

Fingal Coastal Way

Emerging Preferred Route - 2022 Public Consultation Report

Fingal County Council

June 2023



Notice

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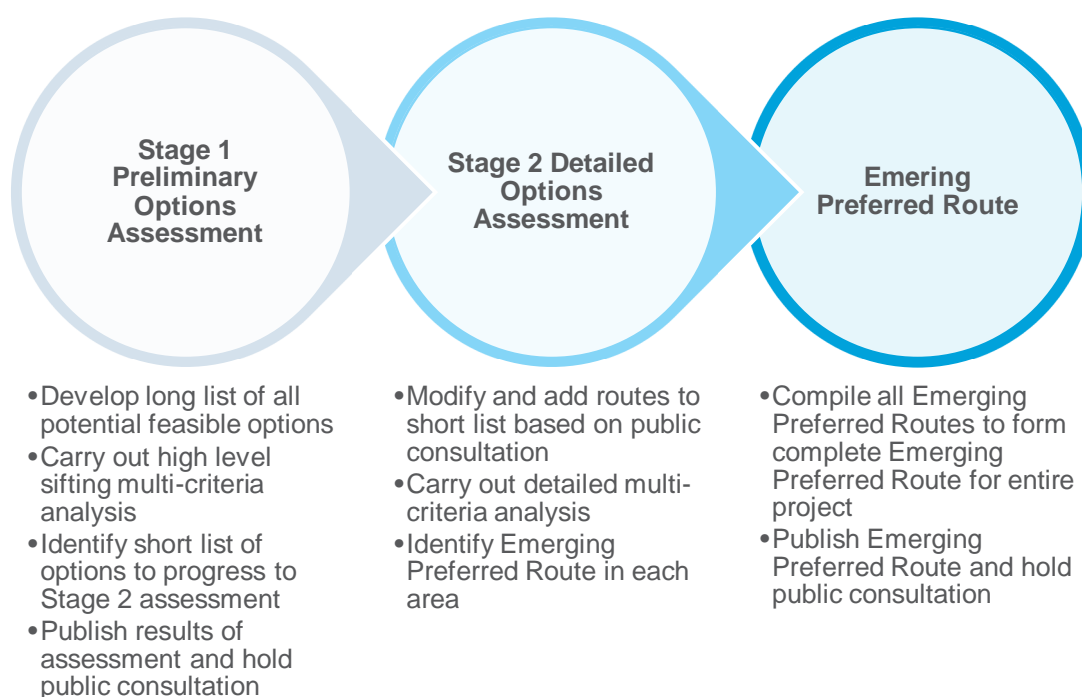
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1. Introduction

The Proposed Scheme

- 1.1. The Fingal Coastal Way is a 31km (approximately) long walking and cycling path that will provide a high quality, safe, attractive and environmentally sympathetic route linking Donabate, Rush, Loughshinny, Skerries and Balbriggan and the wider North Fingal area.
- 1.2. The proposed rural and urban greenway will encourage recreation and tourism while offering an attractive alternative transport choice for school children and commuters, bringing significant environmental, economic and health benefits to the wider community.
- 1.3. A summary of the route selection process is shown in the figure below which outlines each step that has been carried out in order to arrive at the Emerging Preferred Route.
- 1.4. In order to adequately assess the many possible options for the route of the proposed greenway, a two-stage assessment process was undertaken. The assessment process is summarised below.

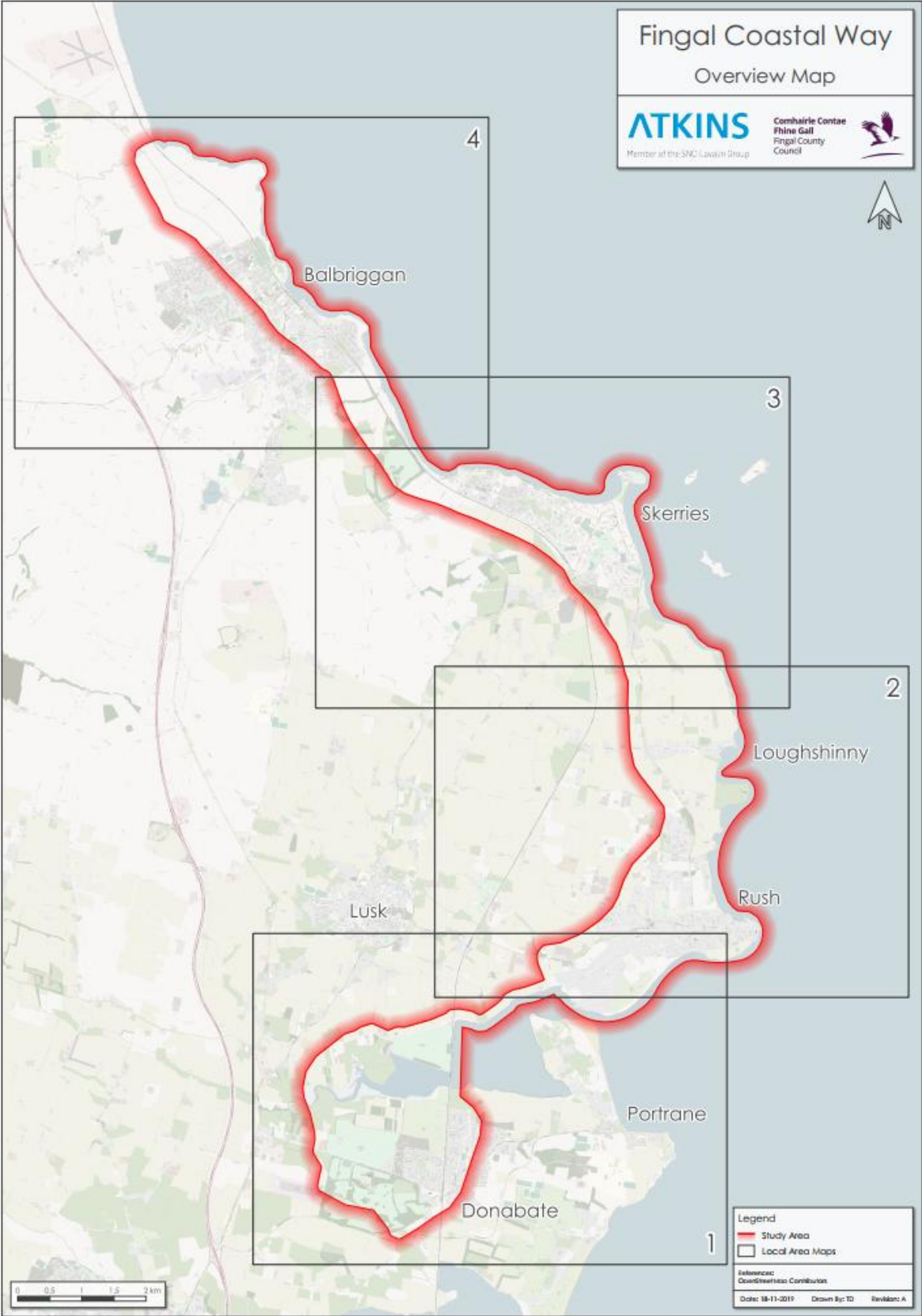
Figure 1-1 - Options Selection Process



Study Area Extents

- 1.5. The proposed scheme corridor extends from Newbridge Demesne, Donabate to the County Meath Boundary and is predominantly rural along its extents. However, it does pass through a number of key urban centres within the study area such as Donabate, Rush, Loughshinny, Skerries and Balbriggan.
- 1.6. The project is expected to be in the order of 31km long, subject to the final preferred route being selected. The following map image, Figure 1-2, illustrates the scheme extents in relation to the wider Fingal area.

Figure 1-2 - Scheme Location



Purpose of Public Consultation Exercise

- 1.7. Involving the public and the local communities throughout the planning, design and delivery of the Fingal Coastal Way is an essential requirement for a successful scheme.
- 1.8. Early public engagement is particularly helpful in building awareness of a scheme amongst the public and will facilitate designers in ensuring that they are aware of community needs right from the start of the project. It is important to acknowledge that local users are a great source of information which cannot be obtained elsewhere. Only local people hold detailed insights into local patterns of movement and what might or might not work in their area.
- 1.9. Undertaking public consultation is advocated in most best practice guidance including in the Department of Transport, Tourism and Sport's greenways strategy document, "*Strategy for the Future Development of National and Regional Greenways, 2018*" and Transport Infrastructure Ireland's "*Code of Best Practice for National and Regional Greenways, 2021*."
- 1.10. With these benefits in mind, Fingal County Council and the scheme Project Team have undertaken a number of public consultations to date including:
 - Opportunities and Constraints Public Engagement, November – December 2019
 - Stage 1 Route Options Assessment Public Consultation, April – May 2021
 - Throughout 2021 and 2022 standalone meetings and discussions were held with landowners and residents' groups who had come forward and engaged with the project team through the Stage 1 Consultation.
 - Emerging Preferred Route Public Consultation, October – December 2022
- 1.11. The purpose of the most recent consultation held in late 2022 was:
 - To present the route options considered as part of the detailed assessment process.
 - To provide the options selection report to the public including the analysis and assessments therein.
 - To present the Emerging Preferred Route for the Fingal Coastal Way for consultation.
 - To gather information on the Emerging Preferred Route Corridor in order to develop a Preferred Route for further consultation.
- 1.12. This report presents and summarises the key findings of this public consultation exercise.

2. Public Engagement

Strategy

- 2.1. The public consultation was held online via the Fingal County Council consult website with submissions also being invited by post and email. The consultation was initially open for a six-week period from 25th October 2022 through to 5th December 2022 with submissions from the public permitted over the same period. The deadline for submission was subsequently extended to 22nd December 2022.
- 2.2. The public consultation was advertised through newspapers (Fingal Independent, North Side People, Irish Independent, and Gazette), the Fingal County Council website, social media posts, the Public Participation Network (PPN), newsletters, a Fingal County Council Press Release, and through emails sent to Councillors, residents, cycle advocacy groups and other project stakeholders identified at previous stages.
- 2.3. Consultation material including the Emerging Preferred Route Option Maps, Options Assessment Report and frequently asked questions were made available over the duration of the eight-week period, through download from the Final County Council website. Printed copies of the same materials were available to view at County Hall (Swords), Civic Offices (Blanchardstown), Donabate/Portrane Library, Rush Library, Skerries Library and Balbriggan Library.
- 2.4. Key consultation material is presented in the Appendices of this report are as follows:
 - Appendix A – Stage 2 Detailed Options Assessment Executive Summary
 - Appendix B – Information Leaflet
 - Appendix C – Fingal Independent Advertisement
 - Appendix D – Emerging Preferred Route Option Maps
- 2.5. An information leaflet was developed which gave a high-level outline of the project and the details of the public consultation and asked people to engage with the process. This was distributed to all properties within the study area in advance of the start of the public consultation period and amounted to 17,076 leaflets delivered by mail throughout the study area.
- 2.6. Individual letters were also sent to landowners with property directly along the Emerging Preferred Route notifying them of the consultation process. These letters were sent to landowners identified via the Property Registration Authority Ireland (PRAI). In some cases, particularly with older land registrations, no details of the property owners were available, which may have resulted in some landowners being unable to receive letters. The PRAI is the only way to obtain the publicly available details of landowners. Enquiries are being undertaken in the local areas to further identify possibly affected landowners.
- 2.7. In addition, the public consultation process was advertised on social media with good engagement on all posts relating to the Fingal Coastal Way in November and December. These posts had 15,493 impressions and 78 interactions on Facebook, 55,975 impressions and 179 interactions on Twitter, 10,983 impressions and 101 interactions on Instagram and 98 interactions on LinkedIn.
- 2.8. Key stakeholders were consulted throughout the assessment and public consultation process including meetings with:
 - Landowners
 - Fingal County Council
 - Planning & Strategic Infrastructure Department,
 - Architects Department,
 - Environment Department,
 - Operations Department
 - Economic Enterprise, Tourism and Cultural Development Department
 - Irish Rail and Dart+ North delivery partners
 - National Parks and Wildlife Service.

2.9. A scheme webinar was conducted on 9th November 2022 with 124 attendees. The webinar included presentations on the Options Selection process and the Emerging Preferred Route option. Following these presentations, a Q&A session was held with 90 questions and comments received from the public.

2.10. A recording of the webinar was uploaded to Fingal County Council's YouTube channel and embedded on the dedicated Fingal Coastal Way webpage. The webinar has been viewed more than 300 times.

In Person Engagement

2.11. In person information sessions were held in November and December where members of the public were invited to register or drop in and view the Emerging Preferred Route information and discuss it with the project team in person. These were held in four main towns along the route as summarised below:

- Donabate (Shoreline Hotel)
 - 15th November – 83 attendees
- Rush (Sailing Club)
 - 16th November – over 100 attendees
- Skerries (Rugby Club)
 - 22nd November – 146 attendees
- Balbriggan (Bracken Court Hotel & Balbriggan Library)
 - 24th November - postponed
 - 5th December – 6 attendees
 - 6th December – 11 attendees
 - 12th December – 16 attendees
 - 13th December – 12 attendees

2.12. The initial information session in Balbriggan planned for the 24th November was reformatted following a review of the previous events. These events were very well attended but the downside of their popularity was that some people found it difficult to speak to members of the project team. This reformatting focused on the convenience and comfort of those attending and concerns with respect to the capacity of the proposed venue to cope with large numbers arriving at one time. The new format allowed people to meet the Project Team by appointment and 184 appointments were made available over four dates in December at Balbriggan Library. The public consultation period was extended to accommodate this change.

2.13. Members of the public were encouraged to submit their feedback via formal submissions to ensure their opinion was fully captured and recorded. Feedback given directly at these events has not been included in the summary below, although the themes expressed at the public consultation events have been captured through the formal submissions.

Public Engagement Summary

2.14. As outlined above, only submissions received formally via Fingal County Council's consultation portal, email or post have been considered. A total of 614 submissions were received formally.

2.15. A questionnaire was also available for the public to complete as another mechanism of giving feedback. This is detailed in the next paragraph. The online questionnaire received a total of 346 responses.

Online Questionnaire

2.16. The Online Questionnaire consisted of a total of 9 questions and was presented in two sections as follows:

- Registration
- Survey questionnaire

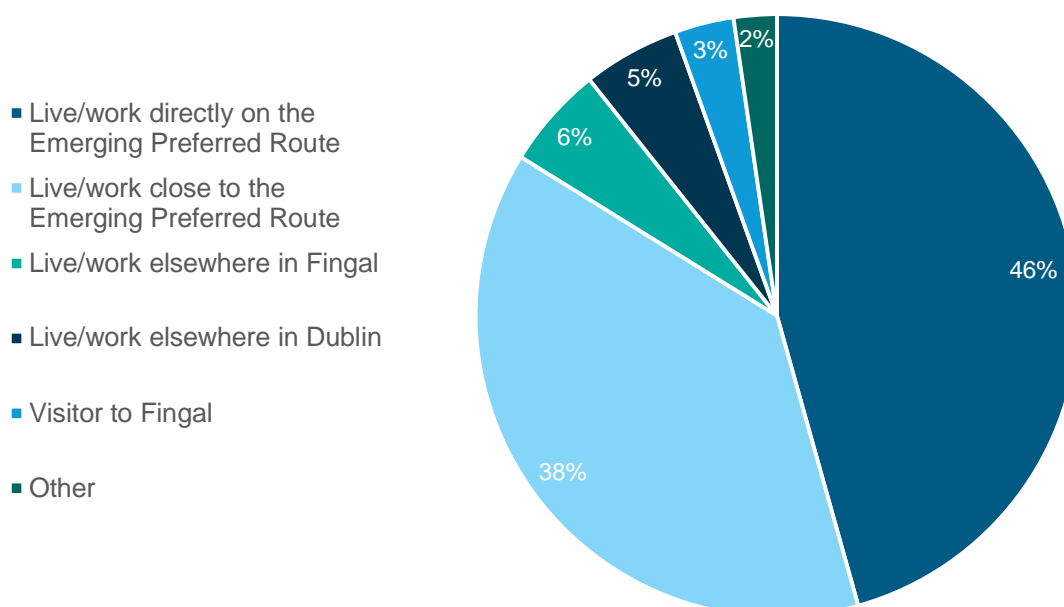
2.17. The survey questionnaire itself consisted of a total of 6 questions with a summary of the results contained below.

- 2.18. A Registration Form was provided as a precursor to the Survey Questionnaire. This form consisted of 3 questions relating to basic information about the person making the submission. For assessment of demographic trends, interested parties were asked to give information such as their name, e-mail and gender.
- 2.19. The final question in the Registration Form related to the consent of sharing information with Atkins Ireland and Fingal County Council solely for the purpose of the Route Options Public Consultation exercise in accordance with GDPR (General Data Protection Regulation) requirements.

Detailed Questionnaire Results

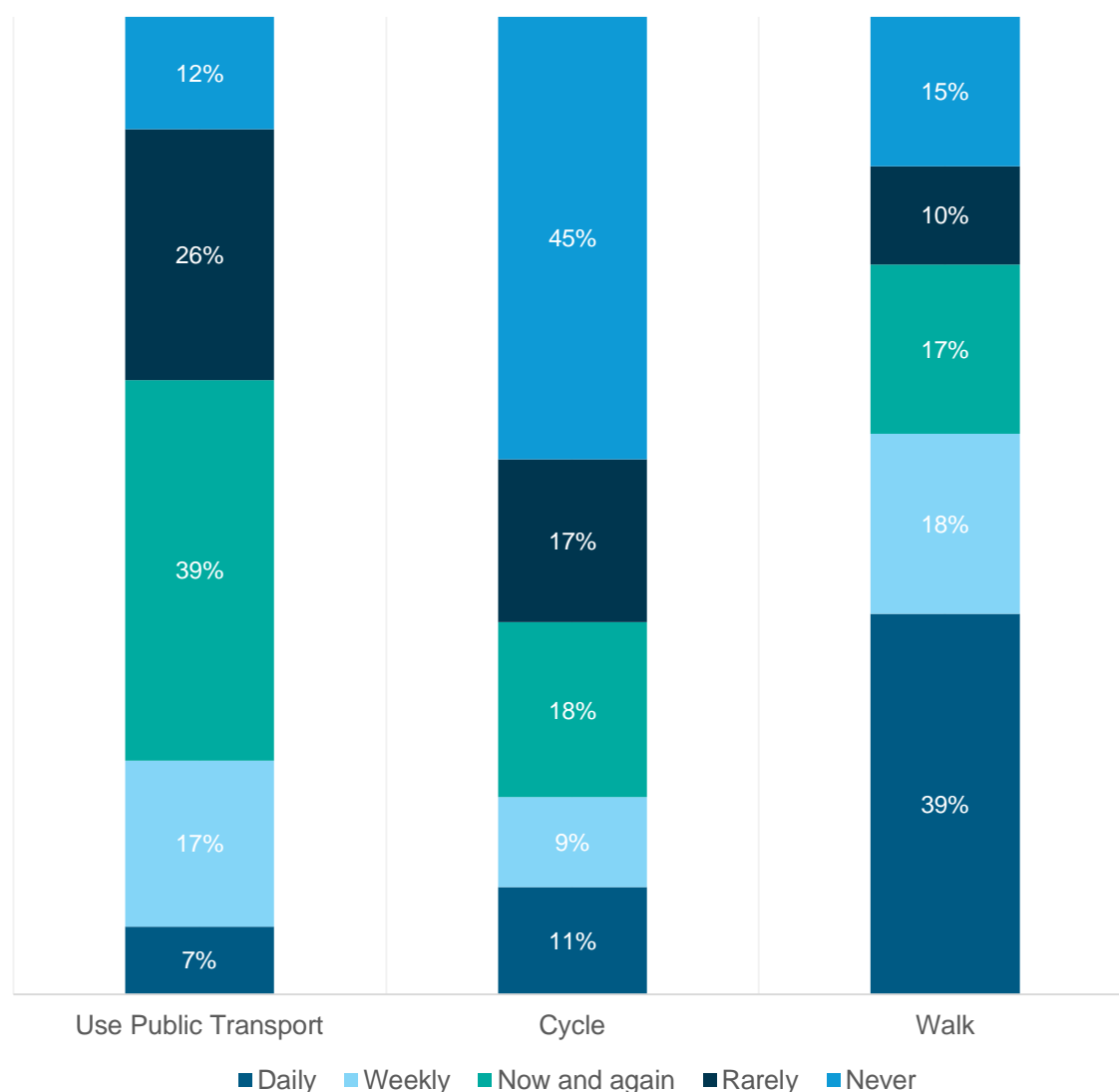
- 2.20. The following section outlines the summary results of the survey questionnaire, with results illustrated through graphical outputs. The headline results are then summarised, and an interpretative statement has been formed around these key findings.

1: Which category below best describes you?



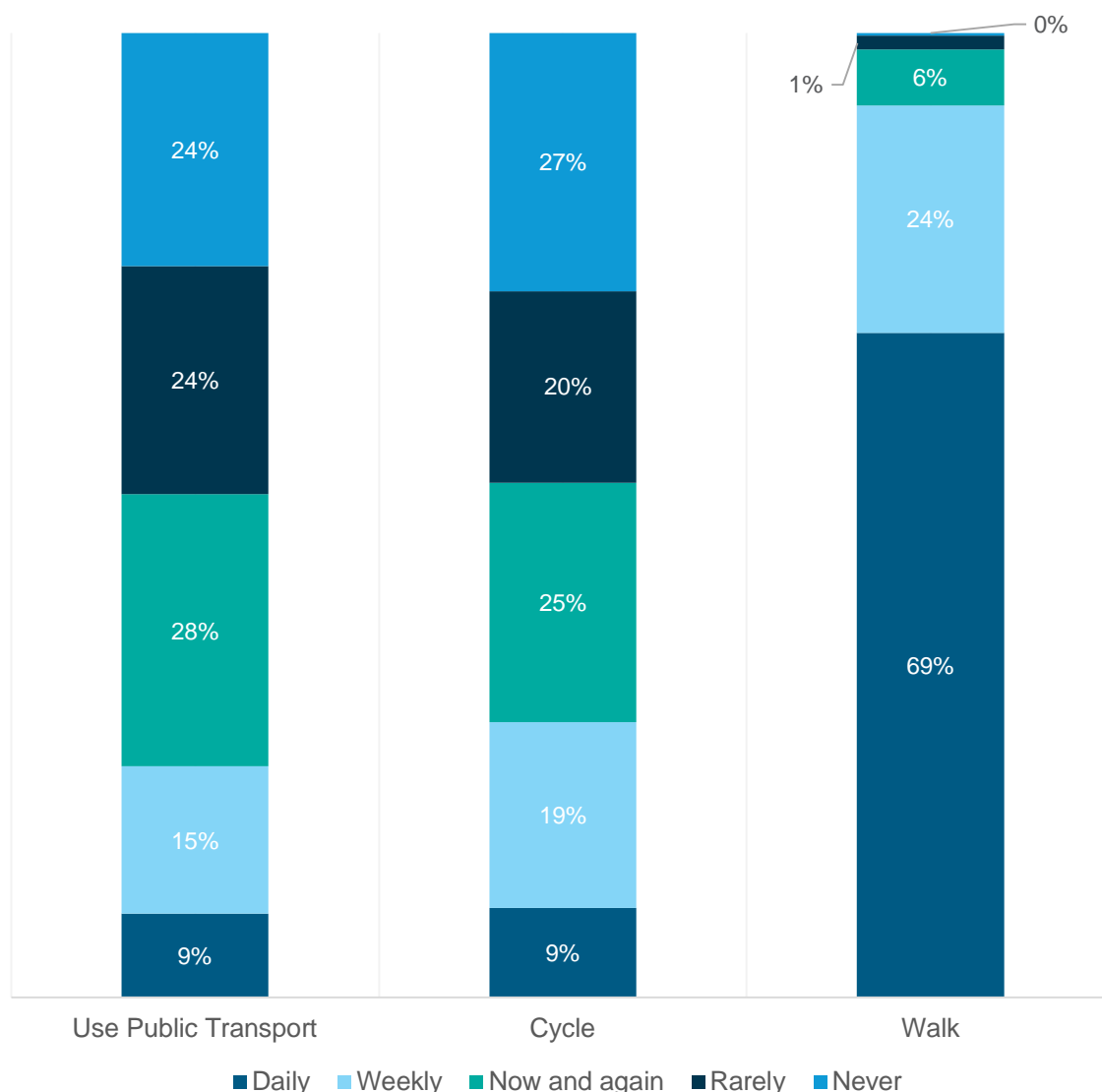
- 2.21. 84% of respondents indicated that they live or work directly on or close to the Emerging Preferred Route while a further 5% stated that they live or work elsewhere in Fingal. 5% stated that they live or work elsewhere in Dublin while 3% stated they are visitors to Fingal.
- 2.22. By far the largest group of respondents are local residents who will make up the majority of the greenway users on a day-to-day basis, who will be most impacted by its construction, and those who probably have the highest level of local knowledge of the scheme route options.

