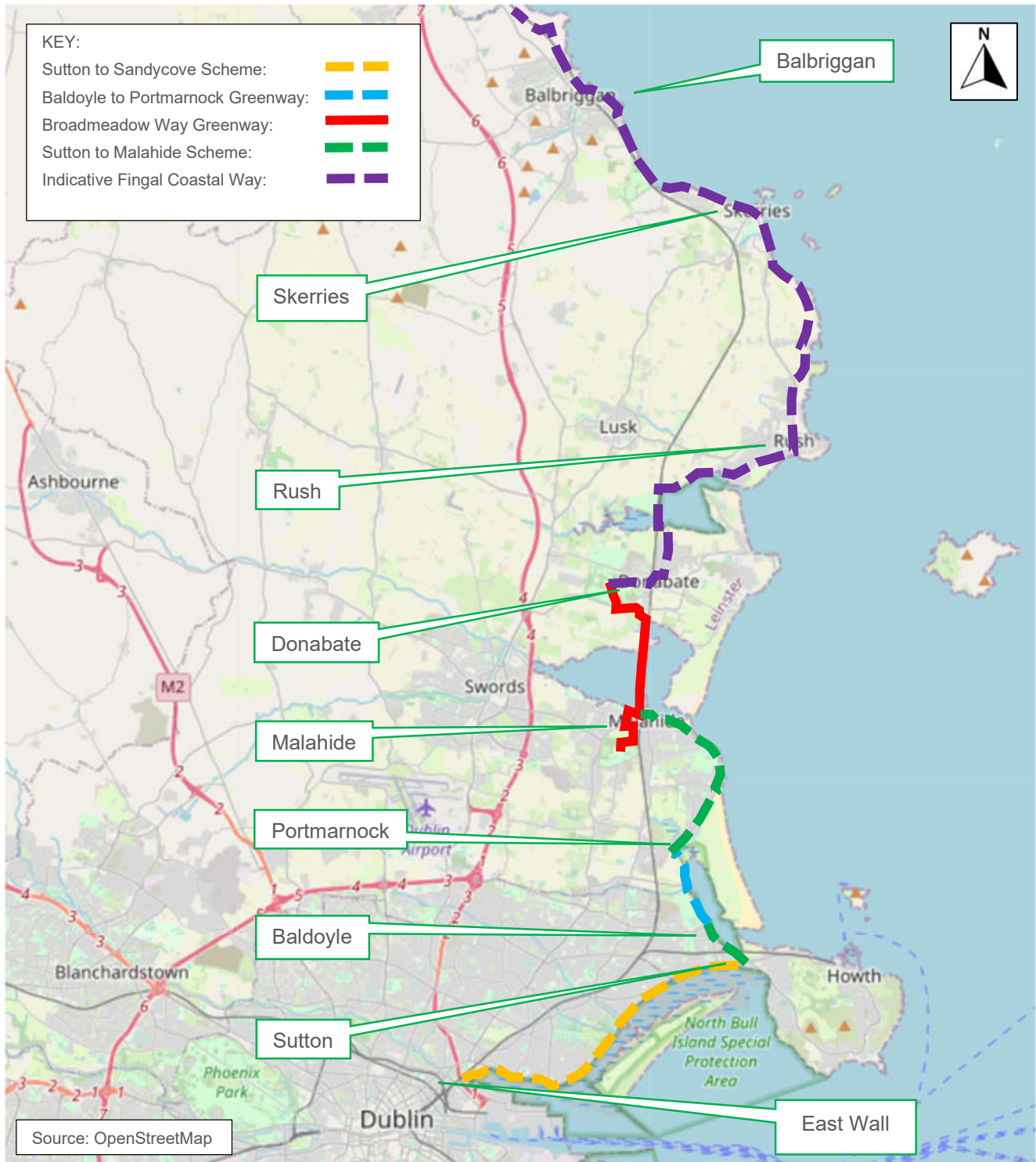
**Figure 2 - Scheme Benefits**



## Integration with other Relevant Schemes

Figure 3 shows how the Proposed Scheme integrates with other greenways at the county and national level.

**Figure 3 - Integration with Other Relevant Schemes**





## Project Overview

### Commencement of work on the scheme

Design work on the Sutton to Malahide Pedestrian and Cycle Scheme commenced in 2017 when Fingal County Council appointed Atkins Consulting Engineers to undertake Stage 1 – 3 Design Services, as set out below. A significant amount of data collection, design and options assessment work has been undertaken as part of Stage 1 and at present, the scheme is within Stage 2, Preliminary Design.

**Figure 4 - Scheme Overview**



### Constraints and Optioneering

Various constraints were identified along the route as part of the assessment process. These were divided into two main categories: engineering constraints and environmental constraints. The main constraints include built environment, human beings, landscape and visual, built heritage and archaeology, and geology and soils. These constraints are being reviewed and assessed in relation to the proposed design by the Atkins environmental specialists in liaison with the Fingal County Council team and will be fully reported on as part of the Appropriate Assessment and Environmental Impact Assessment Report that will form part of the future planning application.

An Options Assessment Report was completed by Atkins in November 2017 with the following aims and objectives:

- To consider the context of the scheme in terms of local and national policies;
- To identify significant engineering and environmental constraints;
- To summarise efforts undertaken in relation to stakeholder consultation;
- To set out the options considered and evaluate them using a multi-criteria appraisal process; and
- To appraise the findings of the options study and to make a recommendation in relation to a proposed route.