2: For leisure, how often do you?



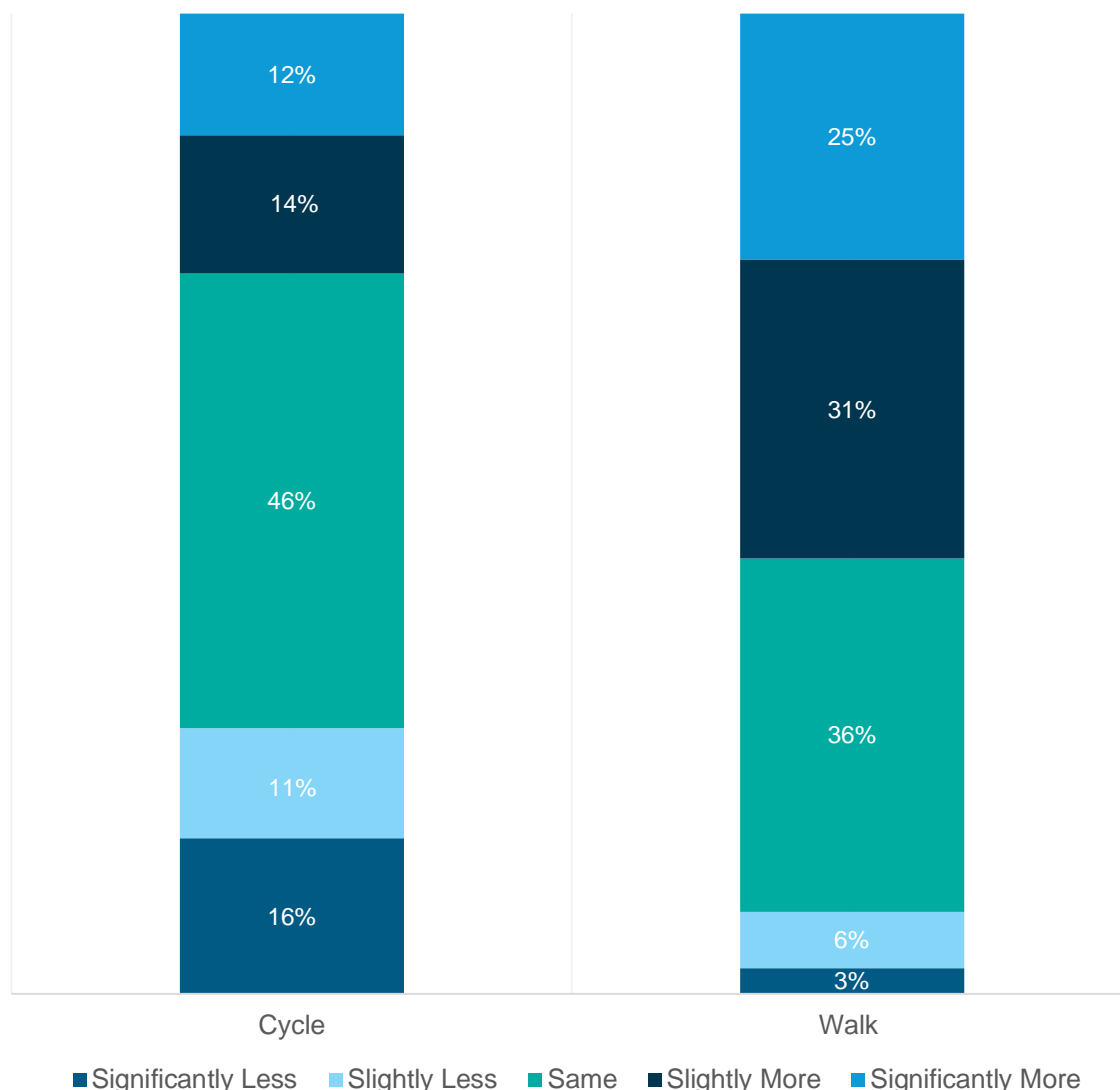
- 2.23. A large number of respondents indicated that they walk every day (39%) while 18% of respondents indicated that they walk at least once per week for leisure purposes. The remaining respondents were divided between respondents who walked now and again (17%), those who walked rarely (10%) and those who never walked (15%). With 57% of respondents walking at least once a week this represents a currently high level of leisure walking in the catchment area of the proposed scheme.
- 2.24. Compared to walking, cycling frequency was lower amongst respondents with 11% of respondents indicating that they cycle every day with 9% of respondents indicating that they cycle at least once per week and 18% cycle now and again. The remaining respondents indicated they cycle rarely (17%) or never cycle (45%). This indicates that the uptake of cycling in the area is less than walking, which is to be expected, a notable proportion of respondents (20%) cycle at least once a week for leisure.
- 2.25. Compared to the previous survey conducted in 2021, walking and cycling for leisure has decreased with the number of people walking daily dropping from 81% to 39% and the number of people who never cycle increasing by 20%. This reflects the removal of Covid-19 restrictions and changes to leisure habits as a result. The results of the current survey present a more normalised data set of leisure walking and cycling. The number of people who use public transport for leisure has increased with a 14% increase in the number of people who use it either weekly or now and again.

3: To get to work or school or for other purposes such as attending meetings or going shopping how often do you?



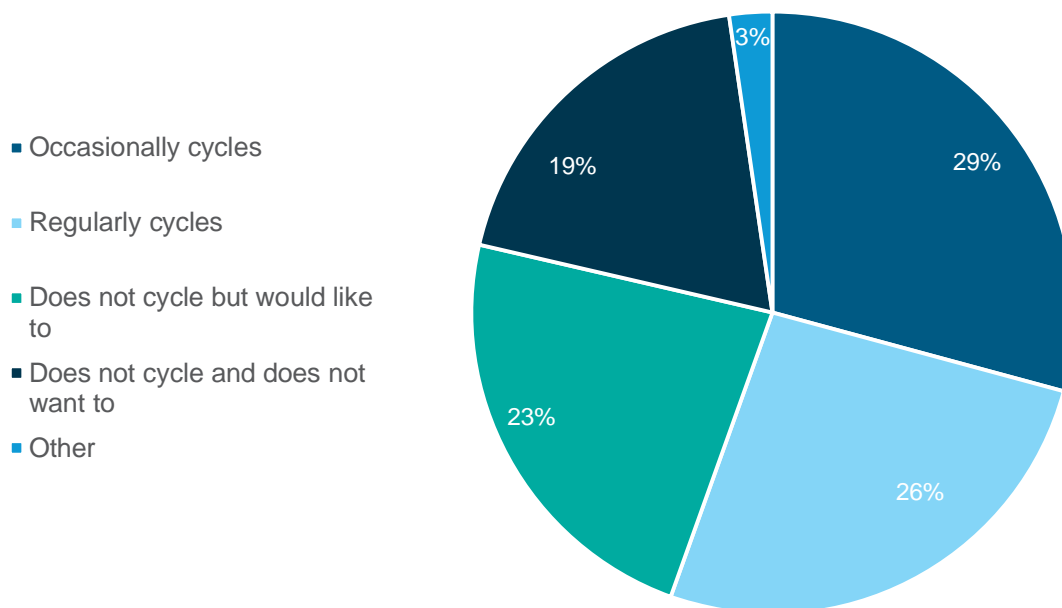
- 2.26. For purposes not related to leisure, 69% of respondents stated that they walk daily, and 24% of respondents state they walk weekly. The remaining respondents indicate they walk now and again (6%) or rarely (1%) indicating that the vast majority of respondents frequently walk for day to day purposes other than leisure.
- 2.27. For these purposes, 9% of respondents cycle daily, 19% weekly and 25% now and again. The remaining respondents cycle rarely (20%) or never (27%). Compared to cycling for leisure there are more people who cycle at least occasionally and far less people who never cycle.
- 2.28. Public transport use is similar to cycling with 9% using it daily, 15% weekly, 28% now and again, 24% rarely and 24% never.
- 2.29. Compared to the survey results collected in 2021, during Covid-19 restrictions, the number of people who are walking on a daily or weekly basis for reasons other than leisure has increased from 58% to 93%. This is to be expected as people returned to work and education and general day to day activities following the removal of covid restrictions.
- 2.30. Cycling use for non-leisure purposes has also increased with the number of people who never cycle reducing by 14% and an increase in those cycling either daily or weekly of 4%.
- 2.31. Public transport use for these purposes remains broadly similar to the 2021 results.

4: Have you walked or cycled more or less frequently over the last year than in previous years?



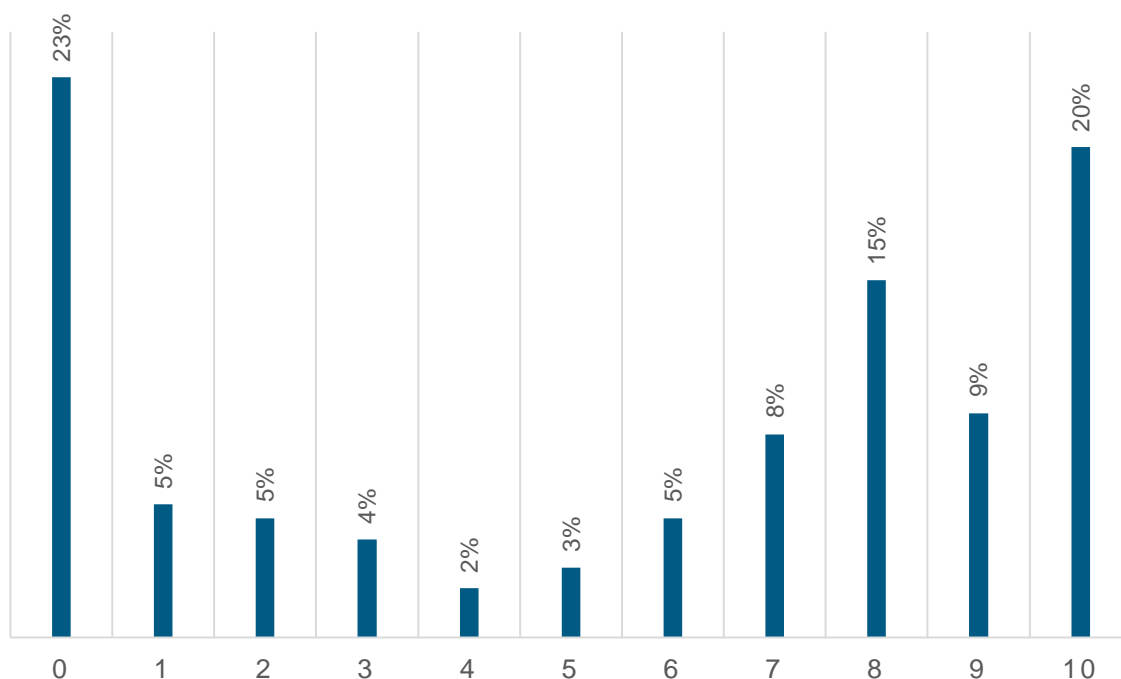
- 2.32. Over the last year, 25% of respondents stated that they walked significantly more than previous years, while 31% of respondents stated they walked slightly more and 36% walked the same. Only 9% of people walked less than in previous years.
- 2.33. In terms of cycling over the last year, 12% respondents declared they cycled significantly more and 14% cycled slightly more, while 46% respondents declared that they cycled the same as in previous years. 11% cycled slightly less while 16% of respondents cycled significantly less.
- 2.34. Compared to the survey results from 2021, there is less growth in walking with 56% of people saying they walked more than previous years in 2022 compared to 79% in 2021. Conversely 36% of people in 2022 say they walked the same as previous years compared to 16% in 2021. This suggests that there is some stabilisation in the growth of walking, however, there is still a majority of people who have increased the amount they walk in the previous year.
- 2.35. For cycling, there has been a slight reduction in the number of people who have increased the amount they cycle with 26% in 2022 compared to 39% in 2022. Conversely there has been a 5% increase in the number of people who have decreased the amount they cycle in the last year.

5: Which of the following statements best describes you?



2.36. The responses to this question indicate that more than 55% of people either regularly or occasionally cycle. It also indicates that there is potential for growth in cycling in the area as 23% of respondents reported that they do not currently cycle but would like to. In overall terms this represents 78% of respondents who either currently cycle or would like to cycle.

6: On a scale of 0 - 10, how satisfied are you with the proposed Emerging Preferred Route?



2.37. 58% of respondents ranked the Emerging Preferred Route with ratings between 6 and 10, while 42% ranked with ratings between 0 and 5. This indicates that the Emerging Preferred Route is reasonably

well supported across the respondents, although with a large proportion of people very dissatisfied as is often the case with similar, large projects which directly impact on a cohort of respondents.

7: Is there anything else that you would like to share with us with regards to the Fingal Coastal Way or the Route Option Assessment carried out to date?

- 2.39. Of the 346 Survey Questionnaires submitted, 262 offered additional comments as requested at the end of the survey. These comments were compared to those received as submissions to the public consultation and the responses to these submissions, as set out below, address all the comments raised in the questionnaire additional comments.

3. Detailed Submissions Received

3.1. In addition to the Survey Questionnaire, members of the public and stakeholders were also invited to make submissions on the proposed route options. These were accepted via post, email or through the Fingal County Council Consult Portal.

3.2. In total 614 submissions were received. A detailed review of all submissions was carried out with the main concerns and issues identified for all submissions.

Submission Themes

3.3. From reviewing the submissions, it was evident that there are a number of key recurring themes which represent all of the issues raised. The following are the 14 themes:

- Theme 1: Quay Street, The Square and The Hoar Rock (Skerries)
- Theme 2: Hampton Cove and The Bower (Balbriggan)
- Theme 3: South Shore Road (Rush)
- Theme 4: Turvey Estate (Donabate)
- Theme 5: Kilbush Lane and land behind Six Cross Lane (Rush)
- Theme 6: Impact on farmland and landowners
- Theme 7: Code of Best Practice for National and Regional Greenways
- Theme 8: Concern about the consultation process
- Theme 9: Multi Criteria Analysis (MCA Process) and Emerging Preferred Route
- Theme 10: Environmental concerns
- Theme 11: Connection with surrounding towns/areas/schemes (Lusk, Portrane, etc)
- Theme 12: Impact of the scheme on specific roads/streets/lanes
- Theme 13: Greenway user segregation and traffic management
- Theme 14: Facilities along the route

3.4. A breakdown of the submissions by theme is presented in Table 3-1 below. Where a submission relates to more than one of them, it has been included in the numbers below for each of those relevant themes.

Table 3-1 - Number of Submissions by Theme

Ref	Theme	Number of Submissions
1	Quay Street, The Square and The Hoar Rock (Skerries)	93
2	Hampton Cove and The Bower (Balbriggan)	75
3	South Shore Road (Rush)	295
4	Turvey Estate (Donabate)	48
5	Kilbush Lane and land behind Six Cross Lane (Rush)	18
6	Impact on farmland and landowners	29
7	Code of Best Practice for National and Regional Greenways	25
8	Concern about the Consultation Process	77
9	Multi Criteria Analysis (MCA Process) and Emerging Preferred Route	375
10	Environmental Concerns	45
11	Connection with surrounding towns/areas/schemes (Lusk, Portrane, etc)	274
12	Impact of the scheme on specific roads/streets/lanes	17
13	Greenway User Segregation and Traffic Management	18
14	Facilities along the route	7

Detailed Summaries and Responses

Theme 1: Quay Street, The Square and The Hoar Rock (Skerries)

- 3.5. Submissions expressed concern about the suitability of Quay Street, The Square and The Hoar Rock in Skerries as a route for the Emerging Preferred Route. Quay Street, The Square and The Hoar Rock are residential streets in Skerries. The submissions were generally from residents who had concerns about the impact of the route on their lives and neighbourhood and who wished to see alternative routes considered. These concerns are listed and responded to below.

Anti-Social Behaviour

- 3.6. This issue related to the fear of an increase in anti-social behaviour which the introduction of a greenway on Quay Street, The Square and The Hoar Rock could potentially cause. In the submissions, it was noted that anti-social problems such as people looking into house windows, sitting on low windowsills, noise, pollution, litter etc. are recurrent issues along the street as it stands, especially in the summertime.

Street Suitability

- 3.7. Concerns were raised over the layout of Quay Street, The Square and The Hoar Rock, which is a narrow residential street and its suitability for a facility of this type. The submissions stated that the houses primarily access directly onto the street with entrance doors, windows and facades that open directly onto the narrow footpaths. It was also advised that Quay Street is in an Architectural Heritage Area and any attempt to interfere with its unique character would have a significant impact on the area.

Quality of Life

- 3.8. A number of respondents stated that the proposed scheme would negatively impact on the residents' quality of daily life, especially the elderly and children living on the street. This includes a number of

submissions stating that they will lose privacy and that the area would no longer be a quiet residential environment.

Parking

- 3.9. Many of the submissions received related to the possibility of the removal of parking on Quay Street in particular. Residents reported that currently there is little parking available and the proposed greenway is likely to require removal of some of these, reducing the ability of local users from parking on street at their houses.

Alternative Routes

- 3.10. It was noted in the submissions received that residents of Quay Street and the surrounding area had, during the previous public consultation process, proposed six different routes without Quay Street, The Square or The Hoar Rock to the technical team and none of these were considered in the Stage 2 detailed assessment process.

Traffic Management

- 3.11. Concerns were raised about the proposed traffic management proposal currently proposed for the area. In particular, many submissions had serious issues with Quay Street becoming two-way for vehicles with a closure at the Harbour Road end.

Property Value

- 3.12. A number of respondents expressed concern about the scheme's impact on their property values.

Residents' Safety

- 3.13. Concerns were expressed about the safety on the shared space between residents and Greenway users (pedestrian and cyclists). Their concerns are related to the many narrow sections in the street, as this can be dangerous for all users.

Theme 1 Response:

Anti-Social Behaviour

- 3.14. The experience of greenways is that they do not attract anti-social behaviour as most users are local residents using the facility for leisure purposes. Typically, greenway users provide additional passive security in areas where anti-social behaviour already takes place, as more people avail of the route and bring more activity to the area. As a flagship project within Fingal, it is in everyone's interest that any proposed coastal way project is a safe, comfortable and attractive amenity for the communities along the route.
- 3.15. In general, in urban areas, the locations where antisocial behaviour typically occurs often tend to be more secluded areas with minimal passive surveillance. Quay Street is a residential public street and the provision of a route along Quay Street would have a positive effect on social behaviour through increased numbers of leisure and family-based users and through the upgrade of the public realm along the street which could take place with the agreement of residents. Higher levels of passive surveillance could reduce the incidence of anti-social behaviour that was reported by local residents.
- 3.16. One of the primary concerns regarding anti-social behaviour is that of groups of people using the proposed greenway as a gathering location to congregate for prolonged periods of time resulting in disruption of the use of the greenway by other users and impacts to adjacent landowners. However, given that this location is close to a number of attractions such as Skerries Town Centre and the harbour area, it is very unlikely to become an area for congregation.
- 3.17. With regard to the potential for littering and similar other anti-social issues along the route, consideration will be given to the provision of appropriate facilities at the design stage. Furthermore, an operation and maintenance manual will be developed at the detailed design stage of the project

which would include litter management, similar to day to day and overall street management and maintenance operations carried out by Fingal County Council on all public streets and routes.

Street Suitability

- 3.18. The proposed layout along Quay Street is yet to be decided and will require optioneering, liaison and engagement with the local community. From conversations with residents in this area, it became clear that there had been certain misconceptions of what is being considered by the project team. For example, some residents expressed concerns about the speed of cyclists on a dedicated, segregated cycle track along the road, however this is not being proposed for Quay Street. The intention in this area is that it will not be a conventional greenway in that cyclists will share the existing road carriageway along with other road users, while pedestrians may use existing footpaths or road carriageway which will become a suitable shared space considering the low traffic volumes and low traffic speeds. Whilst impacts on residents will be limited, the layout will be designed to ensure that their everyday needs and requirements are designed into the greenway route. The proposed design may range from minimal interventions, such as new route signage and road markings right up to full public realm upgrades which would include new road and footpath layouts, and new surfacing, lighting and planting, all of which are still subject to discussion and further development.
- 3.19. A full topographical survey is currently being procured which will allow the design team to complete more detailed preliminary designs in this area prior to finalisation of the preferred route. These will be discussed further with local stakeholders when developed.
- 3.20. Traffic surveys carried out along Quay Street and The Hoar Rock show that there are currently up to 900 vehicles within this area per day. There are approximately 166 households located with direct access to The Hoar Rock, The Square and Quay Street. From Census 2016 data, the average number of people in a household is 2.75, giving an estimated total population in this specific area of 457. The National Household Travel Survey, published by the National Transport Agency in 2017, states that the average number of trips taken by people in the Greater Dublin Area per day is 1.87 with 63% of these trips undertaken by car. Multiplying these out suggests that approximately only 538 car trips by local residents would be expected daily in this area. Therefore there are approximately 400 through traffic trips which could be removed by implementing traffic management measures. This represents a 40% reduction in traffic volumes in this area and would be a significant improvement for residents. Further analysis of small area population statistics from the 2016 Census show that only about 45% of people in the Quay Street, The Square and The Hoar Rock areas currently commute to work or school daily by car. As this is lower than the 63% average from the National Household Travel Survey, the actual number of local resident car trips is, in all likelihood, even lower than the 538 stated above which would mean the volume and resultant reduction in through trips would be even greater. The project team are currently considering traffic management measures that would reduce or eliminate the 300 to 400 through traffic vehicles currently using the narrow streets in this area. The feasibility of introducing cul-de-sacs in the area is also being considered. This has the potential to decrease traffic volumes along The Hoar Rock and Quay Street even further than the 300 to 400 through traffic vehicles already highlighted
- 3.21. In consultation with the local community, measures have been proposed to manage unnecessary through traffic, e.g., making the road a cul-de-sac and introducing a two-way system. Further measures may be implemented to visually upgrade the aesthetics of the street to create an attractive urban environment for Quay Street that is suitable for the local residents needs and the needs of the future greenway users.
- 3.22. Given that the Fingal Coastal Way will generally attract people to areas of interest such as Skerries Head etc. it is likely that any users travelling along the greenway would divert onto Quay Street and The Hoar Rock regardless of whether or not they are directed to do so as it provides a direct route to the areas of attraction in Skerries with low volumes of traffic and no requirement to navigate along nearby busy roads and junctions.

Quality of Life

- 3.23. In terms of the Fingal Coastal Way, while additional pedestrians and cyclists will be attracted to the Quay Street area, the measures proposed will reduce vehicular through traffic and as such it is anticipated that the proposed scheme will have a positive impact in terms of noise.

- 3.24. The route through Quay Street is very much a route towards the destinations of Red Island, Skerries to the east or Balbriggan to the north. As Quay Street is not a destination in itself, it is unlikely that it will be used as a space for congregation of greenway users. This will be reinforced by the introduction of cycle parking facilities, benches etc. in other more appropriate locations along the route which will attract people to those areas as the natural destination and congregation areas along the routes.
- 3.25. Given the above, it is unlikely that greenway users would typically be stopping along these local residential roads and would have limited impact on privacy for residents, particularly as this is already a public road.
- 3.26. The introduction of the greenway to these streets will give an opportunity to enhance the existing character and function and would include improving junction safety, upgrading the existing public realm, reducing through traffic volumes and further reducing traffic speeds. In particular, the removal of 40% or more of the existing traffic from the area would be a considerable benefit for the quality of life of local residents. Any proposed enhancements would be carried out in accordance with the requirements of the Architectural Conservation Area.
- 3.27. Quay Street and The Hoar Rock are public streets and, as such, are subject to national and local government policies including the Design Manual for Roads and Streets (DMURS), the Climate Action Plan (2023), National Sustainable Mobility Policy Action Plan and the Fingal County Development Plan which all advocate the need for an increase in sustainable neighbourhoods and active travel routes with the aim of increasing walking and cycling in these areas and reducing vehicular traffic.

Parking

- 3.28. As discussed above, the exact design for the greenway has not been decided at this stage and a full topographical survey is currently being procured which will allow the design team to complete more detailed preliminary designs in this area prior to finalisation of the preferred route. These will be discussed further with local stakeholders when developed.
- 3.29. However, it is intended that impacts to residential car parking will be minimised particularly along the street sections. Depending on the final traffic management option implemented, no changes to the existing layout including parking may be required. Further consultation with local stakeholders will be held once the exact details of the proposed layout are developed.

Alternative Routes

- 3.30. A significant number of routes were assessed as part of the Stage 1 route options process which were presented to the general public in 2021. Detailed submissions were received during the Stage 1 Public Consultation period suggesting a number of additional alternative routes, all of which avoided the Quay Street and The Hoar Rock area.
- 3.31. A specific analysis of these proposed routes was carried out and the results published in a separate, dedicated report ("Skerries Route Options Detailed Assessment Report", document reference: 5188509DG0132). The conclusions of this assessment informed the Stage 2 detailed assessment process.