### The Route

The indicative route of the proposed greenway was first established within the 2005 – 2011 Fingal Development Plan and remains an objective of the current 2017 – 2023 Development Plan. In line with the Development Plans the route generally extends from Sutton Cross to Malahide along the route of the R106.

The indicative alignment of the proposed greenway route is further specified within the NTA's Greater Dublin Area Cycle Network Plan, where the proposed route is shown on Sheet N2 .

The general route alignment has been informed by the above plans and the previous phase of consultation. A more detailed optioneering process has been undertaken in relation to the type of pedestrian and cycle facility, often referred to as link type, that is to be provided within that general route corridor. The scheme link types are set out in the following section.

## Link Types Considered

The route has been designed to accord with best practice guidance as set out in National Transport Authority's National Cycle Manual. A number of link types along the route where considered, as set out below.

**Figure 5 - Link Types**



### Link Type 01: Two-Way Cycle Track and Segregated Footpath

- Two way cycle tracks are physically segregated from motorised traffic, achieved by either a kerb, verge, bollards or other softer measures such as planters.
- They are generally provided on one side of the road catering for cyclist travel in both directions.



### Link Type 02: Two-Way Cycle Track

- As per Link Type 01 but without the dedicated footpath space. This is generally only considered where an existing and adjacent path is available to cater for pedestrian movements.
- In the case of the proposed scheme such locations include where the existing coastal path is provided.



### Link Type 03: Boardwalk

- A Boardwalk presents an opportunity to bridge a gap or protect a conservation area and provide a pedestrian and cycle path in the form of a shared use path.
- They can be fully independent structures or cantilevered off adjacent embankments to create a wider space.



### Link Type 04: One-way Cycle Tracks

- One-way cycle tracks are physically segregated from motorised traffic, achieved by either a kerb, verge, bollards or other softer measures such as planters.
- They are generally provided on both sides of the road with each track catering for cyclist travel in one direction.



### Link Type 05: Shared Street

- A shared street provision is suitable in a low speed, low volume traffic environment where cyclists take precedence over vehicular traffic.
- They are typically provided in residential and quiet town centre routes with little or no through traffic.
- The key feature is that cyclists "take the lane" in line with vehicles.



### Link Type 06: Shared Path

- A shared path provision is suitable for off-road sections, where there are localised physical constraints, or at locations where mixing of users is unavoidable, such as at junctions, crossings and bus stops.

## Public Consultation

In October 2017, public consultation events were held over three consecutive nights at venues located in Baldoyle, Portmarnock and Malahide.

The public were presented with proposed link options for the scheme. Attendants were invited to submit their feedback and comments at the events but also had the opportunity to submit feedback via the Fingal County Council Online Consultation Portal (<https://consult.fingal.ie/>). The comments received helped to inform the identification of a proposed link type.

## Stakeholder Consultation

Consultation has also been ongoing with a number of stakeholders including the National Transport Authority, The National Parks and Wildlife Service, Irish Rail, local elected members, residents and business owners and numerous utility service providers.

## Link Type Optioneering

The scheme route was broken down into sections of common context and characteristic and a series of link type options in line with link types considered were developed for the scheme. These were assessed using a Multi-Criteria Analysis (MCA). The link type options were assessed under the following headings:

**Figure 6 – Optioneering Criteria**



Each link type was assessed in a comparative manner and ranked according to whether it had advantages, disadvantages or was neutral with respect to other link type options. The proposed link type was then selected based on results of this assessment.

## Development of the Scheme Layout

On the basis of the proposed link type options determined through the optioneering process a preliminary design was developed for the scheme. The environmental impacts of the proposed development were a significant area of importance given the proximity of the site to environmentally sensitive areas. The route options were assessed across a range of environmental factors including, biodiversity and landscape and visual impact to ensure that the proposed route alignment and design is appropriate to its context.

## What's happening now?

The Proposed Scheme Layout is now being presented at this Non-Statutory Public Consultation. The following sections discuss and present some of the key items and tasks that have led to the current preliminary design and some which will continue to influence the final Proposed Scheme Layout.

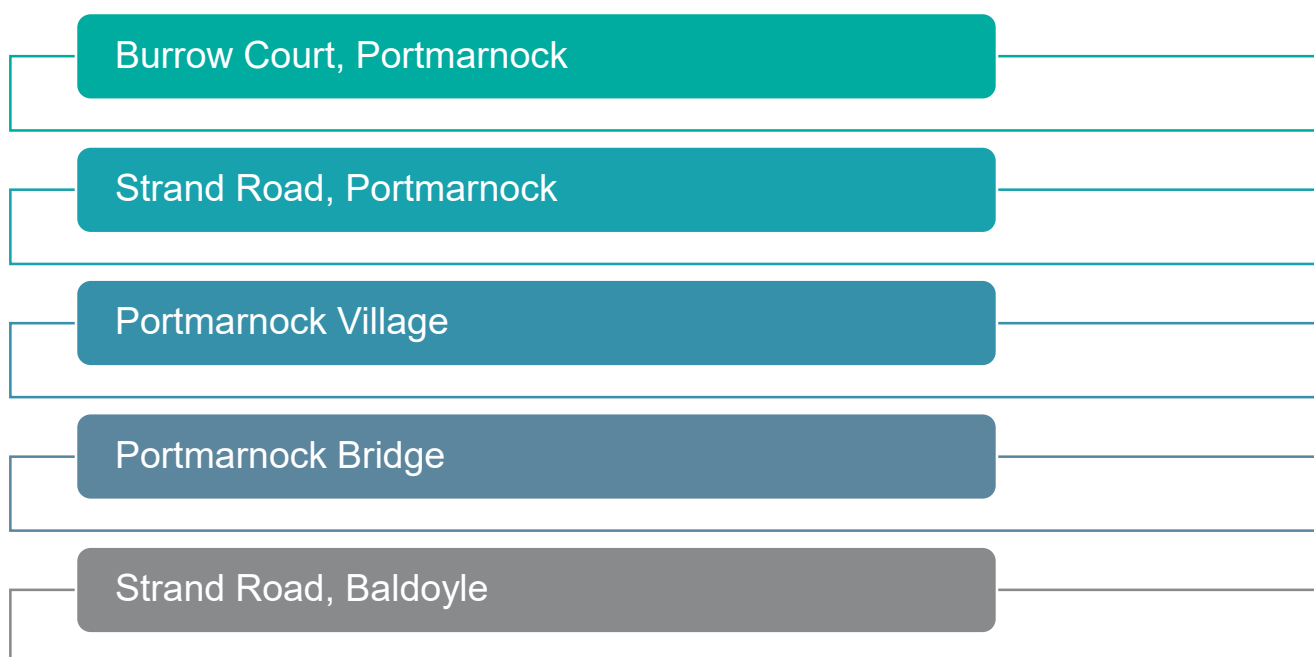
### Engagement with Landowners

Approximately 50 private properties are likely to be affected by the Proposed Scheme. Initial landowner engagement commenced with the affected parties in December 2021 and this engagement has continued over the subsequent months to inform landowners of the scheme and the impact on other lands and boundaries. This engagement has involved the issuing of individual information letters and associated drawings with the option for landowners to meet the FCC project team. This engagement will continue throughout the public consultation period and over the coming months in the lead up to the planning application submission as the environmental studies are completed and the Proposed Scheme Layout is finalised.

### Additional Design Optioneering

In addition to the overall link type optioneering process that was undertaken for the entire route, there are a number of areas that due to physical engineering, environmental and economic constraints required a more comprehensive and detailed design optioneering assessment to be undertaken. These areas are as noted below.

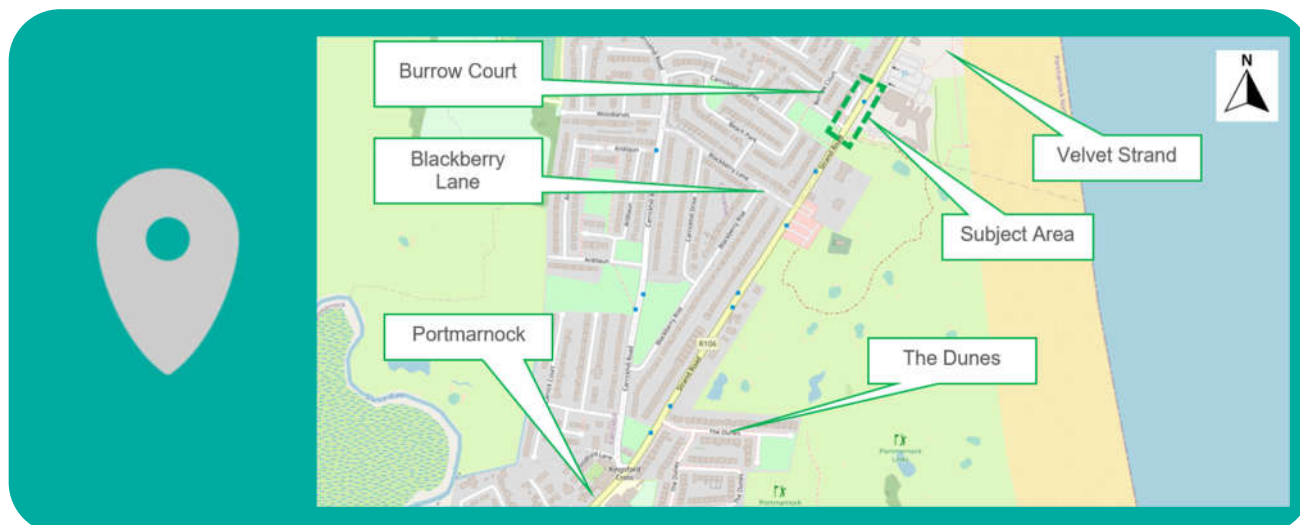
**Figure 7 – Additional design Optioneering Locations**



A summary of the reports and the optioneering purpose, options considered, and option selected are presented in the following sections. The full reports will be made available to view on the public consultation page.

## Burrow Court, Portmarnock

Figure 8 - Burrow Court Optioneering



### Optioneering Purpose

- The purpose of the optioneering process at Burrow Court is to study the route options for the section of the scheme that runs along the Strand Road adjacent to the Burrow Court residential area;
- See site location above.



### Options Considered

- Four options were considered as follows:
  - Option 1: One-way cycle track along Strand Road;
  - Option 2: Shared path adjacent Burrow Court;
  - Option 3: Shared street along Burrow Court; and
  - Option 4: Shared path along Strand Road.