Traffic Management

- 3.32. A number of additional options for traffic management measures and various traffic flow options have been developed following the public consultation period and will be further discussed with local stakeholders. These include various one-way and two-way systems which could be implemented to limit the impact to local traffic.
- 3.33. Introducing additional cyclists and pedestrians to the area will not have an adverse impact on accessibility for residents. The reduction in overall vehicle traffic and other traffic management measures being implemented should realise a benefit for residents and users of the greenway alike. The proposed traffic management measures are likely to reduce existing traffic levels in the area by 40% or more, representing a significant improvement for local residents.

Property Value

- 3.34. The change in property values can neither be forecasted nor guaranteed, however Quay Street and The Hoar Rock as part of the proposed Fingal Coastal Way scheme, will provide a very attractive and enhanced urban environment which could have the potential to increase property values. Anecdotal experience along the Waterford Greenway shows an increase in demand on the micro property market. This has been reflected in both residential and commercial property.
- 3.35. Experience from other similar greenways constructed in Ireland such as the Waterford Greenway and the Great Western Greenway has not shown any tangible negative impact on land values. There are a number of studies that have been conducted in the United States which show an increase in land values for residential properties close to greenways.

Residents' Safety

- 3.36. The proposed greenway would have a positive impact on safety in the area with the introduction of traffic management measures both removing vehicular traffic and the possibility of managing a number of narrow roadway sections and blind corners to improve safety for all users. The introduction of additional cyclists and pedestrians at the expense of vehicular traffic would have a positive impact on resident's safety. In particular, the removal of 40% or more of the existing traffic from the area would have represent a significant improvement for local residents.

Theme 2: Hampton Cove and The Bower (Balbriggan)

- 3.37. Submissions raised concerns about the suitability of Hampton Cove and The Bower. The most common concerns are listed and responded to below.

Anti-Social Behaviour

- 3.38. Submissions expressed concern from residents regarding the increase of anti-social behaviour by people due to the greenway on Hampton Cove and The Bower. In the submissions, examples of these concerns were people consuming alcohol sitting on benches, vandalism, noise, litter, etc.

Loss of Green Area and Wildlife/Biodiversity

- 3.39. In the submissions, it was noted that many residents are concerned about the environmental impact of the greenway through the Hampton Cove green area.
- 3.40. The residents commented that to facilitate the greenway would require the removal of mature trees and the green areas along the main estate entrance as well as removal of part of the green area close to the coast. This green area is noted in some submissions as being characterized by a fragile ecosystem, and subject to further cliff erosion.

Street Suitability

- 3.41. Several responses were received expressing concern over the character of Hampton Cove and The Bower, which are residential streets. Residents have stated that these areas are housing estates which were not designed to accommodate the volume of walkers, cyclists, electric bicycles, and electric scooters which would be anticipated to use the Fingal Coastal Way.

Quality of Life and Residents' Safety

- 3.42. Several respondents stated the project would negatively impact on people's quality of life, especially the elderly and children who live in a safe environment with a green area in front of them and a view of the sea. This includes a number of submissions stating that they will lose privacy and that the area would no longer be a quiet residential environment.
- 3.43. Residents were also concerned about the construction and maintenance of the greenway, as this would increase heavy vehicle traffic in a small residential area and problems such as noise, dirt, dust, light, vibrations, and noise pollution.

- 3.44. Many of the submissions received expressed concern about the safety of Hampton Cove and The Bower for residents and greenway users (pedestrians and cyclists). Their concerns relate to the fact that the area is a quiet property, where children play unsupervised in the green and elderly residents use the green to exercise and socialize with the neighbours

Parking

- 3.45. A large number of submissions suggested that Hampton Cove and The Bower could be used as an informal parking area for people wishing to use the Fingal Coastal Way which would remove residents parking and cause congestion in the area.

Alternative Routes

- 3.46. Residents in the area expressed a preference for the Emerging Preferred Route to utilise a different route option, particularly an option which stays adjacent to the R127.
- 3.47. A number of submissions stated that the proposed route was not in accordance with the route as shown in the Greater Dublin Area Cycle Network Plan and, that the route should only follow the proposed route as shown in this plan.

Property Value

- 3.48. A number of respondents expressed concern about the scheme's impact on their property values.

Theme 2 Response:

Anti-Social Behaviour

- 3.49. The experience of greenways is that they do not attract anti-social behaviour as most users are local residents using the facility for leisure purposes. Typically, greenway users provide additional passive security in areas where anti-social behaviour already takes place, as more people avail of the route and bring more activity to the area.
- 3.50. Hampton Cove is already a residential area with a good level of passive surveillance with additional passive surveillance provided by the greenway likely to further reduce anti-social behaviour.
- 3.51. The primary concern about anti-social behaviour is that of groups of people using the proposed greenway as a gathering location to congregate for prolonged periods of time resulting in disruption of the use of the greenway by other users and impacts to adjacent landowners. Such behaviour will be managed through appropriate design of the greenway. This will include providing fencing/boundary treatments along the entirety of the greenway to keep greenway users separated from private lands and green spaces where appropriate; utilising the inherent passive surveillance afforded from other users, residences and roadways; and the careful design and placement of ancillary features such as benches, rest areas, toilets, etc. to encourage people to only congregate in appropriate places (i.e. trailhead areas or town and village centres). Such design elements encourage people to move along the greenway rather than stopping or congregating and have proven successful on other greenway schemes which have not observed significant anti-social behaviour issues.
- 3.52. With regard to the potential for littering along the route, consideration will be given to the provision of appropriate facilities at the design stage. Furthermore, a routine operation and maintenance manual will be developed at the detailed design stage of the project which would include litter management, similar to day to day and overall street management and maintenance operations carried out by Fingal County Council on all public streets and routes.

Loss of Green Area and Wildlife/Biodiversity

- 3.53. At this stage in the process, the exact form of the greenway in each area has yet to be decided as this will follow on from further consultation and careful consideration of the local environment. The design of this will be subject to design optioneering and liaison /engagement with the local community and will include the exact positioning of the greenway in green spaces to minimise impacts on local residents as well as the environment.

- 3.54. The greenway itself in this area will be 3 – 5m wide which would leave the vast majority of the available green space for use by residents. As mentioned above, the location of the greenway could be chosen to minimise the impact on residents, for example, by locating it close to the coast and providing fencing or other screening to separate it from the existing green space.
- 3.55. The environmental impact of the scheme has been one of the main considerations since the inception of the scheme. Atkins' team of environmental experts made a significant contribution in the constraints phase, in developing the Stage 1 route and evaluating them throughout the multi-criteria analysis in the Stage 2 assessment. They will continue to be an integral part of the design on this project during the preliminary design phase.
- 3.56. As the Emerging Preferred Route is progressed an Environmental Impact Assessment Report (EIAR) and Natura Impact Statement (NIS) are likely to be required which will include baseline surveys of flora and fauna in the area and assess all impacts of the proposed greenway on the environment. Mitigation measures as appropriate will be implemented and included in the design.

Street Suitability

- 3.57. Given the nature of the Fingal Coastal Way, the proposed route will run through both rural and urban areas and as such, will pass through a number of residential areas. These areas are inherently suitable for the provision of an amenity of this type as they serve local recreational and sustainable transport uses in a safe and attractive manner.
- 3.58. As discussed above, the exact location and form of the greenway in this area has yet to be decided but will be designed to reduce impact to local residents but locating it away from houses and providing, if necessary, fencing, hedging and other screening measures where appropriate.
- 3.59. The existing roadway within Hampton Cove which accesses the R127 is considerably wider than is typical for a residential street. This encourages higher speeds inappropriate to a residential location. The introduction of the greenway would offer an opportunity to narrow the existing carriageway, contribute to a reduction in traffic speeds and improve safety for all road users. The available width may also allow for the greenway to be implemented without the need for the removal of trees or verges.
- 3.60. A full topographical survey is currently being procured to allow the design team to develop more detailed designs for this area prior to confirming the preferred route. This will also include re-examining the option of continuing the greenway along the R127.

Quality of Life and Residents' Safety

- 3.61. There is no evidence that the introduction of a greenway would result in a less safe environment for local residents – this has not been the experience of any greenway implemented in Ireland to date. The majority of users along this route are likely to be local recreational users who are unlikely to have a negative impact on the quality of life of residents.
- 3.62. As discussed above, the location and form of the greenway has yet to be decided and will be designed with the aim of minimising the impact to the green area and its users. This may include boundary features and screening to keep the greenway separated from the green space.
- 3.63. It should be noted that the majority of residents in the area are currently required to cross a roadway to access the green space where vehicular traffic represents an inherently significantly greater risk than greenway users.
- 3.64. Construction or maintenance impacts would be temporary in nature and mitigated through use of construction management plans to limit inconvenience and disruption.

Parking

- 3.65. While the majority of users of the Fingal Coastal Way are anticipated to be either local in nature or likely to access the route by public transport, there will be some users who may drive to the area in order to use the greenway. Dedicated trail heads including parking areas will be identified and users directed to these to limit the possibility of them parking in inappropriate locations such as residential estates.

- 3.66. However, parking measures could possibly be implemented in local areas if necessary to restrict parking and to prioritise it for local residents. This would be monitored on an ongoing basis and implemented only where needed.

Alternative Routes

- 3.67. A large number of alternative routes were considered as part of both the Stage 1 and Stage 2 assessments as outlined in the Options Selection Report. These were assessed comparatively as per the methodology outlined within that report in the same manner as all other sub-sections of the route. Following these assessments, the Emerging Preferred Route was chosen to utilise the Hampton Cove and The Bower area as they performed best under the various criteria and best fulfil the project objectives. This analysis is contained in the scheme documentation as published on the Fingal County Council consultation portal during the consultation period.
- 3.68. However, a full topographical survey is currently being procured to allow the design team to develop more detailed designs for this area prior to confirming the preferred route. This will also include re-examining the option of continuing the greenway along the R127 with the possibility of a scenic route being included in the Hampton Cove and The Bower area.
- 3.69. The “Greater Dublin Area Cycle Network Plan” was published in 2013 and includes an indicative route for the East Coast Trail, which the Fingal Coastal Way will form part of. This forms part of National Cycle Network Corridor 5 as identified within that report. However, the extracts from the report below, clearly indicate that this route is indicative only and subject to further assessment and change:
- *“This key objective has been taken into account in this GDA Cycle Network Plan, which proposes that the national cycle routes would mostly follow greenways and high-quality cycle tracks in urban areas and where such corridors are available. Some sections of these routes may require following quiet local roads that are suitable for cycling in accordance with the criteria as described later in this chapter. Further route development studies may lead to adjustment of these indicative routes as shown in this plan”*
 - *“East Coast Trail: This route is part of National Cycle Network Corridor 5 and would extend within the Greater Dublin Area from Arklow in the south to Drogheda in the north. This study has identified an indicative route for the trail, mostly along greenways separated from traffic, and with some localised use of quiet minor roads in the areas most removed from the city”*
- 3.70. As these routes are clearly identified as being indicative and subject to route development studies, there is no requirement for the Emerging Preferred Route to exactly match that shown in the GDA Cycle Network Plan. This is true across the entire Emerging Preferred Route.

Property Value

- 3.71. The change in property values can neither be forecast nor guaranteed, however Hampton Cove, The Bower and Soldiers Cottages as part of the proposed Fingal Coastal Way scheme, will provide a very attractive urban environment along the route. Anecdotal experience along the Waterford Greenway shows an increase in demand on the micro property market. This has been reflected in both residential and commercial property.
- 3.72. Anecdotal experience from other similar greenways constructed in Ireland such as the Waterford Greenway and the Great Western Greenway has not shown any tangible negative impact on land values to date. There are a number of studies that have been conducted in the United States which actually show an increase in land values for residential properties close to greenways.

Theme 3: South Shore Road (Rush)

- 3.73. Submissions expressed concern about the Emerging Preferred Route proposal for South Shore Road to become a one-way street and the impacts of this change on the daily lives of residents and businesses. These concerns are listed and responded to below.

One Way System

- 3.74. Many of the submissions received expressed concern from residents and businesses about the proposal to make South Shore Road a one-way street and the impact this would have on their daily life and ability for businesses to function.
- 3.75. A large number of submissions stated that South Shore Road is an important main route in the area allowing vehicles to bypass Main Street. The introduction of a one-way system would result in additional traffic on Main Street which could affect public transport, residents' routines, and schools.

Alternative Routes

- 3.76. It was noted in the submissions received from those residents and businesses in the South Shore Road area reported that they would prefer an alternative route along Channel Road or the South Beach to be utilised.

Theme 3 Response:

One Way System

- 3.77. The introduction of a one-way system along South Shore Road would have limited impact on access to residential and business properties along it. Given the number of access points to South Shore Road including Hands Lane, Sandy Lane, Golf Road and Daly's Lane, the majority of traffic would need to utilise short alternative routes in one direction only. This represents a very minor inconvenience for vehicular users.
- 3.78. As noted in a number of submissions, there is already a large volume of pedestrians and cyclists using South Shore Road which currently has no safe facilities for them. The introduction of a one-way system will improve safety for all road users in the area.
- 3.79. South Shore Road, as noted by many submissions, is a narrow roadway which is primarily residential in nature. It is, therefore, not a suitable route for large volumes of traffic wishing to bypass Main Street. This traffic would be directed to more appropriate roads such as Main Street, which is a regional road, and Channel Road which is a wider road with traffic calming measures already installed. It is noted from local observation that many drivers currently utilise South Shore Road in order to avoid these traffic calming measures.
- 3.80. A full topographical survey is currently being procured to allow the design team to develop more detailed designs for this area prior to confirming the preferred route which will include analysis of pinch points where some local land acquisition may be required where no other option is possible. Access for businesses and residences will be maintained throughout the route. In particular, access needs for businesses will be determined through further local consultation and incorporated where necessary. The process of carrying out this local consultation has already commenced and will continue on an ongoing basis through the development of the scheme.
- 3.81. Further development of the proposed traffic management system in the area will be undertaken by the design team and discussed with local stakeholders including business owners and residents prior to confirmation of the preferred route.
- 3.82. Given the local nature of the majority of diversions required to implement a one-way system in this area, it is unlikely to have a large-scale vehicular network impact. However, further assessment of local traffic impacts will be incorporated, if necessary, as part of the Environmental Impact Assessment Report (EIAR).

Alternative Routes

- 3.83. A large number of alternative routes, including routes along Channel Road and the South Beach were considered as part of both the Stage 1 and Stage 2 assessments as outlined in the Options Selection Report. These were assessed comparatively as per the methodology outlined within that report in the same manner as all other sub-sections of the route. Following these assessments, the Emerging Preferred Route was chosen to utilise South Shore Road as it performed best under the various criteria and best fulfils the project objectives. This analysis is contained in the scheme documentation as published on the Fingal County Council consultation portal during the consultation period.

Theme 4: Turvey Estate (Donabate)

- 3.84. Submissions expressed concerns about the Emerging Preferred Route passing through the Turvey Estate area and these concerns are listed and answered below.

Permeability Links

- 3.85. Many of the submissions received express concern about introducing permeability between the Turvey Estate and Beverton Green which are currently separated.

Anti-Social Behaviour

- 3.86. Many of the submissions received express concern from residents regarding the possibility of an increase in anti-social behaviour by people due to the greenway through Turvey Estate and the greenway would bring high number of people and groups to congregate for prolonged periods and examples of these concerns are people consuming alcohol, vandalism, noise, litter, etc. A large number of submissions stated that anti-social behaviour currently takes place on the Beverton Park side of their boundary.

Removal of Green Space

- 3.87. In the submissions, residents stated that Turvey Estate is the existing green space is used by the community for number of occasions and the greenway would remove the ability of the community to use this space.

Parking

- 3.88. A large number of submissions suggested that the Turvey Estate could be used as an informal parking area for people wishing to use the Fingal Coastal Way which would remove residents parking and cause congestion in the area, particularly when Newbridge Demesne is closed.

Residents' Safety

- 3.89. Many of the submissions received express concern about the safety on the shared space between residents and Greenway users (pedestrian and cyclists). Their concerns mainly relate to the need for cyclists to navigate junctions and cars parked on road and the introduction of cyclists, scooters and other mobility modes to the area.

Alternative Routes

- 3.90. Many submissions proposed a number of alternative routes to avoid going through Turvey Estate.

Property Value

- 3.91. There are many submissions raising concerns that Fingal Coastal Way will have a negative impact on their property values.

Theme 4 Response:

Permeability Links

- 3.92. The proposed greenway will provide permeability for walking and cycling only. It is important to note that this does not represent the removal of a cul-de-sac as no vehicle access will be permitted. The provision of permeable links for walking and cycling is a key policy set out in the "*Design Manual for Urban Roads and Streets*" (DMURS) and this is reflected in the "*Fingal County Development Plan, 2023 – 2029*" which contains a number of objectives to improve permeability between developments. This provides equitable access for all users and encourages sustainable mode choices where travel distances can be significantly decreased.

Anti-Social Behaviour

- 3.93. The experience of greenways in Ireland to date is that they do not attract anti-social behaviour as most users are local residents using the facility for leisure purposes. Typically, greenway users provide additional passive security in areas where anti-social behaviour already takes place because of its secluded nature, as more people avail of the route and bring more activity to the area.
- 3.94. Turvey Estate is already a residential area with a good level of passive surveillance and additional passive surveillance provided by the greenway is likely to further reduce anti-social behaviour.
- 3.95. The primary concern with regard to anti-social behaviour is that of groups of people using the proposed greenway as a gathering location to congregate for prolonged periods of time resulting in disruption of the use of the greenway by other users and impacts to adjacent landowners. Given a number of submissions reported that anti-social behaviour is currently occurring on the opposite side of the boundary at Beverton Park, the introduction of a greenway and associated opening of a permeable route would remove these secluded areas by introducing active and passive surveillance to the route, thus making these areas less attractive for this behaviour.

Removal of Green Space

- 3.96. The exact location and form of the greenway in this area is yet to be determined. However, the intention would be to minimise the impact to the existing green space. This may be achieved by staying on Turvey Drive and only running the greenway adjacent to the existing hedgerow to the north of the green space which would leave the vast majority of the green space untouched. Alternative layout options will be discussed with local stakeholders prior to confirmation of the preferred route.

Alternative Routes

- 3.97. A large number of alternative routes were considered as part of both the Stage 1 and Stage 2 assessments as outlined in the Options Selection Report. These were assessed comparatively as per the methodology outlined within that report in the same manner as all other sub-sections of the route. Following these assessments, the Emerging Preferred Route was chosen to utilise the Turvey Estate area as they performed best under the various criteria and best fulfil the project objectives. This analysis is contained in the scheme documentation as published on the Fingal County Council consultation portal during the consultation period.
- 3.98. A number of additional routes are under consideration in this area including some which were identified in discussions with local residents along the route corridor.
- 3.99. An alternative route which utilises the main street in Donabate and the proposed new pedestrian/cyclist bridge over the railway was included on the Emerging Preferred Route maps issued as part of the public consultation. This route may become the preferred route over time; however, this would rely on a number of separate projects being delivered by both Fingal County Council and private developers. While the timeframe for the delivery of these is uncertain, the current Emerging Preferred Route will be progressed as it is not dependent on any other schemes.

Property Value

- 3.100. The change in property values can neither be forecast nor guaranteed, however Turvey State as part of the proposed Fingal Coastal Way scheme, will provide a very attractive urban environment along the route. Anecdotal experience along the Waterford Greenway shows an increase in demand on the micro property market. This has been reflected in both residential and commercial property.
- 3.101. Anecdotal experience from other similar greenways constructed in Ireland such as the Waterford Greenway and the Great Western Greenway has not shown any tangible negative impact on land values to date. There are a number of studies that have been conducted in the United States which actually show an increase in land values for residential properties close to greenways.

Residents' Safety

- 3.102. While the exact layout of the greenway in this area is yet to be determined, the need for cyclists to navigate parked cars and priority junctions in low speed and low traffic volume areas is not unsafe or unusual. As in all cases, cyclists will be required to follow the same rules of the road as vehicular

traffic in this area while pedestrians will typically use existing footpaths. The exact layout, which may include traffic management measures to further improve safety, will be developed once the preferred route is confirmed.

- 3.103. The introduction of additional cyclists and pedestrians into the area cannot be considered to be unsafe in and of itself. It should be noted that residents currently need to cross an existing road with vehicular traffic to access the green space which represents an inherently greater risk than any greenway user.

Theme 5: Kilbush Lane and land behind Six Cross Lane (Rush)

Street Suitability

- 3.104. Some submissions raised concerns in relation to Kilbush Lane saying that this street is not suitable for a greenway because it is too narrow and with too much traffic.

Impact on Properties and Landowners

- 3.105. A number of submissions raised concerns about impact of the Emerging Preferred Route on their private lands to the west of Six Cross Lane including issues with splitting the land down the middle, and removal of horticultural land.

Alternative Routes

- 3.106. It was noted in the submissions received from those residents and businesses in this area reported that they would prefer an alternative route such as along Six Cross Lane or the North Beach to be utilised.

Theme 5 Response:

Street Suitability

- 3.107. As part of the Emerging Preferred Route, it is proposed to close Kilbush Lane at its junction with Lower Main Street and providing filtered permeability for active walking and cycling users only. This would remove traffic from Kilbush Lane which currently uses this road as a short cut to access the Skerries Road and avoid its junction with Main Street. The removal of this traffic will ensure that only local residents will be utilising this section of road which will make it suitable for shared use with pedestrians and cyclists.
- 3.108. The intention along this section of road will be for it to remain similar to the existing layout with cyclists remaining on the existing carriageway.

Impact on Properties and Landowners

- 3.109. Significant consideration is always given to the impact of the proposed route on private land and farmland. Generally, the proposed routes follow field boundaries to avoid splitting farmland unnecessarily. While efforts have been made to reduce the impact of the greenway on private property, some private land will be required to facilitate the construction of the Fingal Coastal Way. It is intended that this land will be acquired by agreement as far as possible in line with TII's "*Code of Best Practice for National and Regional Greenways*". The project team has actively engaged with numerous landowners in this particular area.
- 3.110. A dedicated Project Liaison Officer (PLO) has been appointed by Fingal County Council to liaise directly with all affected landowners along the Emerging Preferred Route. This will also include alignment with the TII code of best practice including various resources being made available such as an independent agronomist.
- 3.111. In rural areas, the greenway is generally located away from private houses, however, screening and accommodation works will be discussed with any affected landowners to address privacy and security concerns.
- 3.112. Access will be maintained to any farmlands that the route may pass through with gates provided to allow landowners to traverse the greenway and access lands either side. It is envisaged that the greenway will be fenced either side through these lands to ensure farmlands are kept separate from

users. Accommodation works will be discussed directly with the PLO and agreed as the scheme progresses.

Alternative Routes

- 3.113. A large number of alternative routes were considered as part of both the Stage 1 and Stage 2 assessments as outlined in the Options Selection Report. These were assessed comparatively as per the methodology outlined within that report in the same manner as all other sub-sections of the route and included routes on Six Cross Lane and the North Beach.
- 3.114. Additional routes were identified in this area following the Stage 1 public consultation and affected landowners were contacted where possible. The project team met with the majority of these landowners prior to the Stage 2 assessment being carried out to identify their concerns.
- 3.115. Following these assessments, the Emerging Preferred Route was chosen as it performed best under the various criteria and best fulfil the project objectives. This analysis is contained in the scheme documentation as published on the Fingal County Council consultation portal during the consultation period.

Theme 6: Impact on farmers and landowners

- 3.116. A number of concerns have been raised about the impact on farmland and lack of communication.

Project Liaison Officer and Project Agronomist

- 3.117. Concern was raised with regard to a lack communication from the project team to relevant landowners and the need for an agronomist to advise landowners.

Farm operations and Land Severance

- 3.118. A number of submissions raised issues with the proposed scheme's potential impacts on daily farm operations. These primarily revolved around access to and across farmlands and the challenges that crossing a greenway presents to farm operations and viability. Concern was also raised regarding the increased risk associated with the general public in close proximity to active farm operations. This includes any increased livestock health risks and a concern for public safety due to the public being in close proximity to live animals and heavy machinery.

Theme 6 Response:

Project Liaison Officer and Project Agronomist

- 3.119. The project team met with a significant number of impacted landowners where these could be identified through the Stage 1 public consultation submissions and land registry data. These meetings took place prior to the Stage 2 assessment process being carried out. A number of changes to routes were made in various locations due to the feedback received from landowners including attempting to limit the need for landowners to cross the greenway at any point. These revisions were included in the Stage 2 assessment.
- 3.120. Fingal County Council has appointed a Project Liaison Officer (PLO) who will liaise and engage directly with all affected landowners or their representatives on any matters relating to the Fingal Coastal Way.
- 3.121. The PLO will provide information on the scheme and the procedures involved in the development of the scheme and outline the manner and the extent to which individuals or their property may be affected. The PLO will engage directly with individual landowners along the proposed route corridor and seek to agree a preferred route that minimises impacts on their property, whether it is a farm, residential or other type of property.
- 3.122. The PLO will also outline the procedures whereby work to be undertaken as a consequence of the construction of the Greenway is agreed between individuals or those acting on their behalf and the project team, i.e., accommodation works concerning matters such as access, fencing, drainage, etc. In addition, the PLO will provide information on the programme of work for the completion of the Greenway, seek to minimise the impact of construction works on farm operations and provide contact

details to landowners and be available at all reasonable times. They will also discuss requirements for ecological surveys and visual inspections which will be required to facilitate the preferred route.