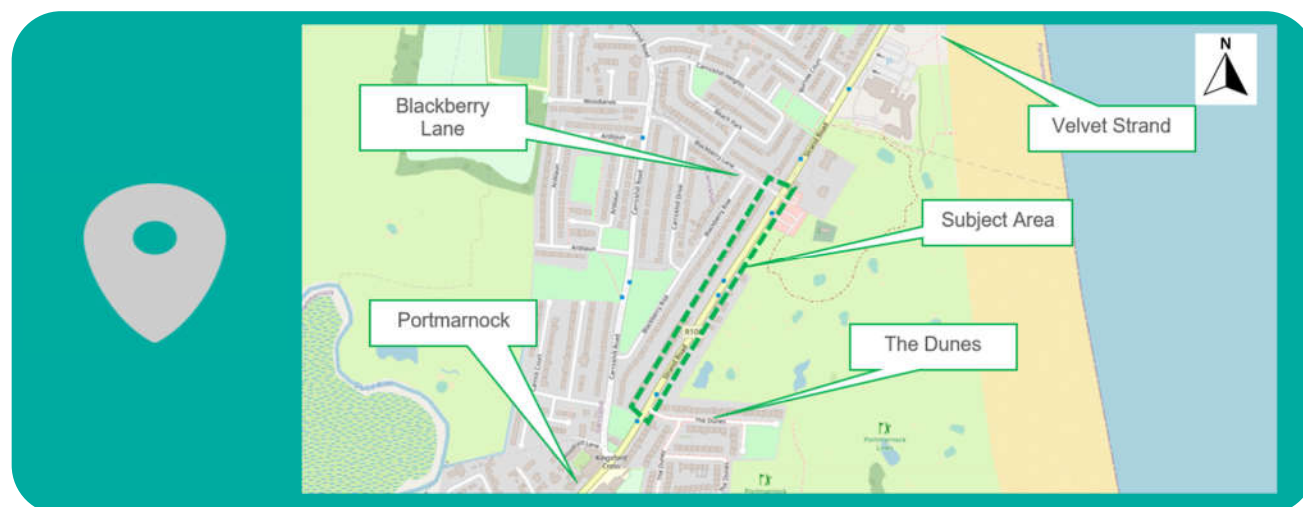


### Option Selected

- It is recommended that Option 2, a Shared path adjacent to Burrow Court, is the proposed option to be progressed as it presents the best option to provide:
  - A high-quality pedestrian and cycle facility;
  - Minimise impact on street trees and street vegetation (hedges);
  - Less impactful on adjacent residents (properties); and
  - Avoids mixing greenway traffic with street traffic.

## Strand Road, Portmarnock

Figure 9 – Strand Road, Portmarnock Optioneering



### Optioneering Purpose

- The purpose of the Strand Road report is to study the route options for the section of the scheme that runs along the Strand Road north eastwards from The Dunes for approximate 500 meters to Blackberry Lane.



### Options Considered

- Seven options were considered as follows:
  - Option 1: One-way cycle track on both sides of the road with tree removal;
  - Option 2: One-way cycle track (reduced cross-section) on both sides of the road with tree removal;
  - Option 3: One-way cycle track (reduced cross-section) on both sides of the road with tree removal;
  - Option 4: Two-way cycle track on landward side of carriageway;
  - Option 5: Two-way cycle track on coastal side of carriageway;
  - Option 6: Two-way cycle track (reduced cross-section) on landward side of carriageway; and
  - Option 7: One-way cycle track on both sides of the road, full width.

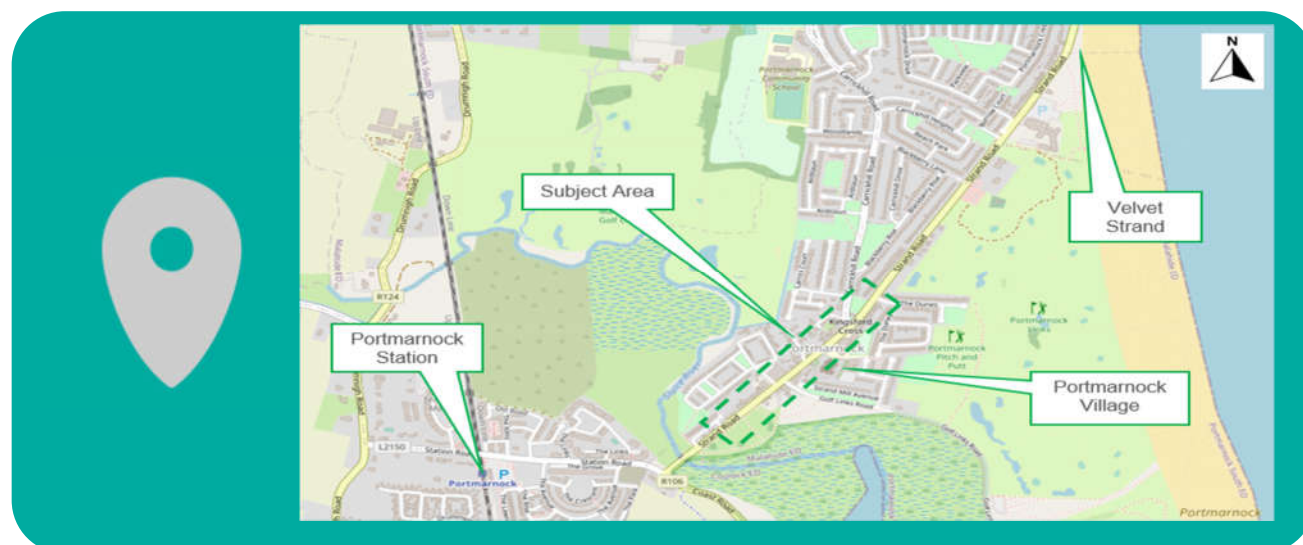


### Option Selected

- It is recommended that Option 6, a 'Two-way cycle track (reduced cross-section) on landward side of carriageway', is the proposed option to be progressed as it presents the best option to provide:
  - A high-quality facility;
  - A much reduced impact on the adjacent trees within the existing road corridor; and
  - Most cost effective.