- 3.123. The services of an Independent Agronomist engaged by the project team, will be made available to landowners to assess the impact of the proposed greenway fully and objectively on their farms, business and other property types, which will assist with the determination of a preferred route. This agronomist will be funded by Fingal County Council but will be independent of the design team.

Farm operations and land severance

- 3.124. All Route Options including the EPR corridor were typically developed along field boundaries to avoid severance of individual fields and the bifurcation of individual farms where possible. This approach was undertaken to avoid/minimise the need for farmers to cross the greenway and the potential disruptions this could cause to farm operations. However, there are a number of locations where other constraints such as coastal erosion or archaeological sites require setbacks from existing boundaries.
- 3.125. As the emerging preferred route is a corridor at this stage, the exact route through any given land holding may be further refined and optimised through discussions with the PLO in consultation with the landowner in order to minimise the impact of the greenway as far as possible. In order to facilitate this, ecological and visual surveys of the land holdings will be prepared.
- 3.126. While preferable to avoid the need for farm vehicles and livestock to cross the greenway, it cannot be avoided at all locations and the provision of crossings will be considered as needed. The locations and types of crossings, as well as other types of accommodation works to help mitigate potential impacts, will need to be developed in consultation with individual landowners based on the unique context and operations of individual land holdings. This type of work is best accomplished when more details about the specific route are known and will begin to occur during the preliminary design phase of scheme development.
- 3.127. In all cases, the proposed greenway will be fenced on both sides and planting or screening may be utilised to separate it from any farmland in order to minimise the risk of members of the public coming into contact with livestock or agriculturally sensitive areas.

Theme 7: Code of Best Practice for National and Regional Greenways

- 3.128. Many submissions expressed concern that in the case of the Fingal Coastal Way, TII's Code of Best Practice for National and Regional Greenways was not followed by the project team.

Theme 7 Response:

- 3.129. The *"Code of Best Practice for National and Regional Greenways"* was issued by Transport Infrastructure Ireland (TII) in December 2021 and sets out the guidelines for greenway development.
- 3.130. As the Fingal Coastal Way project began in mid-2019, prior to the publication of the code, the steps taken to date including the three public consultations held to date are in line with the best practice. The public consultation carried out to date most closely aligns with Public Consultation No. 2 as outlined in the code of best practice. The project will continue to align with the code of best practice in the coming stages in agreement with TII, the funding and oversight agency for this project. Additional public consultation will be undertaken when a preferred route is determined following direct consultation with landowners and other affected parties.
- 3.131. The Code includes specific requirements for consultation with landowners and, as stated above, a PLO has been appointed and an Independent Agronomist will be appointed shortly to carry out these tasks prior to determining a preferred route.

Theme 8: Communication and the Consultation Process:

- 3.132. A number of submissions were received querying the communication strategy and the overall consultation process which has been employed for the scheme to date. In particular, landowners and residents' associations expressed concern with the consultation process that the project team is not

considering their complaints. A greater focus on sharing information and design proposals with regular updates was suggested by a number of submissions in this theme.

Theme 8 Response:

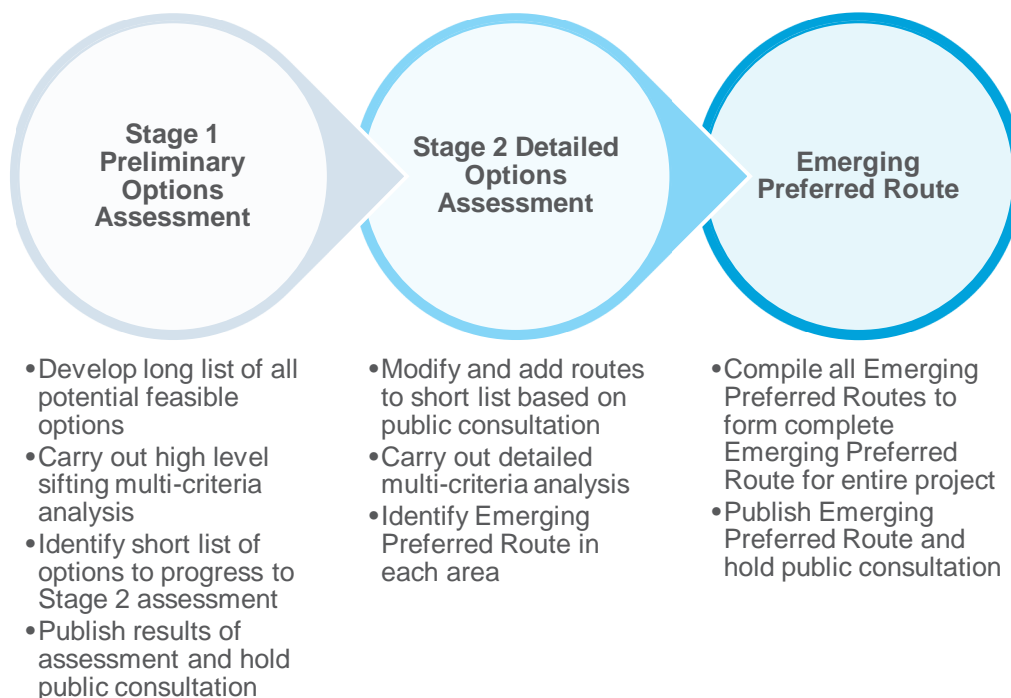
- 3.133. Although, as noted above, this project began before the publication of the Code of Best Practice for National and Regional Greenways, the consultation undertaken to date is in line with the requirements of those guidelines. Three public consultations have now been undertaken with updates provided on the progress of the project at each consultation stage. Each public consultation has been widely publicised including in newspapers, social media, leaflets and direct letters.
- 3.134. In addition to these, one-to-one meetings with a large number of directly impacted landowners has been undertaken to date, with additional meetings to be held with all landowners now that a PLO has been appointed.
- 3.135. The project team has also met with local stakeholders including residents' groups multiple times in a number of areas to discuss their concerns.
- 3.136. It should be noted that the project is only at Emerging Preferred Route stage and that additional detail on the final preferred route, exact proposals, designs and layouts which many people may be looking for are not developed at this stage. Design detail will only be developed following the establishment of a preferred route. As further detailed layouts are developed, these will also be shared with relevant stakeholders and further public consultations will be held.
- 3.137. It is important to note that while the feedback received throughout the public consultation is considered throughout the process, it does not necessarily result in changes that may be requested by some individuals or groups being incorporated in the Emerging Preferred Route. The multi-criteria analysis (MCA) process used to identify the Emerging Preferred Route considers a wide array of criteria with no one criteria outweighing the others.

Theme 9: Multi Criteria Analysis (MCA Process) and Emerging Preferred Route

- 3.138. Many submissions were received querying various elements of the MCA process used including the process, criteria used and the comparative assessment carried out.

Theme 9 Response:

- 3.139. In order to adequately assess the many possible options for the route of the proposed greenway, a two-stage assessment process was undertaken. The assessment process is summarised below.



- 3.140. To arrive at the Emerging Preferred Route, a two-stage assessment process was used. The Stage 1 Preliminary Options Assessment, which was the subject of the last public consultation in May – June 2021, was undertaken on the initial route options. The main assessment criteria utilised for the Stage 1 Preliminary Options Assessment were Engineering, Environment and Economy as referenced in TII’s “Project Appraisal Guidelines Unit 7.0: Multi Criteria Analysis”.
- 3.141. The main assessment criteria utilised for the Stage 2 Detailed Options Assessment were the six Common Appraisal Framework (CAF) criteria of Safety, Accessibility and Social Inclusion, Integration, Environment, Economy and lastly physical Activity, as referenced in TII’s “Project Appraisal Guidelines Unit 7.0: Multi Criteria Analysis”. The Stage 2 assessment process was undertaken on a detailed quantitative basis with supporting qualitative assessment where appropriate or necessary.
- 3.142. Sub-criteria and associated considerations were developed with reference to the project objectives and vision, ensuring that the criteria could appropriately measure the achievement of these objectives by each identified route option.
- 3.143. Each sub-criterion was comparatively assessed by subject matter experts in each relevant discipline. The completed MCAs were further reviewed holistically by the project team and a peer review process was carried out by TII.
- 3.144. It should be noted that the EPR is a route corridor proposal that was put to public consultation. Following assessment of submissions and discussions with landowners a preferred route will be established.

Theme 10: Environmental Concerns:

- 3.145. A number of submissions were received relating to the impact of the proposed greenway on the environment. This includes submissions relating to wildlife, biodiversity, coastal erosion, flooding etc.

Theme 10 Response:

- 3.146. Since the inception of the scheme and throughout the development of the project to date, the environmental impact of the scheme has been one of the main considerations. The consultant’s team of environmental experts have had significant input in the constraints stage, development of Stage 1 routes and the assessment of these. They continued to be an integral part of the design team on this

project throughout the Stage 2 assessment including development of the EPR and will continue to be an integral part of the team as the scheme progresses towards the preliminary design stage.

- 3.147. At the constraints stage a constraints study was carried out in which a comprehensive review of the environmentally sensitive sites in the study area was completed.
- 3.148. Under the Stage 1 assessment, one of the three criteria under which the proposed routes were assessed was the environmental impact of the routes. Many of the routes brought forward to Stage 2 of the route selection process were progressed due to their preferential performance in the environmental criteria.
- 3.149. Under the Stage 2 detailed assessment the environmental impact continued to be considered as part of Stage 2 multi-criteria analysis and being one of the main assessment criteria. This included a further detailed assessment of each route with ecological, archaeological, cultural heritage, flooding, among other impacts considered.
- 3.150. As the Emerging Preferred Route is progressed an Environmental Impact Assessment Report and Natura Impact Statement will be developed which will assess all impacts of the scheme on the environment.

Theme 11: Connection with surrounding towns/areas/schemes

- 3.151. Submissions on this theme related to the possibility of connecting the Emerging Preferred Route to certain locations or existing schemes outside the scheme extent such as:

Lusk

- 3.152. Some of the submissions expressed a desire for cycle facilities and connectivity of the Emerging Preferred Route (EPR) to Lusk and Lusk/Rush train station.

Malahide

- 3.153. Some of the submissions expressed a desire for connectivity of the Emerging Preferred Route (EPR) with the Malahide area.

Portrane

- 3.154. Some of the submissions expressed a desire for cycle facilities and connectivity of the Emerging Preferred Route (EPR) to Portrane.

Theme 11 Response:

- 3.155. The response to this theme highlights some specific locations that were cited in the submissions. In general, the intention is for the Fingal Coastal Way to form a “spine” route which may connect to various locations and towns via active travel schemes to be delivered by separately Fingal County Council.

Lusk

- 3.156. A number of submissions stated a desire to incorporate the town of Lusk into the scheme. Fingal County Council is currently carrying out a feasibility study for a link between Lusk and Rogerstown Park which will also link to the Lusk and Rush train station. This project is funded by the Fingal Capital Programme 2022. It remains an objective of the Fingal Development Plan to deliver connectivity from the train station to Rush and this will be addressed in 2023 with the appointment of a project team from the Planning & Strategic Infrastructure Department and the appointment of consultants. The Emerging Preferred Route would link to this route at Rogerstown Park.

Malahide

- 3.157. Plans are underway to deliver the Broadmeadow Greenway. This greenway will tie in with the Fingal Coastal Way at Donabate as well as with a number of other cycling and walking schemes in the area such as the Sutton to Malahide Pedestrian & Cycle Scheme.

- 3.158. The Broadmeadow Way was granted permission in May 2020 and is currently progressing through detailed design with advance works currently underway.

Portrane

- 3.159. A number of proposed and existing schemes are actively under development by Fingal County Council in this area. These include the Cliff Walk and the Portrane Road cycle route which is being progressed by Fingal County Council's Active Travel Dept and will provide links to the Fingal Coastal Way.

Theme 12: Impact on Other Roads/Streets/Lanes

- 3.160. There were a number of submissions that related to specific streets and lanes within the scheme extents. Generally, concerns were raised about congestion and safety on these streets. The streets referenced included but were not limited to: Pump Lane in Skerries, Channel Road in Rush, Bawn Road in Rush, Beaverstown Road in Donabate, Balisk Lane in Donabate and Beverton Estate in Donabate.

Theme 12 Response:

- 3.161. At this stage in the process, the exact form of the greenway in each area has yet to be decided as this will follow on from topographical surveys and careful consideration of the local environment. As the design progresses, consideration will be given to incorporating design features that suit each locale.
- 3.162. Traffic management measures will be considered to ensure the safety of all greenway users. Measures such as one-way systems, traffic lights, ramps, amendments to on-street parking arrangements, etc will all be considered when progressing the design of the route.

Theme 13: Greenway User Segregation and Traffic Management

- 3.163. Various submissions requested that the greenway should be segregated from vehicular traffic throughout or that traffic management measures be implemented in various locations. Additionally, a number of submissions requested that pedestrians and cyclists be segregated along the greenway.

Theme 13 Response:

- 3.164. In so far as possible and necessary, Fingal Coastal Way users will be segregated from vehicular traffic. This will not be possible at every section of the scheme and at such sections, consideration will be given towards implementing shared spaces and/or appropriate traffic management measures to reduce traffic speeds and volumes and to facilitate safety for all road users. The majority of these measures have been identified as part of the Emerging Preferred Route although further design work will be required in a number of locations to determine the exact layout for the greenway.

While no specific design has been finalised for the scheme, the intention at this stage will be for the coastal way to be a shared route for pedestrians and cyclists, predominantly segregated from vehicular traffic. Some respondents have raised concerns regarding pedestrians and cyclists sharing the same space but as noted in Section 4.1 of the *Sustrans Traffic-Free Routes and Greenways Design Guide*, shared spaces tend to promote better behaviour amongst users insofar as there tends to be less "territorial" behaviour between cyclists and pedestrians.

- 3.165. By implementing a shared solution, less space is required for the coastal way. This leads to a reduced impact on the environment and yields other benefits such as a reduced impact on landowners.
- 3.166. The *Strategy for the Future Development of National and Regional Greenway* published by the Department of Tourism, Transport and Sport in 2018 states that: "Greenways are for everyone. While they may be designed specifically to meet the needs of cyclists in terms of gradient and surface, they are used by pedestrians, wheelchair users, children in buggies as well as people on all types of

bicycles.” It also says: “Our Greenways will be for ‘Shared Use’ by pedestrians and people cycling for a range of different users.”

- 3.167. The vast majority of greenways constructed utilise this concept of shared space between cyclists and pedestrians and have been very successful to date.
- 3.168. There will be some sections of the route where cyclists may be directed on to the road to shared areas with vehicular traffic, however, these are limited to appropriate areas where vehicle volumes and speeds are low.

Theme 14: Ancillary facilities

- 3.169. A number of submissions expressed the need for adequate facilities to be provided along the coastal way. These included, but were not limited to:
- Toilet Facilities
 - Bins
 - Bicycle Parking
 - Bicycle Rental
 - Car Parking
 - Recreational spaces
 - Charging points
 - Cafes and Restaurants

Theme 14 Response:

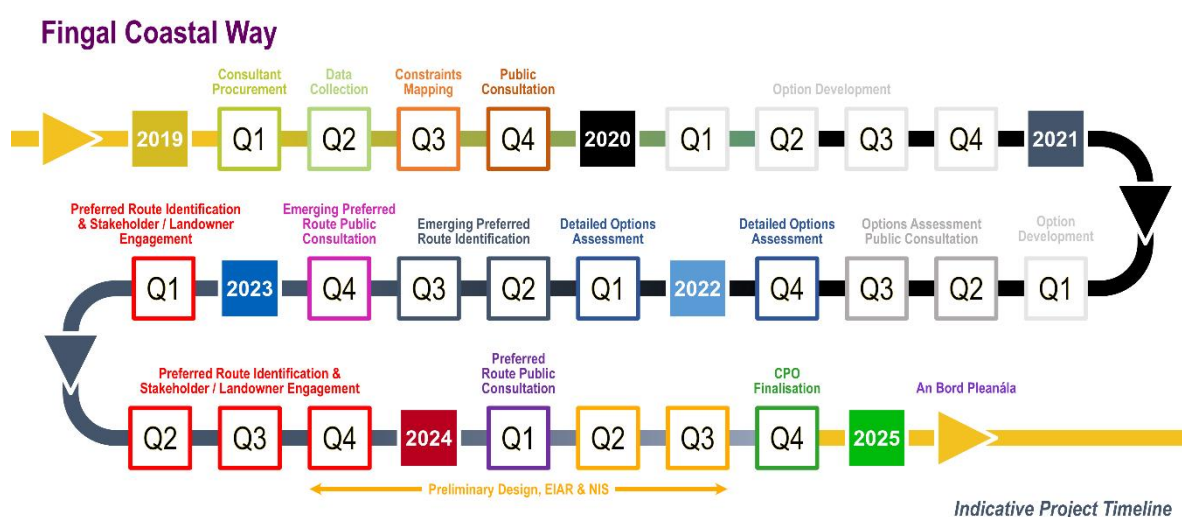
- 3.170. This stage of the consultation process relates to Emerging Preferred Route and, as such, details of ancillary facilities are not a critical item in determining the route for the scheme. However, the provision of facilities along the route will be incorporated as the project progresses from the Emerging Preferred Route stage through the next stages of the project.
- 3.171. It is envisaged that existing facilities will be developed and improved at strategic locations along the route and in particular at the regional parks and harbours.

4. Conclusion and Next Steps

Conclusion

- 4.1. A public consultation was carried out for the Stage 2 route options for the Fingal Coastal Way which presented the Emerging Preferred Route in all sections of the study area, the methodology for the assessment and the outcome of the Stage 2 assessment, including maps of the Emerging Preferred Route.
- 4.2. The public consultation commenced on 25th October 2022 and ran until 22nd December 2022. The event included an online questionnaire and comment form, a public webinar, in-person information sessions, media advertisements, letters to landowners, leaflet drops and social media posts. 614 submissions were made through the online questionnaire, email, the Fingal consult portal and by post.
- 4.3. The key findings of the public consultation indicate that there are a number of specific concerns raised as summarised in the fourteen themes set out previously. Issues raised in these themes are being further investigated and considered as the project develops.
- 4.4. A dedicated Project Liaison Officer has been appointed who will, alongside an Independent Agronomist, liaise directly with affected landowners, aiding the establishment of a preferred route along the proposed route corridor. This will allow the project team to facilitate enhanced landowner engagement as the scheme develops.
- 4.5. Additional investigation work and option development will be carried out by the project team in a number of key specific areas to provide further information and certainty prior to confirming the preferred route.
- 4.6. Once the preferred route is confirmed the Preliminary Design will commence along with the preparation of the required Environmental Impact Assessment and Natura Impact Statement. Year 2024 will see the commencement of the Statutory Approval wherein the planning application for the greenway scheme will be submitted to An Bord Pleanála. Figure 3-1 outlines the anticipated project timeline involved.

Figure 4-1 - Indicative Timeline to Planning Application



Appendices



Appendix A. Stage 2 Executive Summary

Fingal Coastal Way

Options Assessment Report Executive Summary

Fingal County Council

October 2022



Notice

This document and its contents have been prepared and are intended solely as information for Fingal County Council and use in relation to Fingal Coastal Way

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1. Introduction

1.1. Scheme Context

The Fingal Coastal Way is a proposed coastal greenway extending approximately 32km along the Fingal Coast from Newbridge Demesne to the Fingal/Meath Border. The scheme is being developed in conjunction with Transport Infrastructure Ireland (TII) and forms part of TII's proposed National Cycle Network (NCN) which was subject to a public consultation from the 4th of May to the 7th of June 2022. Information on the NCN is available at <https://ncn.consultation.ai>.

The scheme is a long-standing objective of Fingal County Council and this is further reflected in the current 2017-2023 Fingal Development Plan (FDP). The Development Plan outlines numerous policies and objectives to plan and develop a route that integrates a coastal pedestrian and cycle route with sensitive natural and built heritage sites whilst achieving a balance between conservation of such sites and public uses such as leisure, recreation and tourism. Further details on the relevant FDP are available in 3.1.4 of this report.

The scheme is also identified within the Greater Dublin Area Cycle Network Plan where it will form part of the overall route FG1/N5. Route FG1/N5 is set out indicatively in the plan and the emerging preferred route of the Fingal Coastal Way scheme is not restricted to this outlined indicative route. The scheme also aligns with the objectives of the "Strategy for the Future Development of National and Regional Greenways", published by the Department of Transport, Tourism and Sport in July 2018.

In September 2021, the Department of Transport appointed Transport Infrastructure Ireland as the Approving Authority for national greenway projects. As such, Fingal County Council is the Sponsoring Agency for this project whilst TII is the Approving Authority.

This report outlines the study undertaken to determine the route feasibility and option assessment process.

1.1.1. Project Benefits

The project meets all of the criteria highlighted in the Strategy for the Future Development of National and Regional Greenways published by the Department of Transport, Tourism and Sport in 2018. It is regarded as strategic in nature in that it will link to other nationally important cycle routes, ultimately connecting the eastern counties of Louth, Meath, and Dublin with the well-developed greenway network in Northern Ireland. The proposed greenway will run along the Fingal coastline which boasts breath-taking scenic views of the Irish Sea. It will pass by a number of coastal towns and villages and numerous historical landmarks. The route will be designed to be segregated as far as possible and will be enjoyed by a range of different users.

1.1.1.1. Strategic

The East Coast Trail (Arklow – Drogheda) is proposed within the National Transport Authority's Greater Dublin Area Cycle Network Plan. It is also proposed as part of TII's National Cycle Network to run from Rosslare to Northern Ireland. The Fingal Coastal Way goes a long way to delivering these objectives.

The proposed scheme will also tie into the Sutton to Sandycove cycle scheme via the approved Broadmeadow Way scheme and the Sutton-Malahide pedestrian and cycle route (at pre-planning stage), providing a high quality, continuous link to Dublin City to the south. There is unrivalled connectivity for the overall East Coast Trail route as it passes close to Dublin Airport, Dublin City including Dublin Port, the major national road network and directly adjacent to the main Dublin-Belfast rail line.

1.1.1.2. Scenic

The route will pass along a number of areas of picturesque scenery with views of the sea from Rogerstown Estuary, Howth Head, Ireland's Eye and Lambay Island. A number of quaint seaside towns which boast harbours and marinas are also directly on the route including Balbriggan, Skerries, Loughshinny and Rush.

1.1.1.3. See & Do

The multitude of activities along the route will cater for all tastes and ages, from medieval castles, prehistoric tombs, water sports, adventure sports, walking trails and cultural centres. Highlights include Newbridge House and Farm, Drumanagh Fort, Ardgillan Castle, and Skerries Mills.

1.1.1.4. Sustainable

Passing through one of the youngest, fastest growing and most densely populated areas of the state, the route will be well used all year round by residents and visitors alike. Furthermore, the accessibility of the route is second to none being positioned closest to Dublin Airport and numerous stations along the Dublin-Belfast railway line. It is also positioned to service a number of fast-growing towns in Fingal including Swords, Malahide, Rush, Lusk, Skerries and Balbriggan as well as providing an onward connection northwards to Drogheda and Dundalk.

1.1.1.5. Segregated

The route will be developed as a primarily segregated off-road facility that will be attractive for all levels of cycling and walking enthusiasts and from all ages.

1.2. Purpose of the Feasibility and Options Assessment Process

The project is being brought forward through the following stages as set out by Transport Infrastructure Ireland's (TII's) Project Management Guidelines:

- **Phase 0:** Scope and Pre-Appraisal
- **Phase 1:** Concept and Feasibility
- **Phase 2:** Options Selection
- **Phase 3:** Design and Environmental Evaluation
- **Phase 4:** Statutory Process
- **Phase 5:** Enabling and Procurement
- **Phase 6:** Construction and Implementation
- **Phase 7:** Close Out and Review

This report sits within Phase 2 of the project as outlined above and includes the route options assessment process.

The purpose behind the Feasibility Study and Options Assessment report is to outline the process involved in selecting the Emerging Preferred Route option. As part of identifying the Emerging Preferred Route, the following steps were undertaken:

- Confirm study area extents
- Identify key constraints within the study area (desktop study, site inspections, mapping of identified constraints, utility information, traffic surveys, review of flood maps)
- Develop a long list of potentially viable route options
- Undertake a high-level sifting process to identify a short list of feasible options that can potentially deliver the project objectives
- Carry out a detailed systematic assessment of the short-listed options
- Arrange public consultations at the relevant stages
- Stakeholder engagement; and,
- Further evaluate options following public consultations, taking feedback from the consultation process into account to determine an emerging preferred route corridor.