## Portmarnock Village

Figure 10 – Portmarnock Village Optioneering



### Optioneering Purpose

- The purpose of the Portmarnock Village report is to study the route options for The section in question located along the R106 Strand Road from the Hazel Grove residential estate to the south of Portmarnock Village to The Dunes residential estate to the north of the village. The study area extends through Portmarnock Village over a length of approximately 700m.



### Options Considered

- Five options were considered as follows:
  - Option 1: Shared Street – minimum land take;
  - Option 2: Segregated two-way cycle track - parking removed / minor land take;
  - Option 3: Segregated two-way cycle track – parking retained / significant land take;
  - Option 4: One-way raised cycle lane – parking removed / minor land take; and
  - Option 5: One-way raised cycle lane – parking retained / significant land take.

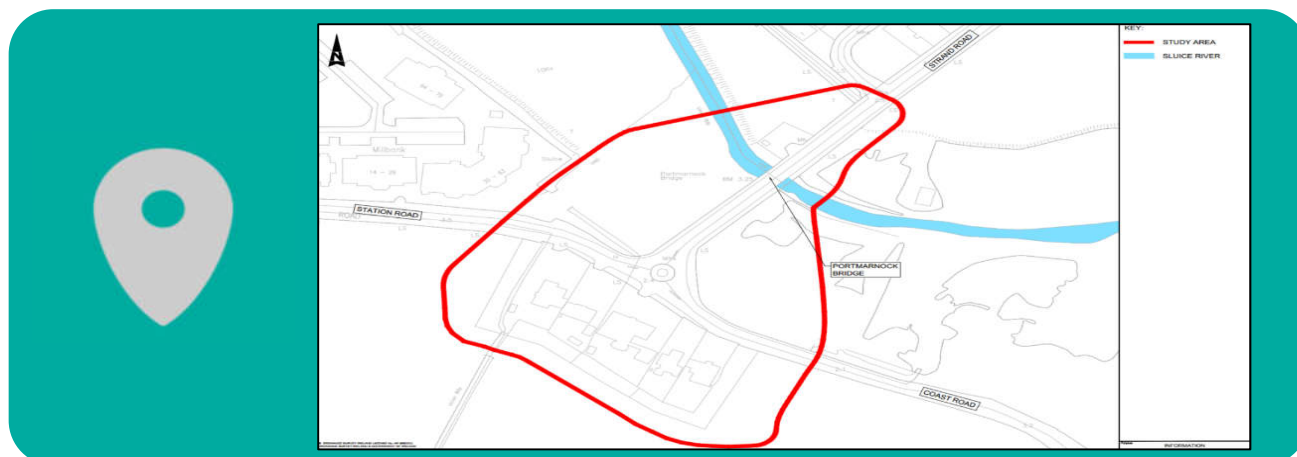


### Option Selected

- It is recommended that Option 4, a 'One-way raised cycle lane - parking removed / minor land take', is the proposed option to be progressed as it presents the best option to provide:
  - An attractive comfortable and safe cycling facility; and
  - Negates the need for significant land take along the eastern side of the street within the village.

## Portmarnock Bridge

Figure 11 – Portmarnock Bridge Optioneering



### Optioneering Purpose

- The purpose of the Portmarnock Bridge report is to undertake a detailed route options study in vicinity of Portmarnock Bridge to evaluate the suitability and impacts of all potential alternative options.



### Options Considered

- Seven options were considered as follows:
  - Option 1: Provide Pedestrian and Cycle Facilities utilising Existing Coast Road / Strand Road Carriageway;
  - Option 2: Provide Pedestrian and Cycle Facility directly through SAC;
  - Option 3: Provide Pedestrian and Cycle Facility within SAC but adjacent to Boundary with Strand Road / Coast Road;
  - Option 4: Provide Pedestrian and Cycle Facility to the south of the existing residential dwellings along the Station Road and along the east the Proposed Pumping Station;
  - Option 5: Provide Pedestrian and Cycle Facility to the south of the existing residential dwellings along the Station Road and along the west the Proposed Pumping Station;
  - Option 6: Provide Pedestrian and Cycle Facilities along southern side of the Station Road and along the east the Proposed Pumping Station; and
  - Option 7: Provide Pedestrian and Cycle Facilities along southern side of the Station Road and along the west the Proposed Pumping Station.



### Option Selected

- It is recommended that Option 5, to 'Provide Pedestrian and Cycle Facility to the south of the existing residential dwellings along the Station Road and along the west the proposed pumping station', is the proposed option to be progressed as it presents the best option to provide:
  - Slightly more economical construction, delivery and maintenance; and
  - No impact on adjacent hedge rows, treeline and streams.



## Station Road, Sutton

Figure 12 – Station Road, Sutton Optioneering



### Optioneering Purpose

- This report presents a set of options developed for a section of the route just north of the level crossing at Sutton Station that is particularly constrained on both sides by private residential and commercial properties.
- Prior to undertaking the MCA process, some high-level options were developed to identify which options had merit and cause for further examination. These high-level options are described below:
  - a) Utilisation of Station Road with landtake requirement;
  - b) Implementing a bridge;
  - c) Implementing an underpass; and
  - d) Bypassing the pinch point altogether by taking a route along Lauder's Lane and adjacent to the rail line.
- The Utilisation of Station Road (option a) with landtake and the bypassing the pinch point altogether (option d) were considered to have most merit and brought forwarded to the MCA stage.



### Options Considered

- Four options were considered as follow
  - Option 1: Utilise Station Road with land take on Northern Side;
  - Option 2: Utilise Station Road with land take on Southern Side;
  - Option 3: Utilise Station Road with land take on both side; and
  - Option 4: Alternative route along coast.