A more detailed description is provided in the following sections.

2. Identification of Need

The development of the Fingal Coastal Way meets the objectives of a large number of national and regional policies to improve sustainable travel, increase local amenities and provide social, health and economic benefits as contained within the following strategies:

- National Planning Framework – Project Ireland 2040
- National Development Plan 2021 – 2030
- Strategy for the Future Development of National and Regional Greenways 2018
- National Sustainable Mobility Policy 2022 – 2025
- Climate Action Plan 2021
- National Investment Framework for Transport in Ireland 2021
- Design Manual for Urban Roads and Streets 2019
- National Cycle Network 2022
- Regional Spatial and Economic Strategy 2019
- Transport Strategy for the Greater Dublin Area 2016 – 2035
- Greater Dublin Area Cycle Network Plan 2013
- Tourism Development and Innovation – A Strategy for Investment 2016-2022
- Fáilte Ireland Strategy to 2023: From Survival to Recovery

The Fingal Coastal Way also meets the objectives of a wide variety of local policies and is a long-standing objective of the Fingal Development Plan. The Development Plan includes numerous policies and objectives to plan and develop a route that integrates a coastal pedestrian and cycle route with sensitive natural and built heritage sites while achieving a balance between conservation of such sites and public uses such as leisure, recreation and tourism. Other local policies fulfilled by the Fingal Coastal Way are included in the following:

- Fingal Development Plan 2017 – 2023
- Fingal Tourism Strategy 2015 – 2018
- Fingal Local Economic and Community Plan 2016 – 2020
- Fingal Climate Change Action Plan 2016 – 2020
- Rogerstown Inner Estuary Masterplan 2008
- Donabate Local Area Plan 2016
- Castlelands Masterplan 2021
- Our Balbriggan Plan 2019 – 2025

The Fingal Coastal Way will have a positive benefit when considered under each of the five main aims outlined be the national strategy for greenways by being Strategic, Scenic, Sustainable, Segregated and having lots to See and Do.

The proposed study area is one of immense scenic beauty and amenity value, rich with heritage and archaeological attractions. There is huge potential to deliver a scenic coastal greenway, designed to high quality of user safety and comfort standards, that can deliver a high-class amenity for local users including improved recreational facilities. This will benefit the economy of the adjacent local communities, contribute significantly to health and wellbeing of all users by improving physical and mental health. Further benefits to the local community will be delivered by the ability of the project to facilitate short to medium local commuter journeys, thereby encouraging modal shift to active and sustainable transport alternatives and reducing carbon emissions and improving air quality. The proposed Fingal Coastal Way will also be a very attractive tourist route which will benefit the local area through increased commerce and attracting large numbers of visitors to the area.

3. Constraints

A detailed Constraints Study was carried out, incorporating guidance set out in Transport Infrastructure Ireland's (TII) Project Management Guidelines, (2019). The study documented and mapped the nature and extent of known constraints within the defined study area for the scheme so that as much information as possible was available to inform the subsequent feasible option identification and selection process. The constraints are divided into three principal categories, namely: Natural Constraints, Artificial Constraints and External Parameters. These constraints form key considerations in the route options assessment process which is covered in the following sections.

4. Stakeholder Consultation

4.1. Public Consultations

Two public engagement periods have been undertaken for the project to date. These were:

- Opportunities and Constraints Public Engagement, November – December 2019
- Stage 1 Route Options Assessment Public Consultation, April – May 2021

These consultations included information on the study area, constraints, opportunities and initial Stage 1 Route Assessment process. Submissions were invited from the public which were taken into consideration as the project continues to develop. The Opportunities and Constraints Public Engagement received 182 submissions and responses while the Stage 1 Route Options Assessment Public Consultation received 529.

In general, the majority of the public submissions and responses to both public consultations were positive with most people looking forward to the project being delivered. However, concerns were raised about a number of particular issues such as specific routes, potential anti-social behaviour, impacts on land use and environmental impacts. These were considered as part of the development of routes at all stages including modifying and adding additional routes to reflect concerns as part of the Stage 2 assessment process.

4.2. Key Stakeholder Consultation

As part of the consultation associated with this stage of the scheme, various consultation meetings and workshops have been undertaken to discuss strategic and specific elements of the route options with key stakeholder groups as listed below:

- Fingal County Council
 - Planning & Strategic Infrastructure Department,
 - Architects Department,
 - Environment Department,
 - Operations Department
 - Economic Enterprise, Tourism and Cultural Development Department
- Irish Rail
- National Parks and Wildlife Service.

This consultation has assisted in guiding particular technical and strategic elements of the scheme. The consultation undertaken to date will continue over the duration of the project with further parties being contacted in due course.

In addition to the public consultation process described above, standalone meetings were held with some landowners within the study area as well as residents' groups in several key, specific locations. A few modifications to proposed routes along with new routes have been included in the Stage 2, detailed assessment.

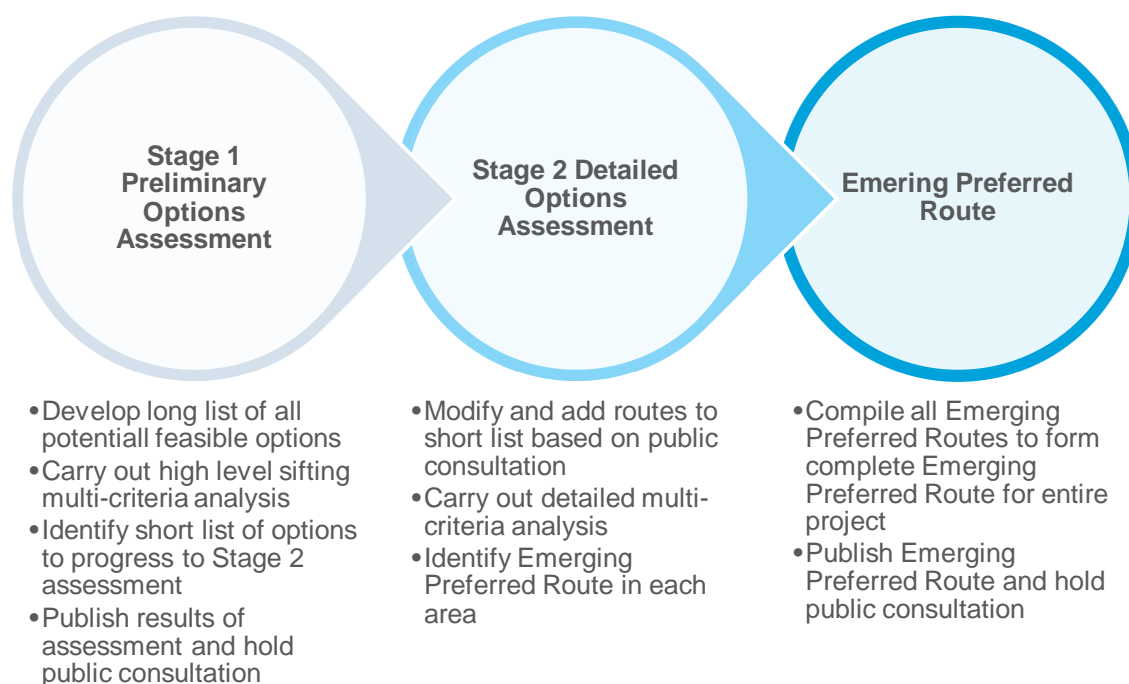
4.3. Code of Best Practice for National and Regional Greenways (2021)

The Code of Best Practice for National and Regional Greenways was published by Transport Infrastructure Ireland in December 2021 and sets out the proposed process for the development of greenways of this scale in a collaborative way, taking into account the views of landowners, local communities, other stakeholders and the needs of those who will use them. The Code of Best Practice sets out a number of public consultations to be undertaken at various stages of the project development along with recommendations for liaising directly with landowners.

Although the public consultations and associated work carried out from 2019 to 2021 for the Fingal Coastal Way predate the publishing of the Code of Practice, they have broadly taken place at the corresponding stages and in line with the recommended process as outlined in the figure below. Further consultations and liaison with landowners will be carried out in alignment with this Code of Best Practice.

5. Options Assessment Process

In order to adequately assess the many possible options for the route of the proposed greenway, a two-stage assessment process was undertaken. The assessment process is summarised below.



6. Stage 1 Preliminary Options Assessment

To arrive at the Emerging Preferred Route, a two-stage assessment process was used. The Stage 1 Preliminary Options Assessment, which was the subject of the last public consultation in May – June 2021, was undertaken on the initial route options. The main assessment criteria utilised for the Stage 1 Preliminary Options Assessment are Engineering, Environment and Economy as referenced in TII’s Project Appraisal Guidelines Unit 7.0 Multi Criteria Analysis.

Sub criteria were developed with reference to PAG Unit 7.0 and with particular attention given to the scheme Vision Statement and Project Objectives. The route was divided into 7 sub-sections, to allow for a large number of feasible routes to be examined in each, ranging from a minimum of 9 to a maximum of 17 routes. For each sub-section, all routes were mapped and compared to one another under each sub-criteria using the three-point ranking scale shown below.

Table 6-1 - Scoring Scale

Colour Coding	Rank Description
Green	Some advantages over other options
Yellow	Comparable to all other options
Orange	Some disadvantages over other options

The criteria included for assessment are outlined in the table below.

Table 6-2 - Stage 1 - Preliminary Options Assessment Criteria

Criteria	Sub Criteria	Considerations
Engineering	Usability	Gradients
		Flooding
		Safety - Real & Perceived
	User Experience	Connectivity – Heritage Sites, Amenities, Public Transport etc.
		Scenery - Landscape & Views
	Buildability	Ground Conditions
		Complex Structures
		Construction Access
		Traffic Management
		Interdependence on Adjacent Scheme(s)
Environment	Ecology and other Natural Factors	SACs, SPAs
		Vulnerable Rocks & Soils
		Vulnerable Aquifers & Wells
		Watercourses & Water Supplies
		Landscape & Views
Environment	Built Heritage and Archaeology	Recorded Monuments & Places
		Areas of Archaeological Potential
	Material Assets	Material Assets - Dwellings, Land Severance, Amenities, Utilities, Roads, Junctions, Railways etc.
Economy	Costs	Extensive Structures
		Protection of Investment
	Benefits	Impacts on Agricultural Operations
		Impacts on Businesses
		Propensity to Walk / Cycle - Population, Connectivity

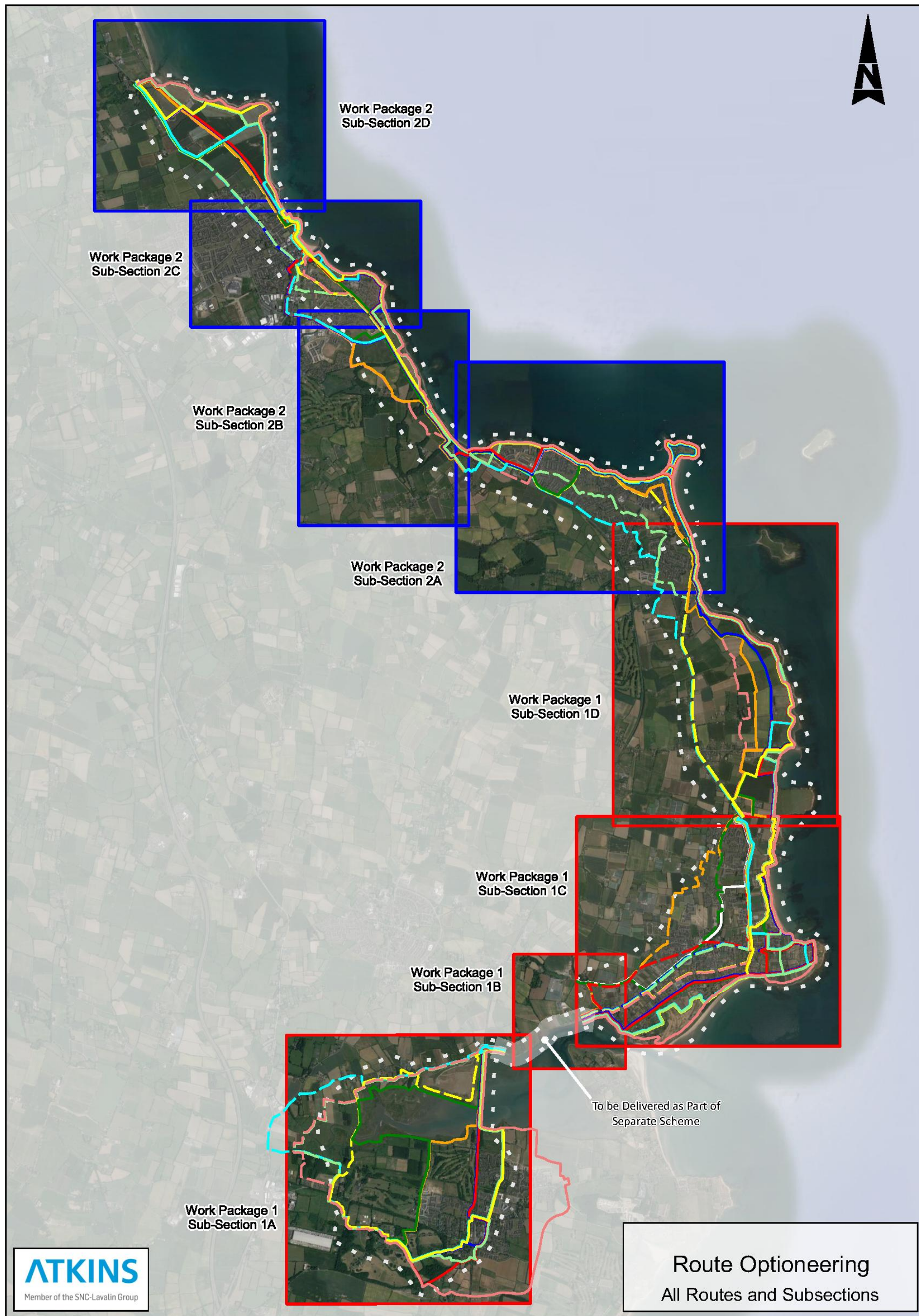
The various route options considered for Stage 1 Route Option Assessment are shown in Figure 6-1 below and the outcome of the assessment is shown in the table below which summarises which routes are preferred in each sub-section.

Table 6-3 - Stage 1 Assessment Summary

Sub-Sections		Route	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
		Work Package 1	1A	N	Y	Y	Y	N	N	N	N	Y	N	Y	N	N/A	N/A	N/A	N/A
	1B	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	1C	N	N	N	N	Y	N	Y	N	Y	N	Y	N	N	Y	N	N	N	
	1D	N	N	N	N	N	Y	Y	Y	N	N	N	N	N/A	N/A	N/A	N/A	N/A	
Work Package 2	2A	N	Y	Y	Y	N	Y	N	N	N	N	N	N	N/A	N/A	N/A	N/A	N/A	
	2B	Y	Y	N	Y	N	N	N	N	N	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
	2C	N	Y	N	Y	Y	Y	Y	N	N	N	N	N	Y	N	N/A	N/A	N/A	
	2D	N	N	Y	N	Y	Y	N	Y	N	N	N	N	N/A	N/A	N/A	N/A	N/A	

The Stage 1 Preliminary Options Assessment reduced the number of feasible route options to, in general, three to five options. These routes were then brought forward through a more rigorous assessment at Stage 2, and the outcome of the Stage 2 assessment is the Emerging Preferred Route.

Figure 6-1 - Stage 1 Route Options Assessed



7. Stage 2 Detailed Assessment

7.1. Stage 2 Route Options

As the number of routes are significantly reduced within the Stage 2 process, a simpler approach has been taken than in Stage 1 by referencing each route relevant to the Work Package and Sub-Section with a colour. This allows for an easy identifiable correspondence between the maps and this report.

7.1.1. Modified and Additional Routes

A number of routes from Stage 1 were modified as a result of feedback received from stakeholders and from the public as part of the earlier engagement process while a number of additional routes were included in various sub-sections for similar reasons. These routes address comments received from various statutory bodies and also from landowners, residents and commercial operators.

In addition, Sub-Section 1B which covers the area between Rogerstown Park and Spout Road between Donabate and Rush was also included for assessment at this stage. This was initially not included in the proposed scheme as it was intended to be delivered by a separate scheme. However, in order to remove any risks associated with project splitting, to ensure the overall environmental impact of the scheme could be readily and clearly assessed, and to ensure that the greenway could be completed in its entirety without relying on other projects, it was included in Stage 2 with new routes developed and assessed in line with all other sub-sections.

A summary of the route changes and their relationship to the Stage 1 routes is included in the tables below.

7.1.1.1. Sub-Section 1A: Newbridge Demesne to Rogerstown

Table 7-1 - Sub-Section 1A Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.1A.2	Red	No change from Stage 1
SS.1A.3	Green	Modified to route northwards through Newbridge, Turvey Green and Beverton
SS.1A.4	Blue	No Change from Stage 1
SS.1A.9	Yellow	No Change from Stage 1
SS.1A.11	Orange	No Change from Stage 1

7.1.1.2. Sub-Section 1B: Rogerstown to Rush

Table 7-2 - Sub-Section 1B Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
N/A	Red	New route for Stage 2
N/A	Green	New route for Stage 2
N/A	Blue	New route for Stage 2

7.1.1.3. Sub-Section 1C: Rush

Table 7-3 - Sub-Section 1C Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.1C.5	Red	Loop link to Rush Harbour removed for Stage 2
SS.1C.7	Green	Loop link to Rush Harbour removed for Stage 2
SS.1C.9	Blue	New route for Stage 2
SS.1C.11	Yellow	No Change from Stage 1
SS.1C.14	Orange	No Change from Stage 1
N/A	Pink	New route for Stage 2

7.1.1.4. Sub-Section 1D: Rush to Skerries

Table 7-4 - Sub-Section 1D Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.1D.6	Red	No Change from Stage 1
SS.1D.7	Green	No Change from Stage 1
SS.1D.8	Blue	No Change from Stage 1
N/A	Yellow	New route for Stage 2
N/A	Orange	New route for Stage 2

7.1.1.5. Sub-Section 2A: Skerries

Table 7-5 - Sub-Section 2A Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.2A.2	Red	Loop around Red Island removed for Stage 2
SS.2A.3	Green	Loop around Red Island removed for Stage 2
SS.2A.4	Blue	Loop around Red Island removed for Stage 2
SS.2A.6	Yellow	Loop around Red Island removed and railway crossing at western end removed for Stage 2

7.1.1.6. Sub-Section 2B: Skerries to Balbriggan

Table 7-6 - Sub-Section 2B Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.2B.1	Red	No change from Stage 1
SS.2B.2	Green	No change from Stage 1
SS.2B.4	Blue	No change from Stage 1

7.1.1.7. Sub-Section 2C: Balbriggan

Table 7-7 - Sub-Section 2C Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.2C.2	Red	No Change from Stage 1
SS.2C.4	Green	No Change from Stage 1
SS.2C.5	Blue	No Change from Stage 1
SS.2C.6	Yellow	No Change from Stage 1
SS.2C.7	Orange	No Change from Stage 1
SS.2C.13	Pink	No Change from Stage 1

7.1.1.8. Sub-Section 2D: Balbriggan to Meath Border

Table 7-8 - Sub-Section 2D Proposed Routes

Stage 1 Route ID	Stage 2 Route Colour	Changes from Stage 1 to Stage 2
SS.2D.3	Red	No Change from Stage 1
SS.2D.5	Green	No Change from Stage 1
SS.2D.6	Blue	No Change from Stage 1
SS.2D.8	Yellow	No Change from Stage 1

7.2. Stage 2 Assessment Criteria and Scoring

In order to identify the Emerging Preferred Route (EPR), a Stage 2 Detailed Options Assessment was undertaken on the short list of options outlined above.

The main assessment criteria utilised for the Stage 2 Detailed Options Assessment are the six Common Appraisal Framework (CAF) criteria of Safety, Accessibility and Social Inclusion, Integration, Environment, Economy and lastly physical Activity, as referenced in TII's Project Appraisal Guidelines Unit 7.0 Multi Criteria Analysis. The Stage 2 assessment process is undertaken on a detailed quantitative basis with supporting qualitative assessment where appropriate or necessary.

Sub-criteria and associated considerations have been developed by Atkins with reference to PAG Unit 7.0 and with particular attention given to the scheme Vision Statement and Project Objectives, ensuring that the criteria can appropriately measure the achievement of these objectives by each identified route option.

As such, the focus of the Stage 2 assessment process is to compare the short-listed Stage 2 routes against each other through a detailed and rigorous assessment process of wide-ranging criteria, sub criteria and associated considerations in order to identify the Emerging Preferred Route.

The criteria used to determine the quantitative and qualitative aspects of the considerations relating to the Sub-Criteria are identified in Table 7-1 below. This information is to be assessed in conjunction with insights gained through meetings, workshops and public engagement events.

Table 7-9 - Stage 2 – Detailed Route Option Assessment Criteria and Considerations

Criteria	Sub Criteria	Considerations
Safety	Road Safety	Interaction with traffic at junctions.
		Interaction with other conflicts (mid-block crossings, parking, driveways, bus stops).
	Personal Safety	Passive surveillance – usership, overlooking.

Criteria	Sub Criteria	Considerations
Accessibility and Social Inclusion	Accessibility and Comfort	Extent of segregation.
		Extent of maximum gradients.
		Potential for flooding
	Social Inclusion	Proximity and catchment to residential areas.
		Potential for route to connect to deprived geographical areas.
		Potential for route to facilitate community and recreational activity and participation.
Integration	Coherence	Connectivity with key heritage, ecological, town centre and public transport attractors.
		Potential for route discontinuity in terms of link type.
	Directness	Excessive or unnecessary detours.
	Policy and Infrastructure Compatibility	Compatibility with committed and future schemes and land uses.
		Local policy and objectives.
Environment	Ecology	Conservation Sites of International Importance (Natura 2000 sites).
		Conservation Sites of National Importance (NHAs, Nature Reserves).
		Habitats of Ecological Importance (Watercourses, Woodlands, Wetlands).
		Rare, Protected, Invasive Species.
	Soils and Geology	Bedrock and overburden. Alluvium Soils
		Karst features.
		Landside susceptibility.
		Contaminated lands.
		Ground Investigation.
		Geological Heritage Areas.
		Quarries.
	Hydrology and Hydrogeology	Groundwater Quality (Public and Private Wells, GWDTes).
		Groundwater Resources / Levels (Vulnerable Aquifers).
		Surface Water Quality and Flows.
	Cultural Heritage	Tangible (Archaeological & Architectural) Heritage Assets.
	Material Assets	Utilities.
		Properties.
		Road network operation.
		Public transport and infrastructure impacted (rail, bus – existing and future).
	Agronomy	Land cover.
		Farm Types, Livestock and Operations.
		Agribusinesses.

Criteria	Sub Criteria	Considerations
Environment	Noise, Vibration and Air Quality	Human health.
	Landscape and Visual	Landscape Character and Topography.
		Natural Features and Vegetation.
		Views and Obstructions.
	Population and Human Health	Land Use.
		Demographics and Local Population.
		Socio-economic Profile and Employment.
Tourism, Amenities and Recreation.		
Economy	Whole Life Costs (Elemental)	Land acquisition.
		Construction.
	Benefits	Tourism benefits.
	Attractiveness	Ability of route to facilitate place function enhancements.
		Scenery and views.
		Proximity to high traffic volumes and speeds.

7.2.1. Scoring Procedure

Route options were assessed against the above criteria in a performance matrix which describes how each route performs against the defined sub criteria in comparison with other routes.

Each route was comparatively ranked on a five-point colour coded scale as shown in the table below. The preferred route in each sub section was then determined based on which option is most advantageous compared to others which is reflected in the colour coding as generally having the highest number of green colours and the lowest number of orange colours.