### Option Selected

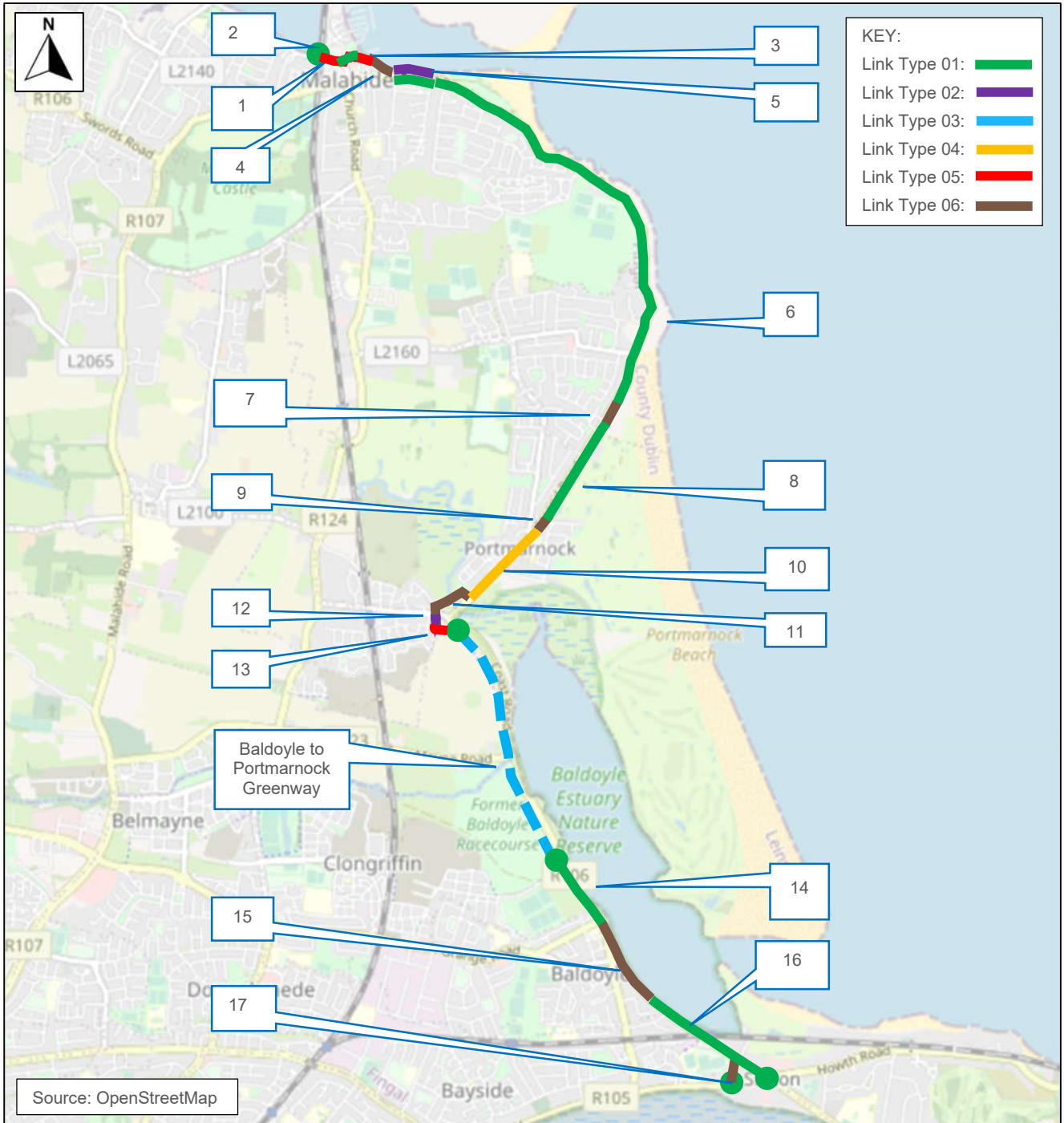
- It is recommended that Option 3, a Utilising Station Road with land take on both sides, is the proposed option to be progressed because:
  - Is the most balanced option across the MCA criteria in terms of capital expenditure, land take and access impacts to adjoining properties; and
  - Has reduced environmental impacts versus option 4.

## Proposed Scheme Layout

Based on the link type optioneering process and the additional design optioneering exercises outlined earlier in this Scheme Summary Report a Proposed Scheme Layout has been developed along the scheme route which aligns with the vision aims and purpose identified from the outset of the scheme study. The proposed route is as in Figure 13.

## Overall Proposed Scheme

**Figure 13 - Overall Proposed Scheme**





## Environmental

### Surveys

A range of ecological surveys to assess the site and surrounding lands are being undertaken to support the assessments noted above. In particular, wintering waterbird surveys have been commissioned for both Malahide and Baldoyle Estuaries to supplement historical data gathered over recent years and this information will be collated and reviewed to facilitate robust environmental and ecological assessments.

### Tree Retention

The following outlines the process that would be implemented to retain as many trees as possible.

There are a number of locations along the Proposed Scheme where the proposed route is in close proximity to trees and the root protection areas of trees, in some instances, less than one metre. This can present two issues:

- Construction works causing harm to tree root systems;
- Root intrusion to the footpath and cycle track foundations leading to deformation of pavement surface.

At these locations, and where practicably possible, it is intended to retain existing trees rather than remove them as there are opportunities and methodologies to allow for pathway construction whilst also offsetting impacts on the root protection area of trees adjacent to the pathway.