Table 7-10 - Stage 2 – Detailed Assessment Scoring Scale

Colour Coding	Rank Description
	Significant advantages to other options
	Some advantages to other options
	Comparable to all other options
	Some disadvantages to other options
	Significant disadvantages to other options

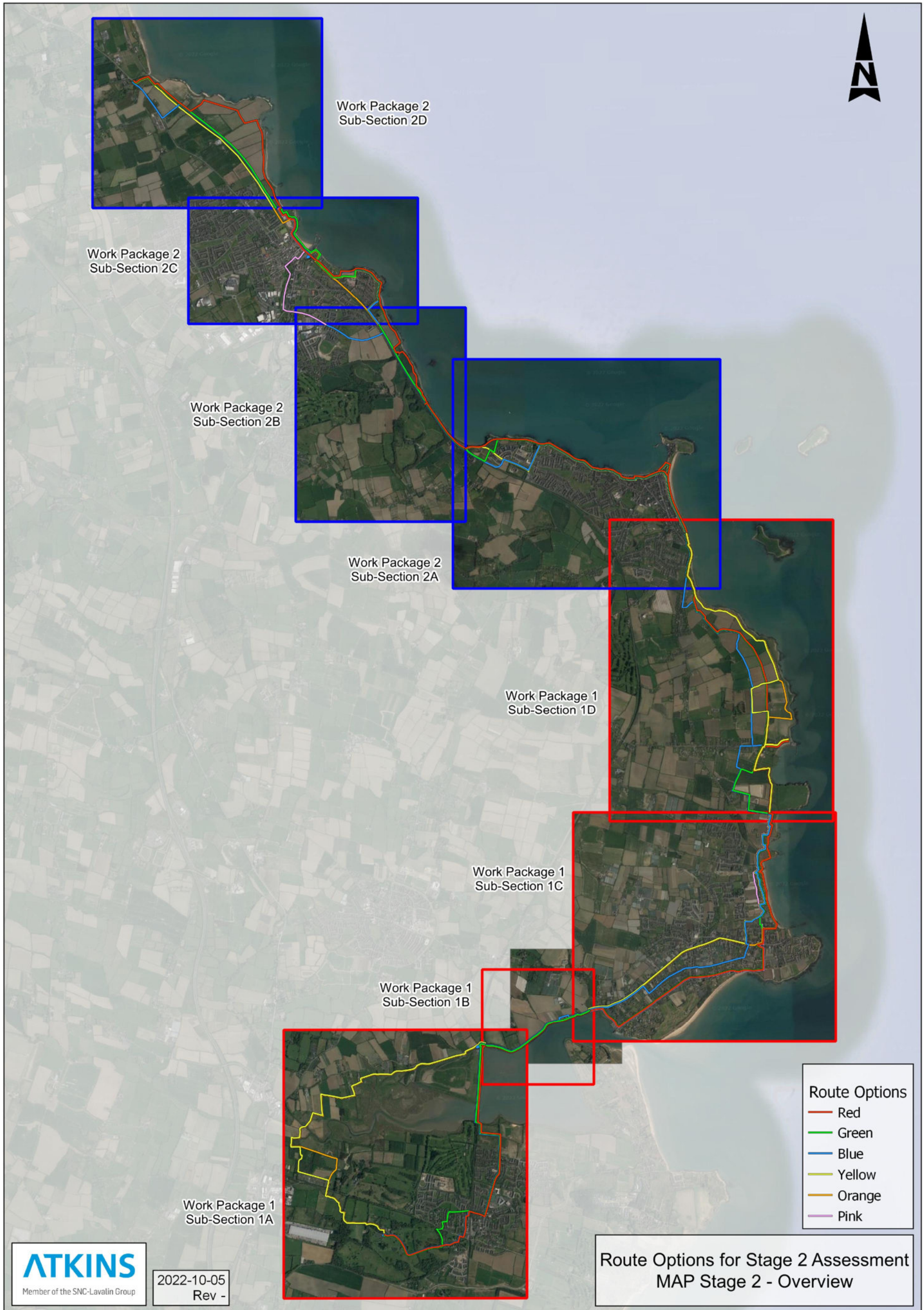
7.3. Stage 2 Route Assessment Outcome

The routes which were assessed are shown in Figure 7-1 while the outcome of the Stage 2 Assessment for each sub-section is summarised in the table below.

Table 7-11 - Stage 2 Assessment Outcome

Sub-Section	Emerging Preferred Route
1A	Green
1B	Blue
1C	Pink
1D	Orange
2A	Red
2B	Green
2C	Yellow
2D	Green

Figure 7-1 - Stage 2 Routes Assessed



8. Emerging Preferred Route

Following the Stage 2 assessment, an Emerging Preferred Route was identified. A map of the Emerging Preferred Route is presented below in Figure 8-1 below.

8.1. Key Benefits of Emerging Preferred Route

8.1.1. Sub-Section 1A: Newbridge Demesne to Rogerstown - Green Route

There are particular key benefits to the Emerging Preferred Route in this section including its attractiveness, directness and future linkages to Donabate Town Centre, Donabate Train Station and major population areas.

This ensures that the route will give the maximum benefit to the local area with tourists, commuters and local recreational users likely to avail of the facility.

While this route will have some environmental impacts, these are balanced by the significant benefits to the local community and economy. Travelling adjacent to the west of the existing railway line and using the existing Rogerstown Park pathways reduces the environmental impacts when compared to other routes that travel in a similar direction.

8.1.2. Sub-Section 1B: Rogerstown to Rush – Blue Route

The Emerging Preferred Route in this section has several advantages and benefits. In particular, it is removed from the SAC/SPA at Rogerstown Estuary which minimises flooding risks and the impact of the proposed greenway on the sensitive ecological habitats at the estuary. The route remains directly adjacent to the coastline and will be an attractive link locally to Rogerstown Park as well as providing views around the estuary.

8.1.3. Sub-Section 1C: Rush - Pink Route

The Emerging Preferred Route in this section will minimise impacts on the Main Street of Rush while maximising access to both the North and South Beaches and the scenery associated with them.

While some landtake and impacts on local roads will be necessary, it is the most attractive route for local users and tourists as it avoids busy roads while showcasing the scenery in the area and still providing good links to the town centre and maximising the amount of the greenway segregated from vehicles.

This will ensure that the economic and social benefits in the town are maximised. While access will be possible to both beaches, not routing directly along them minimises any environmental impacts and reduces the overall construction and maintenance costs.

8.1.4. Sub-Section 1D: Rush to Skerries - Orange Route

The Emerging Preferred Route in this section is beneficial in several key considerations, particularly in terms of its benefits for tourism and scenery.

In general, the scenery provided along it near the clifftops in Loughshinny and along the coastline in general is significantly better than other routes further inland while also providing the best access to the important cultural heritage site at Drumanagh while minimising any impacts on that site.

This route also allows for the improvement of the local environment through rewilding of buffer lands at the coast and minimises the need for farm operators to cross and interact with the greenway.

As this route remains coastal almost throughout with excellent scenery and links to cultural heritage, it is likely to be attractive to both tourists and local users.

8.1.5. Sub-Section 2A: Skerries - Red Route

The Emerging Preferred Route in this section provides exposure to the coastline and the associated views along most of its length. The route ensures that pedestrians and cyclists are directed off busy roads and junctions while still providing access to the town centre. This is likely to be an attractive facility for tourists and local users.

The implementation of a one-way traffic system on the R127 will reduce traffic on this road, making it more attractive to pedestrians and cyclists, while changes to the traffic management measures in the Quay Street/The Hoar Rock area will reduce through traffic and speeds in that area and improving safety.

8.1.6. Sub-Section 2B: Skerries to Balbriggan - Green Route

The Emerging Preferred Route in this section generally follows the R127 on the coastal side of the boundary. This ensures that there is excellent access to scenery and views along the coastline for its entire length, while also providing separation from the R127. This option minimises the required landtake while still providing the benefits of being fully segregated from traffic. There is an impact on existing traffic flows by using a new one-way system here, but the traffic impacts are not considered unduly adverse given the proposed diversion routes.

New or upgraded linkage at the Lady's Stairs bridge is proposed to provide direct access to Ardgillan from the greenway, improving links for pedestrians and cyclists to an important local amenity.

8.1.7. Sub-Section 2C: Balbriggan - Yellow Route

The Emerging Preferred Route in this section has some clear benefits including that it links well with the harbour area and Bremore Park and will tie in well with the overall future plans for Balbriggan. In general, the route minimises impacts on the environment, avoids high speed/volume roads, avoids impacts to residential properties while still providing excellent coastal views and linkages to the town centre.

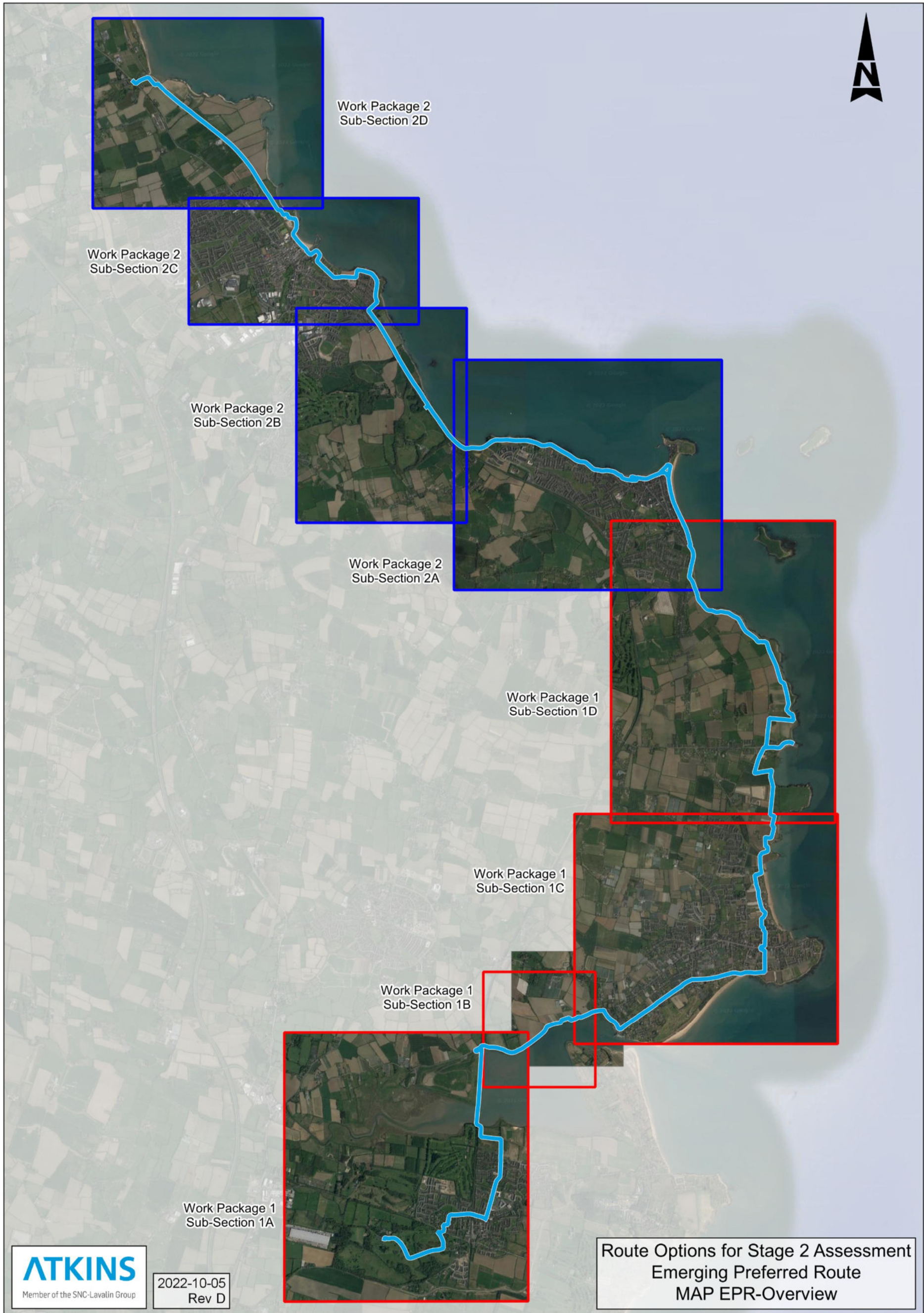
As such it is sensitive to the surrounding environment whilst also providing an excellent tourism product that can boost economic activity and therefore substantially meets, more than all other route options, the scheme vision and objectives.

8.1.8. Sub-Section 2D: Balbriggan to Meath Border - Green Route

This route has a number of benefits as it is almost fully segregated from vehicular traffic with good scenery and views and direct route continuity. The location of the route adjacent to the eastern side of the railway ensures that coastal views remain available, however, impacts on ecological sites of importance are minimised.

While this route will have some impact on farms, the land take is reduced by running adjacent to linear boundary features when compared with other routes.

Figure 8-1 - Emerging Preferred Route



9. Project Appraisal

Following the identification of the Emerging Preferred Route and the associated public consultation, further stakeholder consultation will take place during the next stage of the project, and this will lead to the identification of the Preferred Route. This will be designed and then will be subject to a Project Appraisal process. The purpose of the appraisal will be to ascertain the merits of the scheme to ensure that it represents sound investment and thus warrants the allocation of public funds. It is anticipated that the completed scheme will fall into the €20 - €100 million cost band as identified by TII in their Project Appraisal Guidelines.

The Project Appraisal process will be used throughout the various project phases to inform the following:

- Support the decision-making process
- Assess the ‘worth’ of the project
- Identify if the project will yield benefits and to whom
- Understand if the project is meeting the set objectives.

The Fingal Coastal Way is a major project and will be appraised as such. However, the level of appraisal should be proportionate to the scale and complexity of a greenway. The main output of the Project Appraisal process will be the Preliminary Business Case. This is essentially a condensed Business Case Report, appropriate for the subject scheme and will present and report on the Cost Benefit Analysis (CBA) and Multi Criteria Analysis (MCA).

9.1. Appraisal Methodology

9.1.1. Qualitative Appraisal

The appraisal will be carried out in accordance with TII’s Appraisal of Active Modes (PE-PAG-02036). It will include a qualitative appraisal of the Emerging Preferred Route against the objectives previously identified with a score attributed to each criterion ranging from Major Negative to Major Positive impacts as outlined below. This assessment differs from the multi-criteria analysis carried in the Stage 1 and Stage 2 assessments as it is not comparing options to one another but instead assesses the impacts of the Emerging Preferred Route on the existing area.

Table 9-1 - Qualitative Appraisal Scoring

Score	1	2	3	4	5	6	7
Impact	Major Negative	Moderate Negative	Minor Negative	Neutral	Minor Positive	Moderate Positive	Major Positive

9.1.2. Demand Forecasting

Demand forecasting for user number on the greenway will be developed using a variety of sources including:

- Census data (population and commuting data)
- User numbers on existing greenways from counter data (e.g. Baldoyle to Portmarnock Greenway)
- User intercept surveys (e.g. for the Waterford Greenway)
- Fáilte Ireland data and predictions

9.1.3. Cost/Benefit Analysis

A Cost/Benefit Analysis will be carried out using TII’s TEAM tool which has been specifically designed to assess active travel schemes and greenways. This takes account of a number of economic benefits of these types of schemes including:

- Mode Shift
 - Vehicle Operating & Ownership Costs
 - Carbon
 - Air Quality
 - Noise
 - Congestion
- Health
 - Reduced Mortality
 - Workplace Absenteeism
- Journey Time
- Journey Quality
- Recreation

Tourism benefits will also be included in the assessment based on data of projected visitors to the scheme.

The benefits accrued from all of the above will then be compared to the projected costs including capital and maintenance costs which will be calculated based on similar schemes and costs of materials. A Benefit/Cost Ratio (BCR) will be the ultimate outcome of this assessment, where a BCR greater than one indicates that the benefits outweigh the costs.

9.2. Summary

The appraisal process considers both the qualitative impacts, both positive and negative, associated with a project along with the Benefit to Cost Ratio. This will determine whether the scheme is desirable for investment based on the wider benefits and impacts on society rather than just financial matters.

Appendix B. Information Leaflet

Fingal Coastal Way

Comhairle Contae
Fhine Gall
Fingal County
Council



Public Consultation on the Emerging Preferred Route

This scheme will provide a pedestrian and cycle route from Newbridge House and Farm in Donabate to the county boundary north of Balbriggan, passing through Rush, Loughshinny and Skerries along the way. The proposed design is suitable for people of all ages and mobility levels and offers a safe route where the scenic coastline can be enjoyed as part of your commute, for leisure, exercise or to visit your local village.

Following a Feasibility & Constraints Assessment and a Route Options Public Consultation, the project team now presents the Emerging Preferred Route for Public Consultation. We want your feedback as we move towards preliminary design in 2023.

Why is this scheme needed?

The scheme will benefit the local community, businesses and the environment:

- Connects local communities;
- Provides attractive recreation space showcasing the natural beauty of the area;
- Creates safe routes to schools, shops, businesses, bus stops and train stations;
- Provides tourism amenity to benefit the local economy;
- Promotes positive climate and health options;

- Links to the wider pedestrian and cycle network.

How can I get involved?

Fingal County Council is inviting everyone to view and comment on the Emerging Preferred Route as part of a Public Consultation, taking place from 25 October to 05 December 2022.

Tell us what you think.

Make a submission online or by post.

Visit <https://consult.fingal.ie> where you'll find our plans, drawings and a questionnaire.

Postal submissions should be addressed to: Senior Executive Officer, Planning & Strategic Infrastructure Dept, Fingal County Council, County Hall, Main Street, Swords, Co Dublin, K67 X8Y2.

When making a postal submission please make it clear that it is for the Fingal Coastal Way. State your name, address and where relevant, the body or organisation you represent.

Submissions must be received no later than 23.59hrs, 05 December 2022.

Scan this QR code with the camera on your mobile phone or visit fingal.ie/fingal-coastal-way to find out more



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

Bealach Cósta Fhine Gall

Comhairliúchán Poiblí ar an mBealach is Dealraithí

Cuirfidh an scéim seo bealach coisithe agus rothaíochtaarfáilóTheachagusFeirmanDroichid Nua i nDomhnach Bat go teorainn an chontae ó thuaidh de Bhaile Brigín, ag dul tríd an Ros, Loch Sionnaigh agus na Sceirí feadh an bhealaigh. Tá an dearadh molta oiriúnach do dhaoine de gach aois agus gach leibhéal soghluaisteachta agus cuireann sé bealach sábháilte ar fáil inar féidir taitneamh a bhaint as an gcósta álainn mar chuid de do chomaitéireacht, le haghaidh fóillíochta, aclaíochta nó le cuairt a thabhairt ar do shráidbhaile áitiúil.

Tar éis Measúnú Indéantachta agus Sriantachta agus Comhairliúcháin Phoiblí ar Roghanna Bealaigh, cuireann foireann an tionscadail an Bealach is Dealraithí le haghaidh Comhairliúcháin Phoiblí i láthair anois. Ba mhaith linn do chuid aiseolais a fháil agus muid ag leanúint ar aghaidh go dtí an réamhdhearadh i 2023.

Cén fáth a bhfuil gá leis an scéim seo?

Bainfidh an pobal áitiúil, gnóthaí agus an chomhshaoil leas as an scéim:

- Nascann sé pobail áitiúla;
- Cuireann sé spás tarraingteach caitheamh aimsire ar fáil a thaispeánann áilleacht nádúrtha an cheantair;
- Cruthaíonn sé bealaí sábháilte chuig scoileanna, siopaí, gnóthaí, stadanna bus agus stáisiúin traenach;
- Soláthraíonn sé taitneamhacht turasóireachta chun leasa an gheilleagair áitiúil;
- Cuireann sé roghanna dearfacha aeráide agus sláinte chun cinn;

- Nascann sé leis an ngréasán coisithe agus rothaíochta níos leithne.

Conas is féidir liom a bheith páirteach?

Tá Comhairle Contae Fhine Gall ag tabhairt cuireadh do gach duine an Bealach is Dealraithí a fheiceáil agus a gcuid tuairimí a nochtadh mar chuid de Chomhairliúchán Poiblí, a bheidh ar siúl ón 25 Deireadh Fómhair go dtí an 05 Nollaig 2022.

Roinn do thuairimí linn.

Déan aighneacht ar líne nó tríd an bpost.

Tabhair cuairt ar <https://consult.fingal.ie> áit a bhfaighidh tú ár bpleananna, líníochtaí agus ceistneoir.

Ba chóir aighneachtaí poist a sheoladh chuig: Oifigeach Sinsearach Feidhmiúcháin, An Roinn Pleanála & Bonneagair Straitéisigh, Comhairle Contae Fhine Gall, Áras an Chontae, An Phríomhshráid, Sord, Co. Bhaile Átha Cliath, K67 X8Y2.

Agus aighneacht poist á dhéanamh agat, bíodh sé soiléir le do thoil gur le Bealach Cósta Fhine Gall atá sé. Luaigh d'ainm, do sheoladh agus nuair is cuí, an comhlacht nó an eagraíocht a ndéanann tú ionadaíocht air.

Ní mór d'aighneachtaí a bheith isitgh faoi 23.59 uair, 05 Nollaig 2022.

Scan an cód QR seo leis an gceamara ar d'fhón póca nó tabhair cuairt ar fingal.ie/fingal-coastal-way chun tuilleadh eolas a fháil



Appendix C. Advertisement



BEALACH CÓSTA FHINE GALL COMHAIRLIÚCHÁN POIBLÍ NEAMHREACTHÚIL

Tá Comhairle Contae Fine Gall, i gcomhar le Bonneagar Iompar Éireann, ag moladh Bealach Cósta Fine Gall a fhorbairt, glasbhealach 32km a rithfidh an bealach ar fad ó Dhiméin an Droichid Nua i nDomhnach Bat go teorainn chontae Fine Gall agus ó thuaidh de Bhaile Brigín, agus a nascfaidh an Ros, Loch Sionnach, Na Sceirí agus Baile Brigín.

Feidhmeoidh an glasbhealach mar rogha iompair inbhuanaithe do mhuintir na háite, do pháistí scoile agus do chomaitéirí sa cheantar áitiúil agus mar bhealach turasoireachta do chuairteoirí. Tabharfar tairbhí suntasacha comhshaoil agus sláinte don phobal i gcoitinne tríd an áis seo chomh maith le deiseanna d'fhorbairt eacnamaíoch.

Tá an glasbhealach ceaptha le húsáid ag daoine de gach aois agus leibhéal soghluaisteachta a bhíonn ag taisteal ar chois, ar chathaoir rothar nó ar rothar agus cuirfidh sé leibhéal ard sábháilteachta agus compoird ar fáil do gach úsáideoir.

D'fhonn imeachtaí comhairliúcháin a chur ar fáil don oiread daoine agus is féidir, beidh Comhairle Contae Fine Gall ag reactáil seimineár gréasáin ar líne agus ceithre sheisiún faisnéise a thabharfaidh deis don phobal na pleananna a fheiceáil. Déan tagairt, le do thoil, don fhaisnéis ar líne le haghaidh sonraí faoi dhátaí agus amanna na n-imeachtaí seo (naic tugtha sa tábla thíos).

Tá d'aiseolas ar an scéim an-tábhachtach dúinne agus mholfaimis duit páirt a ghlacadh sa phróiseas ionas gur féidir leat cabhrú linn chun Slí Chósta Fine Gall a chruthú mar áis thaitheamhach agus tairbheach don phobal i gcoitinne. Is féidir pleananna agus doiciméid a fheiceáil ag na láithreacha atá leagtha amach sa tábla thíos.

Rannpháirtíocht Phoiblí	Suíomh	Dátaí
Eolas Ar Líne	https://www.fingal.ie/fingalcoastalway	25 Deireadh Fómhair 2022 go dtí 5 Nollaig 2022
Aighneachtaí	https://consult.fingal.ie	
Cóipeanna Crua de Phleananna na Scéime	Leabharlann Bhaile Brigín, Cearnóg Sheirse, Baile Brigín, K32 TW27 Leabharlann na Sceirí (Sealadach), 56 Sráid na hEaglaise, Na Sceirí, K34 PN56 Leabharlann An Rois, Faiche an tSéipéil, An Ros, K56 ED95 Leabharlann Dhomhnach Bat/Port Reachrann ionad Pobail agus Fóillíochta, Domhnach Bat, K36 F598 Oifigí Chomhairle Contae Fine Gall ag: Comhairle Contae Fine Gall, Halla an Chontae, An Phríomhshráid, Sord, Co. Bhaile Átha Cliath, K67 X8Y2 Comhairle Contae Fine Gall, Oifigí Cathartha, Bóthar an Gharráin, Baile Bhlainséir, Baile Átha Cliath 15, D15 W638	

Is féidir aighneachtaí ar Shlí Chósta Fine Gall a dhéanamh ón 25 Deireadh Fómhair 2022 ar líne trínár dtairseach comhairliúcháin <https://consult.fingal.ie> nó tríd an bpost chuig Oifigeach Sinsearach Feidhmiúcháin, An Roinn Pleanála & Bonneagair Straitéisigh, Comhairle Contae Fine Gall, Halla an Chontae, An Phríomhshráid, Sord, Co. Bhaile Átha Cliath, K67 X8Y2.

Sainaitheon go soiléir aon aighneacht poist leis an lipéad "Bealach Cósta Fine Gall".

Déan d'aighneacht trí mheán amháin, le do thoil, i.e. sa phost nó ar líne.

Is é an dáta deiridh chun aighneachtaí poist agus ar líne a fháil ná roimh 23:59 ar an 5 Nollaig 2022.

Ba cheart d'ainm nó ainm na heagraíochta a ndéanann tú ionadaíocht di agus sonraí teagmhála a bheith san áireamh i ngach aighneacht (ní fhoilseofar sonraí teagmhála pearsanta). Foilseofar aighneachtaí ar an tairseach comhairliúcháin lena n-áirítear ainmneacha agus láithreacha (ní seoltáil iomlána) na ndaoine a dhéanfaidh an aighneacht. Is féidir sonraí d'aighneachta, lena n-áirítear ainmneacha na ndaoine a chuir isteach, a roinnt freisin le Ranna ábhartha na Comhairle agus le gníomhairí atá ag obair ar a son.

Oifigeach Sinsearach Feidhmiúcháin, An Roinn Pleanála & Bonneagair Straitéisigh.

Dáta: 25 Deireadh Fómhair 2022.

FINGAL COASTAL WAY NON-STATUTORY PUBLIC CONSULTATION

Fingal County Council, in conjunction with Transport Infrastructure Ireland, is proposing to develop the Fingal Coastal Way, a 32km greenway which will run from Newbridge Demesne in Donabate to the Fingal county boundary north of Balbriggan, linking Rush, Loughshinny, Skerries and Balbriggan along the route.

The proposed greenway will serve both as a sustainable transport choice for local residents, school children and commuters in the local area and as a tourist route for visitors. Significant environmental and health benefits will be brought to the wider community through this facility along with opportunities for economic development.

The greenway is intended for use by people of all ages and mobility levels travelling on foot, wheelchair, or bike and will offer a high level of safety and comfort for all users.

With a view to making consultation events accessible to as many people as possible, Fingal County Council will be holding an online webinar and four in-person drop-in information sessions for the scheme. Please refer to the online information for details of dates and times of these events (links provided in the table below).

Your feedback on the scheme is very important to us and we would encourage you to take part in the process so that you can help to make the Fingal Coastal Way an outstanding amenity in Fingal which will benefit the whole community. Plans and documents can be viewed at the locations set out in the table below.



Public Engagement	Location	Dates
Online information	https://www.fingal.ie/fingalcoastalway	25th October 2022 to 5th December 2022
Submissions	https://consult.fingal.ie	
Hard Copies of Scheme Drawings	Balbriggan Library, George's Square, Balbriggan, K32 TW27 Skerries Library (Temporary), 56 Church Street, Skerries, K34 PN56 Rush Library, Chapel Green, Rush, K56 ED95 Donabate/Portrane Library, Community & Leisure Centre, Donabate, K36 F598 Fingal County Council Offices at the below: Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2 Fingal County Council, Civic Offices, Grove Road, Blanchardstown, Dublin 15, D15 W638	

Submissions on the Fingal Coastal Way may be made from the 25th October 2022 either **online** via our consultation portal <https://consult.fingal.ie> or **by post** addressed to Senior Executive Officer, Planning & Strategic Infrastructure Department, Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2.

Clearly identify any postal submission as for the "The Fingal Coastal Way."

Please make your submission by one medium only i.e. post or online.

The closing date for receipt of postal and online submissions is **before 11:59pm on the 5th December 2022.**

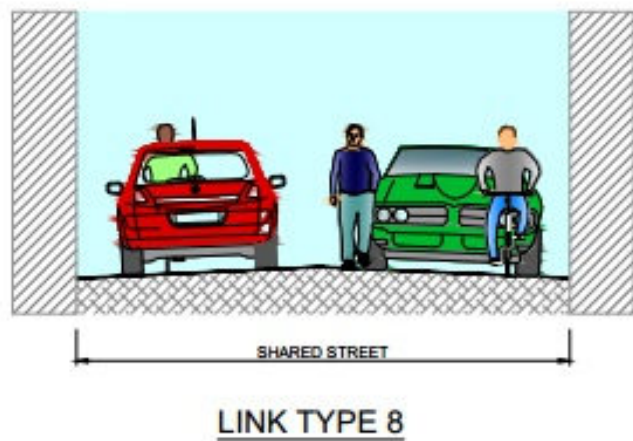
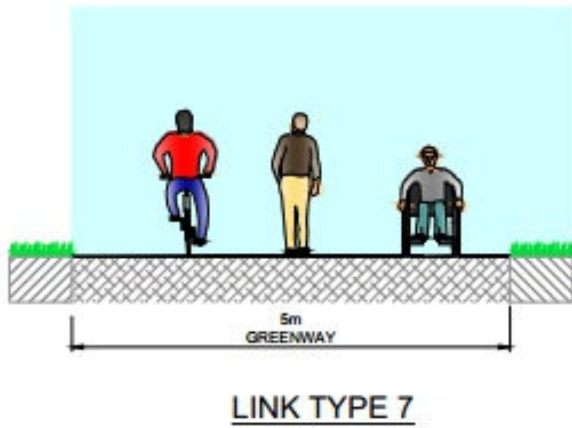
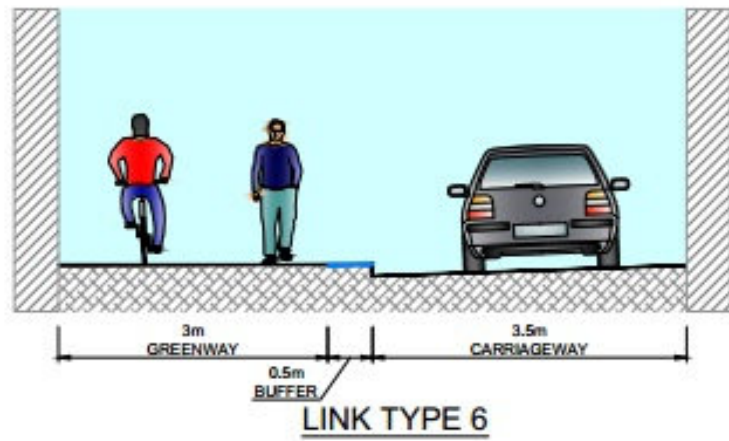
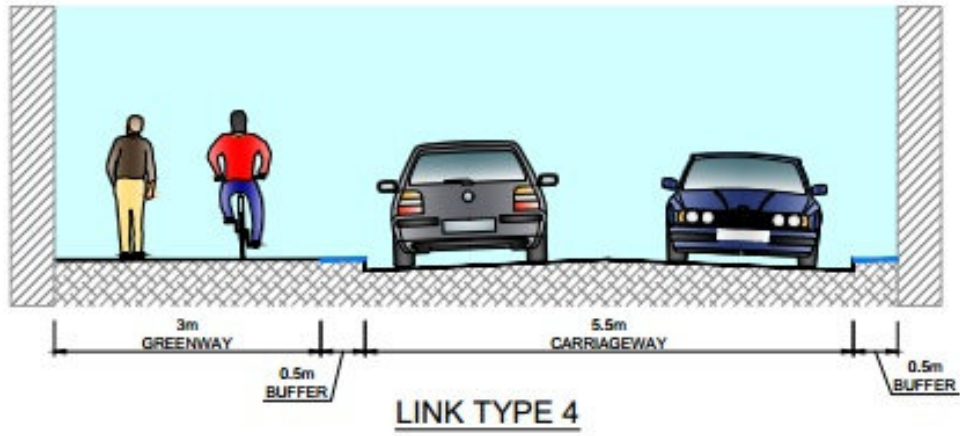
All submissions should include your name or the name of the organisation you represent and contact details (personal contact details will not be published). Submissions will be published on the consultation portal including the names and locations (not full addresses) of those making the submission. Details of your submission, including the names of those submitting same, may also be shared with relevant Council Departments and agents working on their behalf.

**Senior Executive Officer,
Planning & Strategic Infrastructure Department.**

Dated: 25th October 2022.

Appendix D. EPR Maps

Typical Link Types

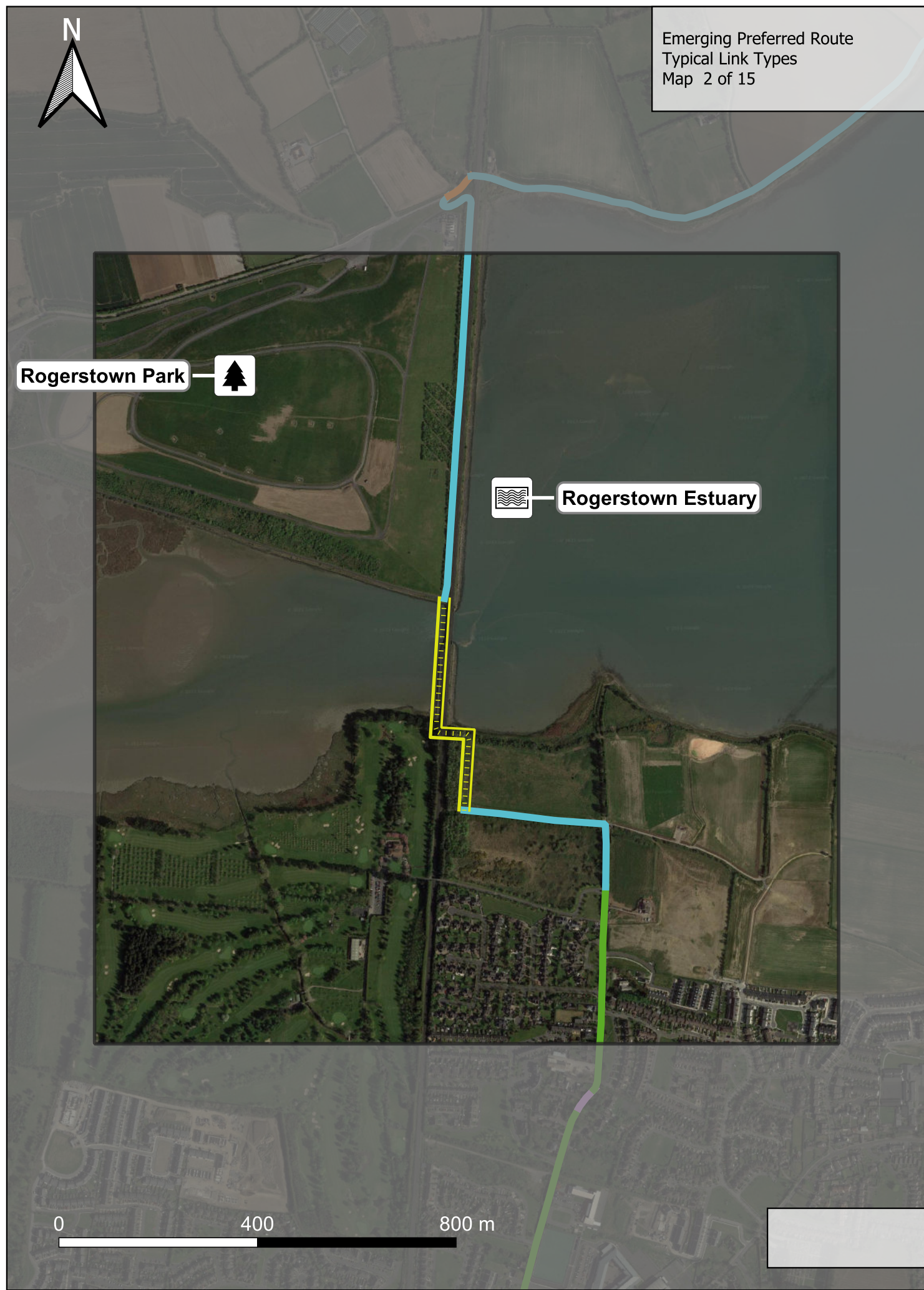
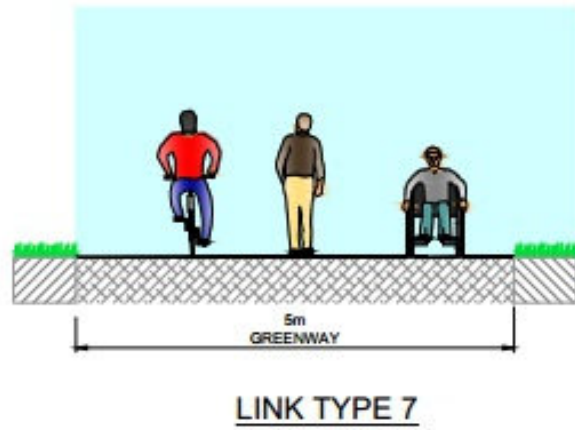
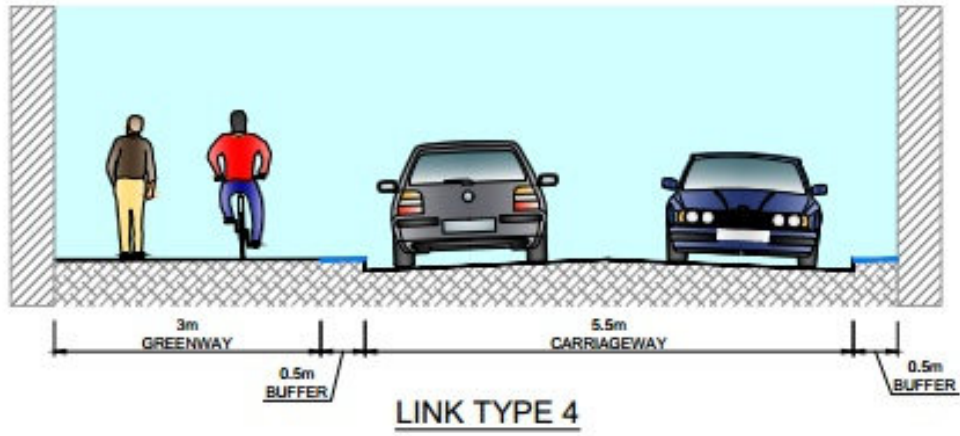


Legend

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- Link Type 6 █
- Link Type 7 █
- Link Type 8 █



Typical Link Types

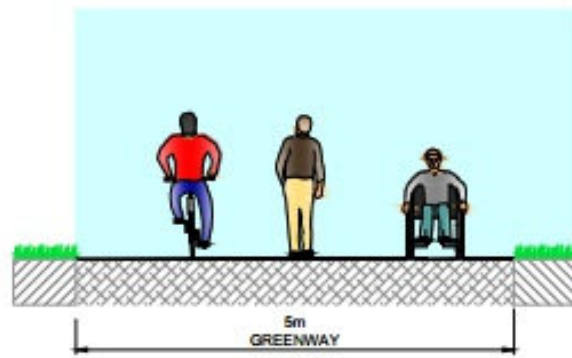


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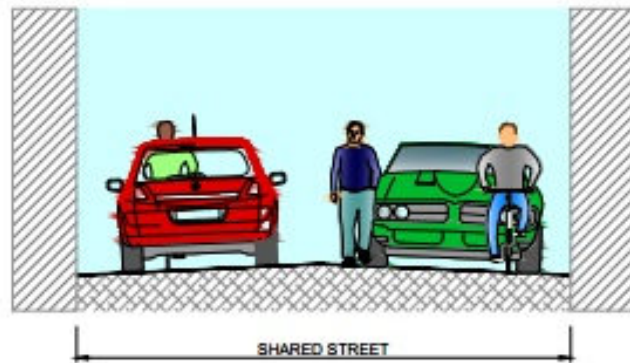
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- Structure



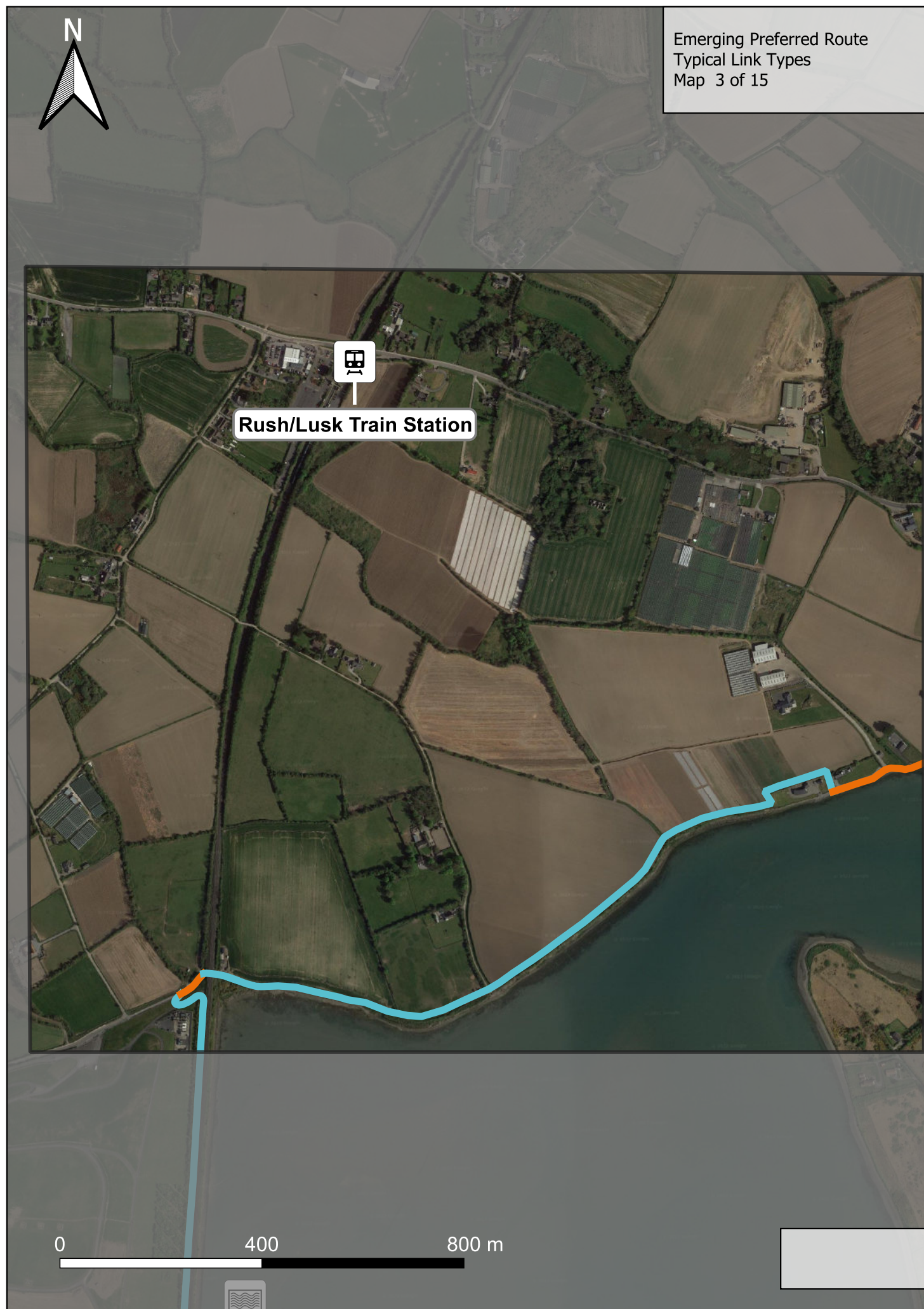
Typical Link Types



LINK TYPE 7



LINK TYPE 8

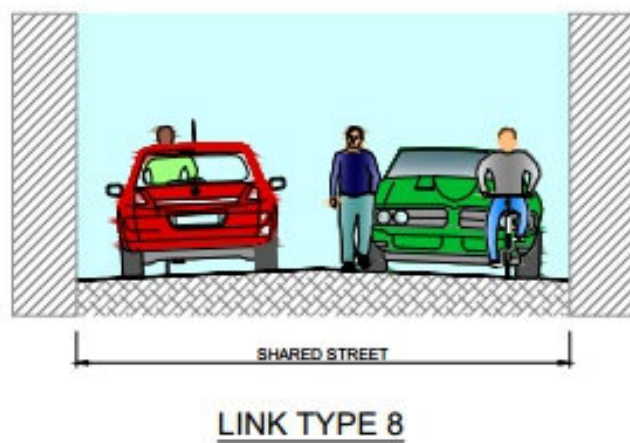
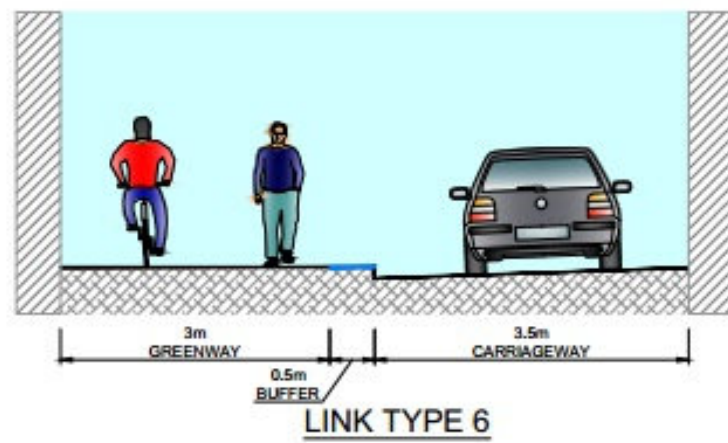
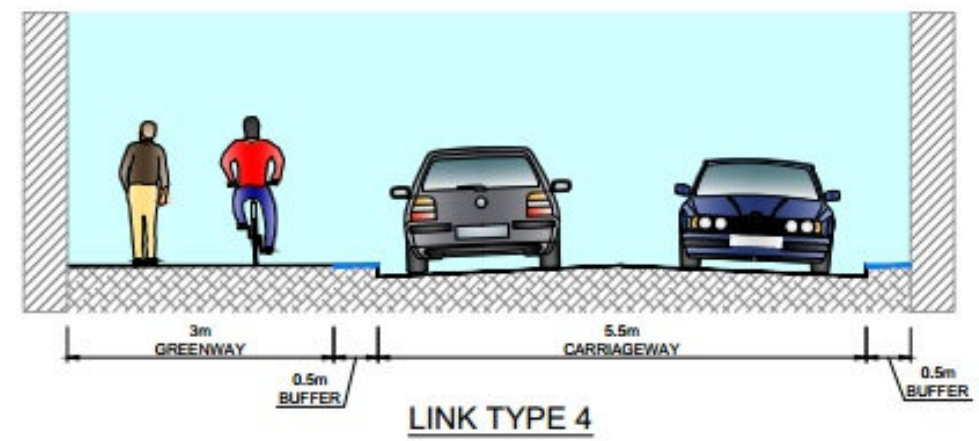
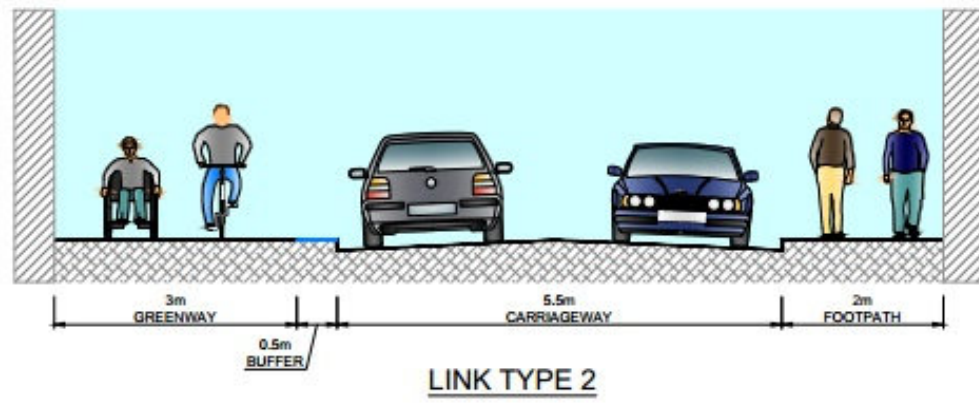