Required pathway excavations would be relatively shallow and the use of vacuum extraction of ground materials can allow for the retention of tree root systems and allow for the installation of tree pits with engineered material under the pathway. The installation of root barrier membranes in both a vertical line along the path edge and also in a horizontal line under the pathway can reduce root lift of the pavement and reduce compression impacts on the tree roots. The retention of tree roots, the installation of structurally solid tree pits and the use of root barriers and root deflectors can allow for the construction of the pathway in close proximity to existing trees whilst retaining these trees and allowing them to develop naturally. Similar methodologies were successfully employed during the construction of the Luas Cross City project in Dublin City centre.

This methodology becomes limited where structural roots (large / thick roots) are already established in close proximity to the proposed pathway. Whilst the extent of large, thick structural roots (which cannot be deflected) is unknown at this time, further surveys will be undertaken by an arboriculturist to determine this. The design of the scheme has been developed to avoid mature native trees and as such the potential for the scheme to interact with large structural roots is very limited. However, in some instances, there may be occasional loss of roadside landscape feature trees and a comprehensive landscape design will allow for like for like replacement of landscaping features where required.

## Landscape Plans

### Malahide

Strand Street and Strand Court are designed to operate as shared street routes, meaning that cyclists cycle in lane with traffic. In order to ensure that the streets operate in this way and to give cyclists a higher degree or priority, the street design incorporates elements that encourage cyclists to take the middle of the lane/ street. A one metre wide trim of high quality paving material adjacent to the kerb/ channel lines will create the perception of a narrower carriageway which can reduce vehicle speeds, whilst the provision of a smooth 3.5m wide buff coloured asphalt surface along the centre of the street facilitates cyclists "taking the lane". High quality surfacing is also proposed to the footpaths, and this is to extend to the raised table areas at junctions to highlight pedestrian priority.

At The Green, the recently completed public realm scheme is to remain as is, with cyclists to share the wider public space with pedestrians. The two-way cycle track will tie into the eastern side of the open space at The Green and will be finished in a buff coloured asphalt surface. The section of route to the rear of the Malahide Sea Scouts and the Malahide Tennis Club is to comprise of a wide shared cycle/ footpath. This area will maintain a minimum 3.5m wide through route for pedestrians and cyclists and will also incorporate seating and planting at regular intervals. The planting and seating elements will be positioned in a staggered arrangement along the north and south edges of the shared path to provide interest along this relatively straight section along with opportunities for stopping and appreciating the sea view. An alternative option where in a boardwalk is provided is also being considered. This would continue segregation between pedestrians and cyclists whilst also

incorporating some landscaping. The scheme along this section will be further developed and confirmed subsequent to public consultation process.

## Velvet Strand

Along Velvet Strand, the public realm proposals include the pedestrian promenade and the two-way cycle track, with high quality paving and buff coloured asphalt being applied respectively. The proposals also include the creation of a new terraced seating area at the location of the existing steps, south of the ice cream kiosk. The proposed terraces will provide easy access towards the beach and offer opportunities for seating, whilst taking advantage of the views. To achieve this, the terraced arrangement will extend partly into the existing slope. Some of the existing low walls in this area will be removed or reconfigured to unify the space and ease pedestrian movement. The existing ramped access to the slipway and beach will be retained.

Building on the extensive use of concrete along the beach and the existing terraced access at the northern end, high quality concrete with an appropriate finish will be utilised for the new terraces along with timber decking for seating elements. Additional seating and tree and low level planting are proposed at selected locations along the higher level of the promenade itself, where space allows. These will enhance amenity, offer opportunities to rest and enjoy the surroundings, and provide a degree of separation between the cycle track and pedestrian space.

## Portmarnock Village

Within Portmarnock Village, the public realm proposals seek to enhance the village centre environment, in line with the aims of the Portmarnock Urban Centre Strategy (2010). High quality paving is proposed along the footpaths and may potentially tie-in with the parking areas, which will also extend to raised crossings and junctions to highlight pedestrian priority. The extent of such works are to be confirmed at a later stage.. There are numerous areas along the route with potential for public realm improvements, such as reconfigured seating areas, additional tree planting and high-quality surfacing. These opportunities will be explored further in the next stage of design development.

The two-way cycle track along Strand Road to the north of the village centre, offers the opportunity to resurface the existing footpath with new surfacing appropriate to the location. The public realm proposals aim to retain the existing trees to protect the character and amenity of the area, subject to the recommendations of an arboricultural assessment.

## Baldoyle Promenade

The section of the route along Baldoyle Promenade is to comprise of a wide shared cycle/ footpath arrangement. This area will maintain a minimum 3.5m wide through route for pedestrians and cyclists and will also incorporate seating and planting at regular intervals. The planting and seating elements will be positioned in a staggered arrangement along the edges of the shared path to create interest along this relative straight section and offer opportunities for stopping and appreciating the surroundings, whilst providing an intermittent buffer between the carriageway and the promenade itself. Planters with integral seating are proposed to allow for flexibility and site constraints.

The public realm proposals include additional planters and seating to the existing open space outside Baldoyle Library, to improve connectivity with the Promenade and incorporate this area into the scheme.

In terms of proposed surfacing, this will be a combination of buff coloured asphalt with areas of high quality paving to highlight pedestrian access points onto the Promenade, as well as seating areas. This pattern, created through the use of different materials, will further enhance the distinctiveness and attractiveness of the route along Baldoyle Promenade.

## What's happening next?

### Review of the Public's Comments and an Update of the Proposed Scheme Layout

Following this public consultation, the submissions on the Proposed Scheme Layout made via the Fingal Consult Online Consultation Portal (<https://consult.fingal.ie/>) and by post will be downloaded and collated.

Following a period of detailed review, key observations and comments will be considered and where applicable, changes to the scheme will be proposed.

Response to the public consultation along with designer responses will be set out in a Public Consultation Report that will be presented to Fingal County Council and other key stakeholders such as the NTA. Where appropriate and in consultation with FCC and the NTA the Proposed Scheme Layout will be modified to take account of relevant observations to create a finalised Proposed Scheme Layout. This is the layout that will then form the basis for a planning application by Fingal County Council to An Bord Pleanála in 2023.

It is therefore of key importance that the public are open to discussion and are willing to take part in the public consultation to ensure that voices are heard and that the scheme can be optimised to cater to the needs of the people.

The statutory process to be undertaken with An Bord Pleanála will provide for another opportunity for public consultation and public submissions to be made.

### Undertaking the Statutory Processes

In the coming months further assessment, including environmental assessment, will be undertaken on the finalised Proposed Scheme Layout.

### Submission of an Application to An Bord Pleanála

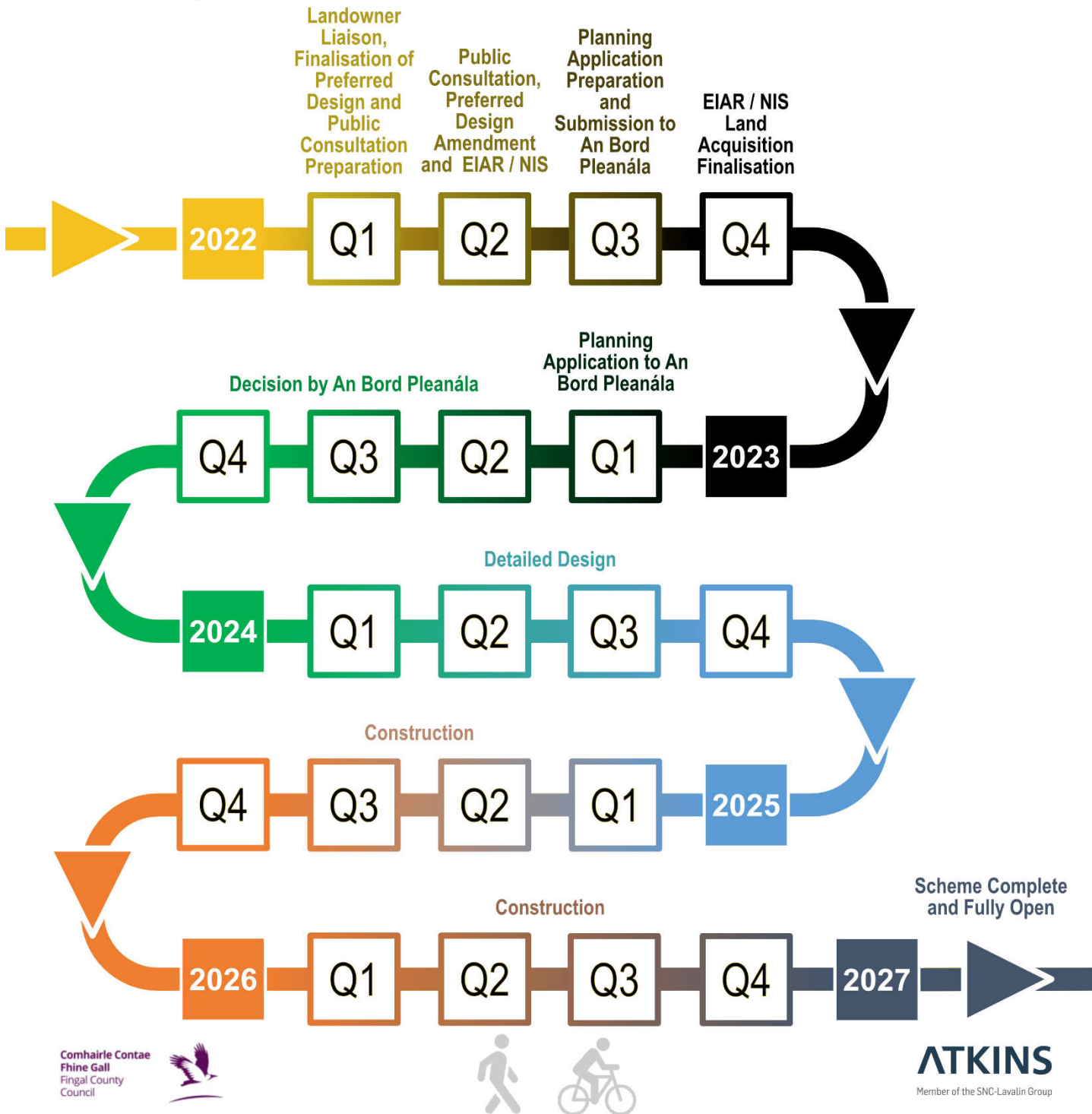
Following the completion of the public consultation process and any updates to the proposed design as a result of the comments received, the finalised proposed scheme will be achieved at which point a submission to An Bord Pleanála will be lodged in 2023.

Summary

Scheme Roadmap

# Sutton to Malahide Pedestrian and Cycle Scheme

## Indicative Project Timeline



Chris Fay  
**WS Atkins Ireland Limited**  
Atkins House  
150 Airside Business Park  
Swords  
Co. Dublin  
K67 K5W4

018108000

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