Legend

- Link Type 7
- Link Type 8



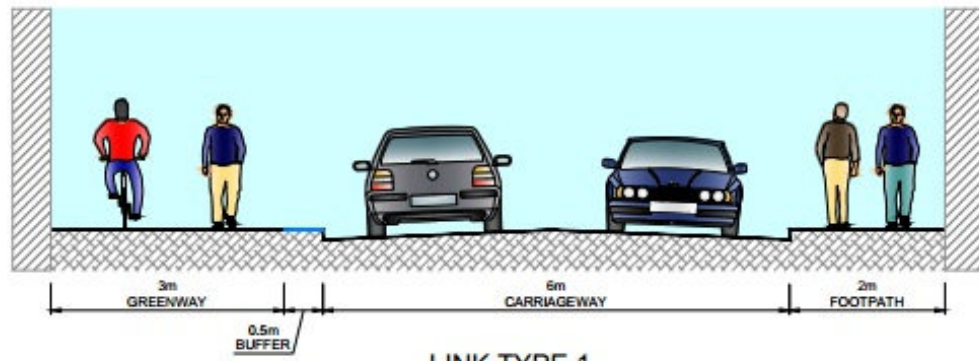
Typical Link Types



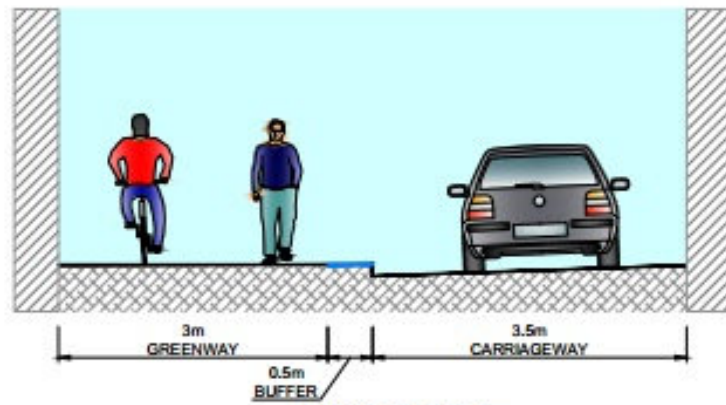
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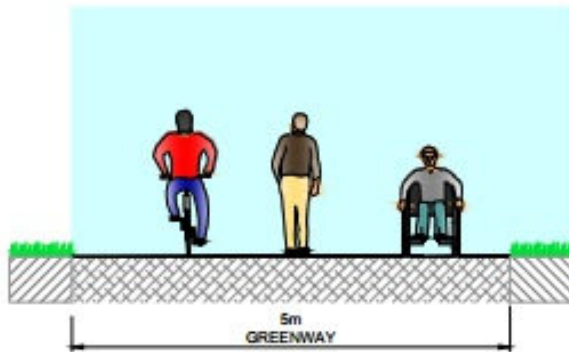
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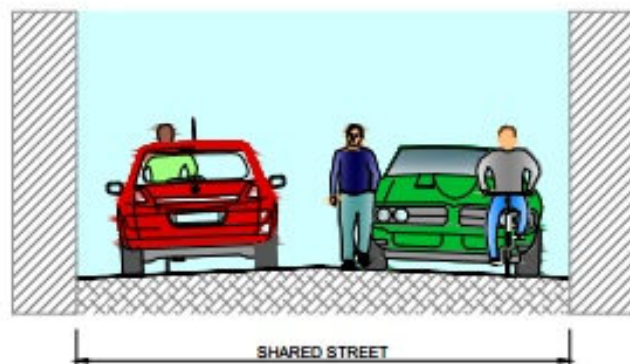
LINK TYPE 1



LINK TYPE 6



LINK TYPE 7



LINK TYPE 8

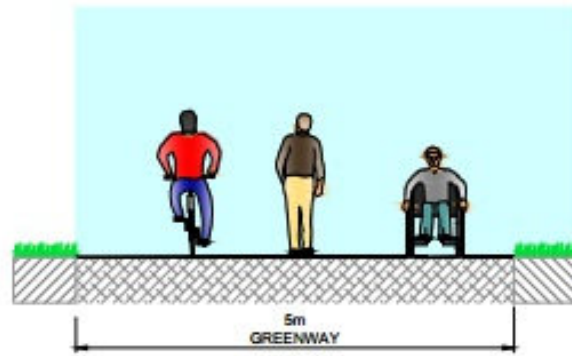


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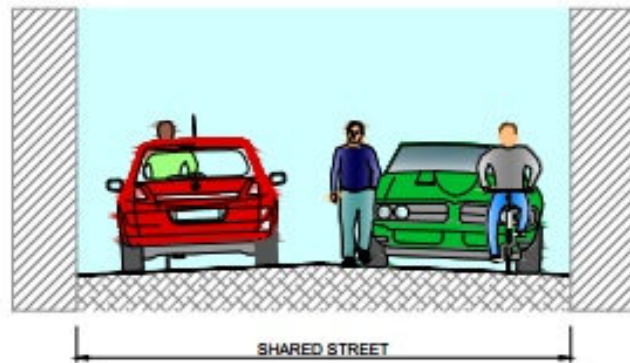
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- Link Type 8 █



Typical Link Types



LINK TYPE 7



LINK TYPE 8

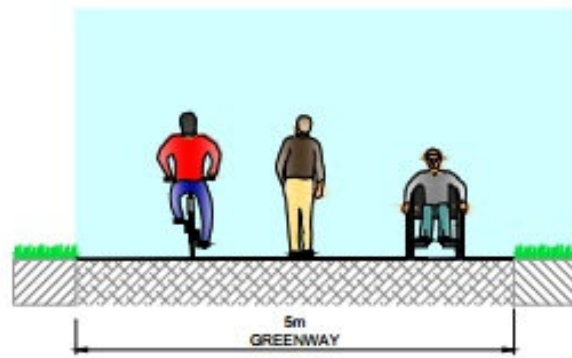


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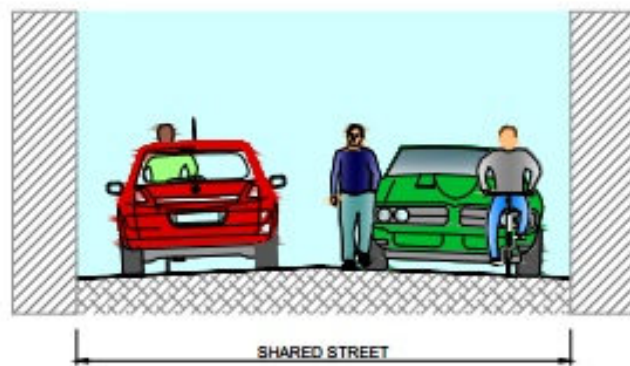
- Link Type 7
- Link Type 8
- Structure



Typical Link Types



LINK TYPE 7



LINK TYPE 8



Emerging Preferred Route
Typical Link Types
Map 7 of 15



Skerries

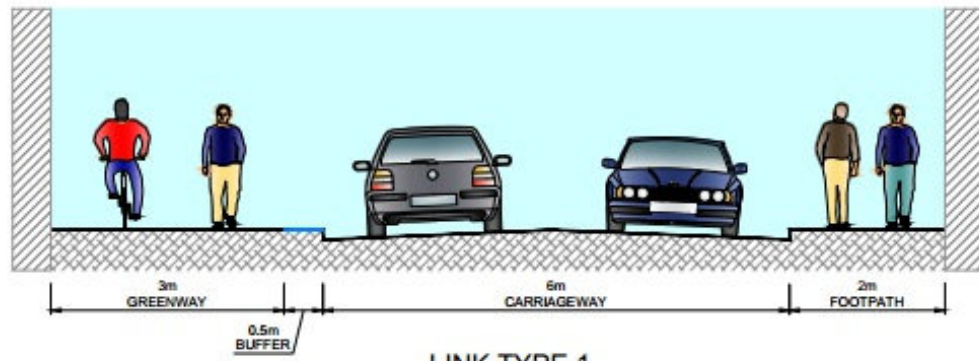
Rush

Legend

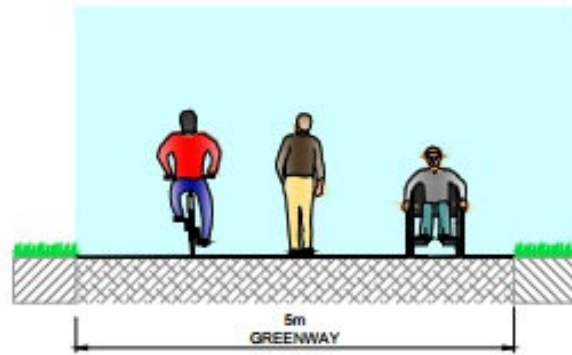
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- Link Type 8



Typical Link Types



LINK TYPE 1



LINK TYPE 7



Emerging Preferred Route
Typical Link Types
Map 8 of 15



0 400 800 m

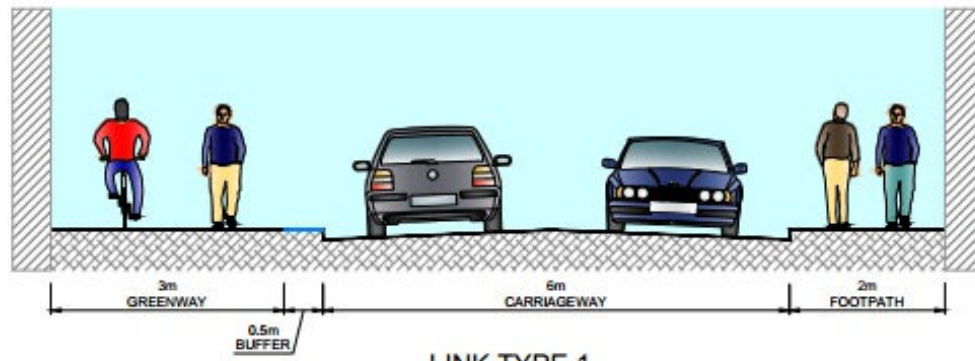


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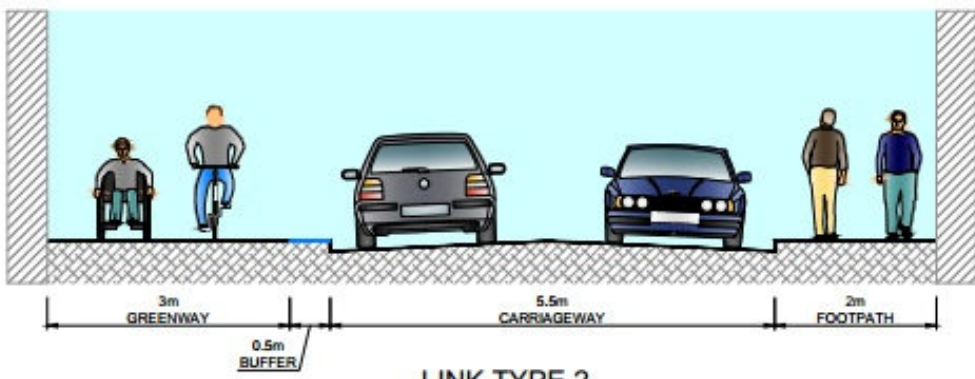
- Link Type 1 —
- Link Type 7 —



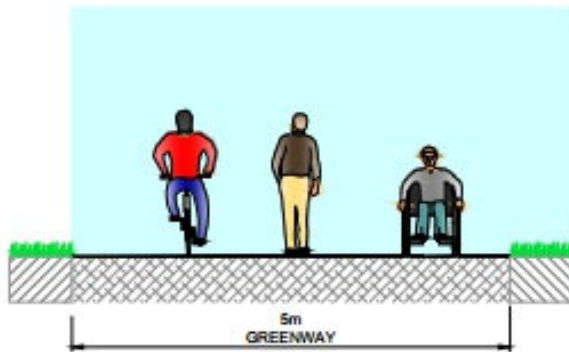
Typical Link Types



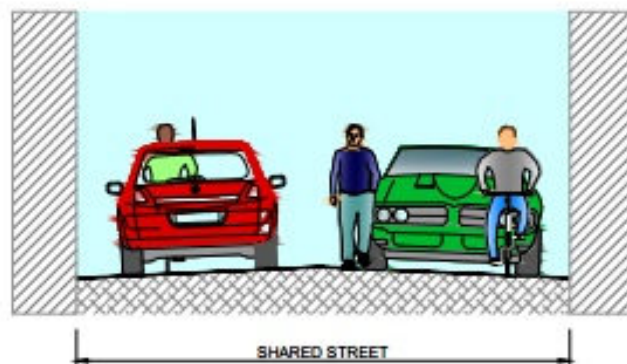
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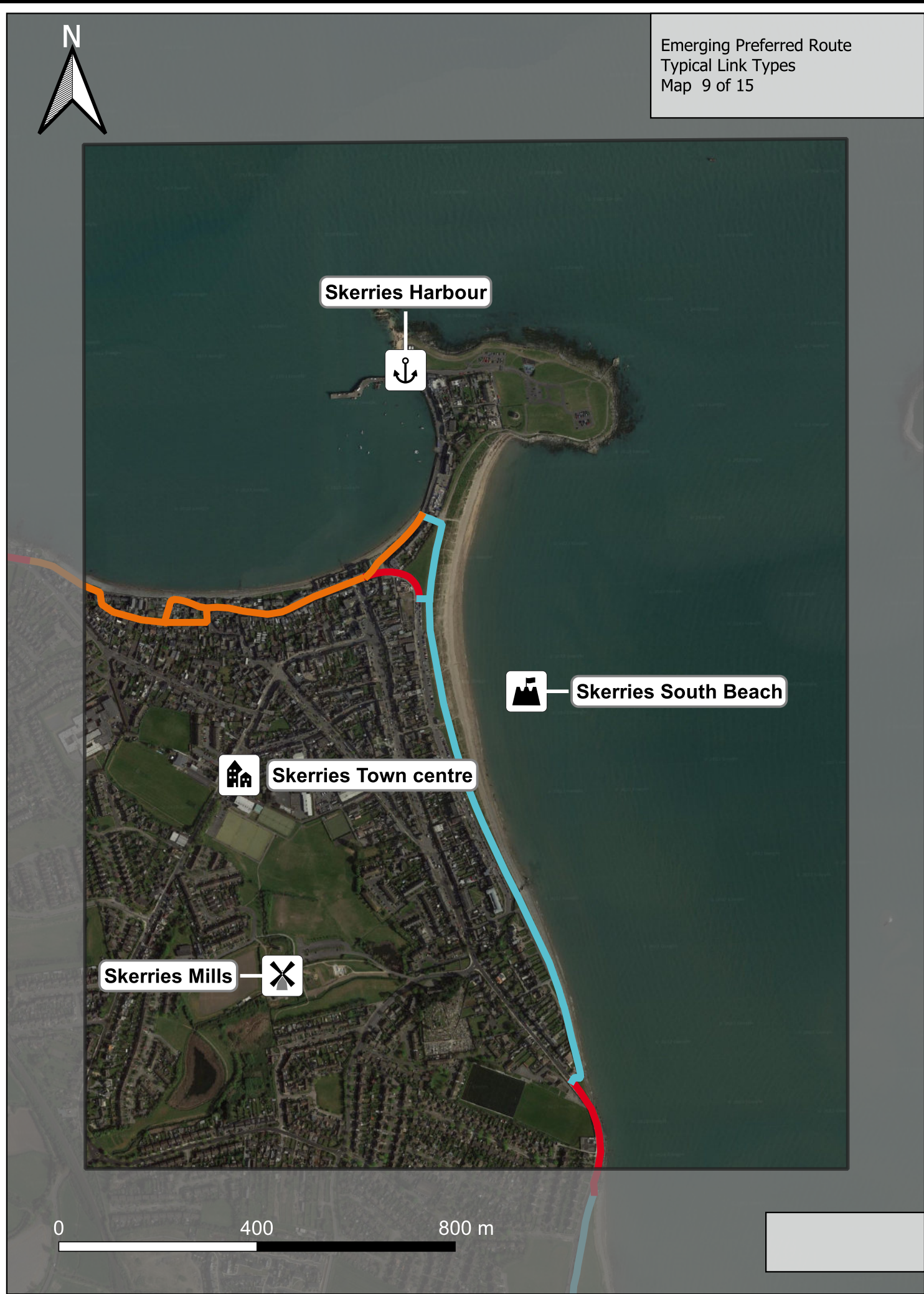
LINK TYPE 2



LINK TYPE 7



LINK TYPE 8

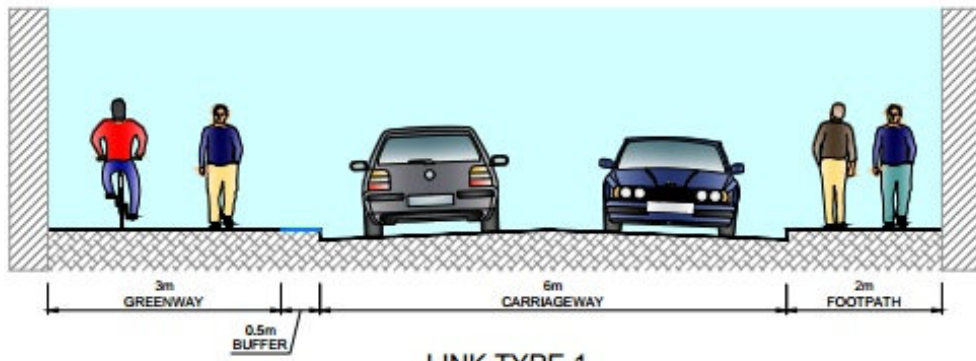


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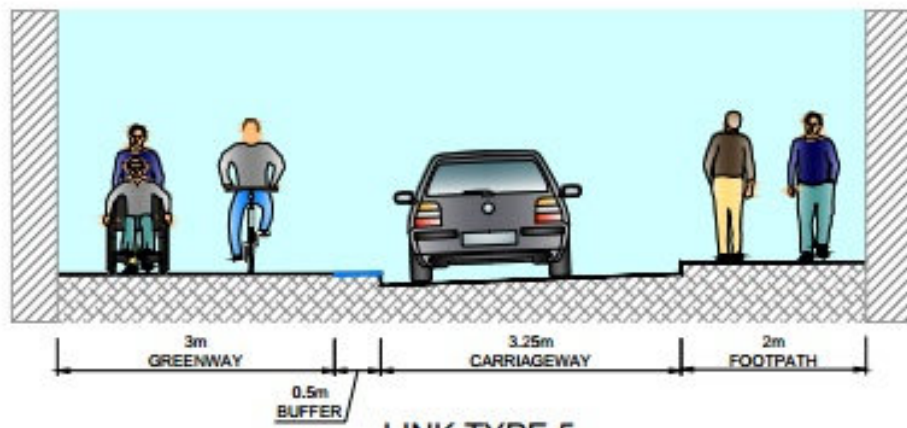
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- Link Type 8 █



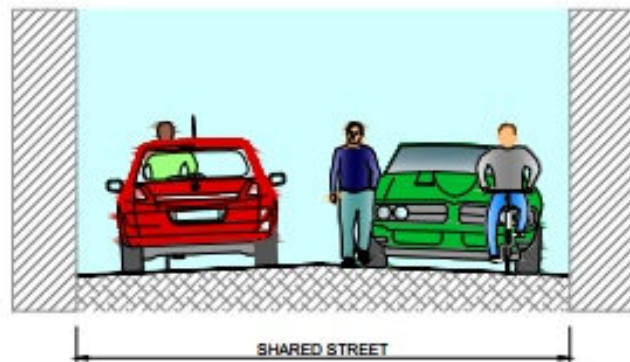
Typical Link Types



LINK TYPE 1



LINK TYPE 5



LINK TYPE 8



Emerging Preferred Route
Typical Link Types
Map 10 of 15



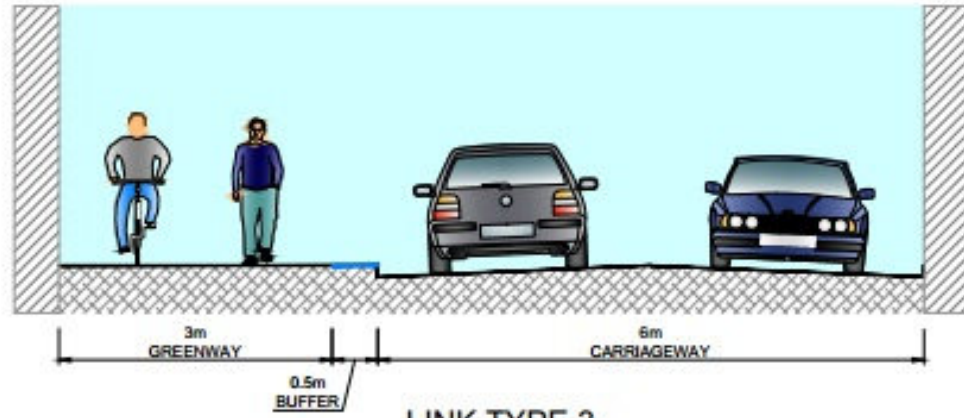
Legend

- Link Type 1 █
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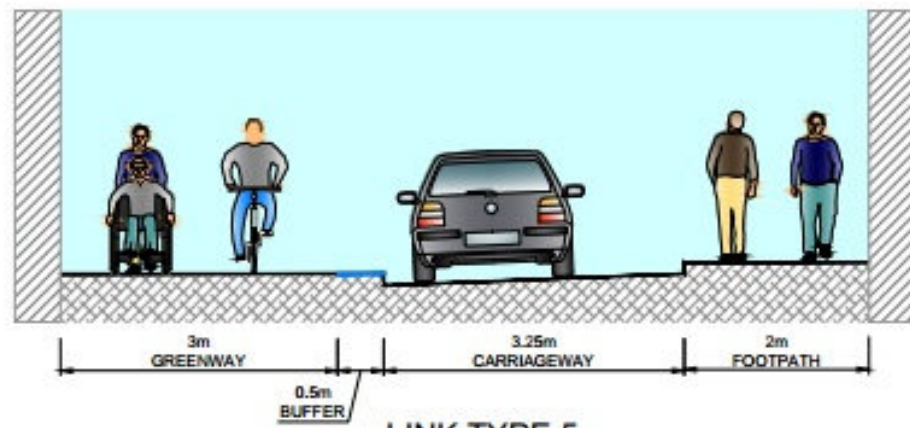
Skerries Train Station



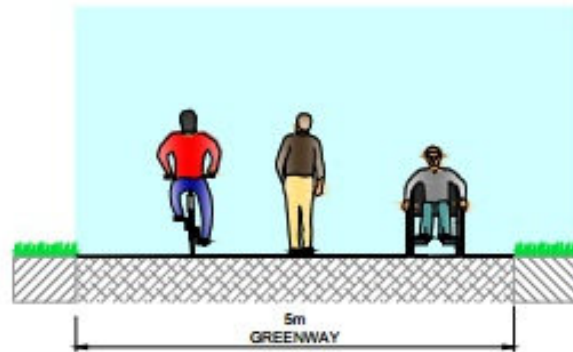
Typical Link Types



LINK TYPE 3



LINK TYPE 5



LINK TYPE 7

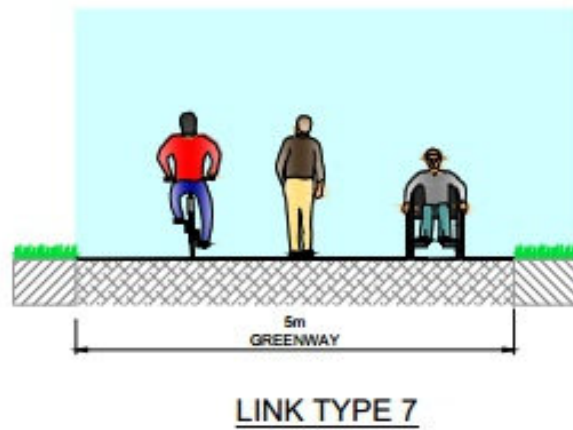
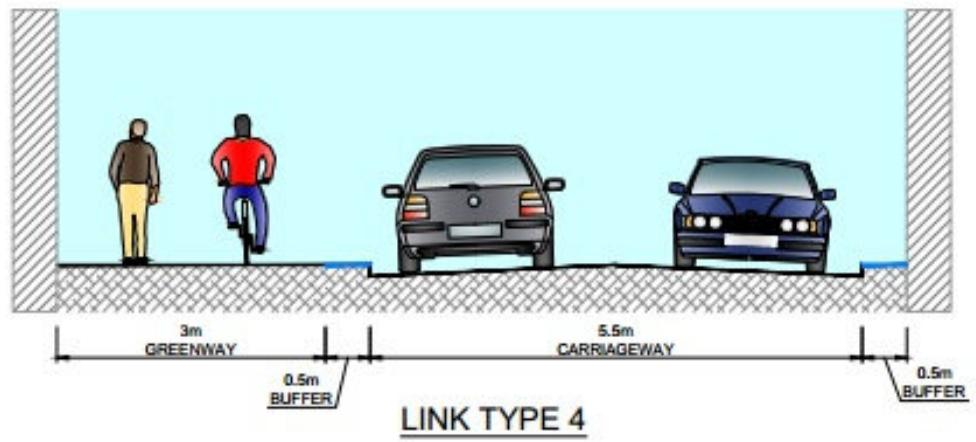
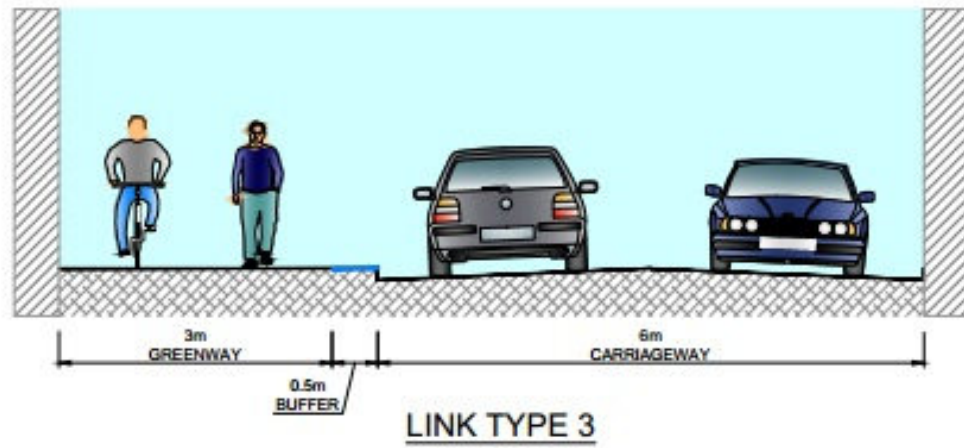
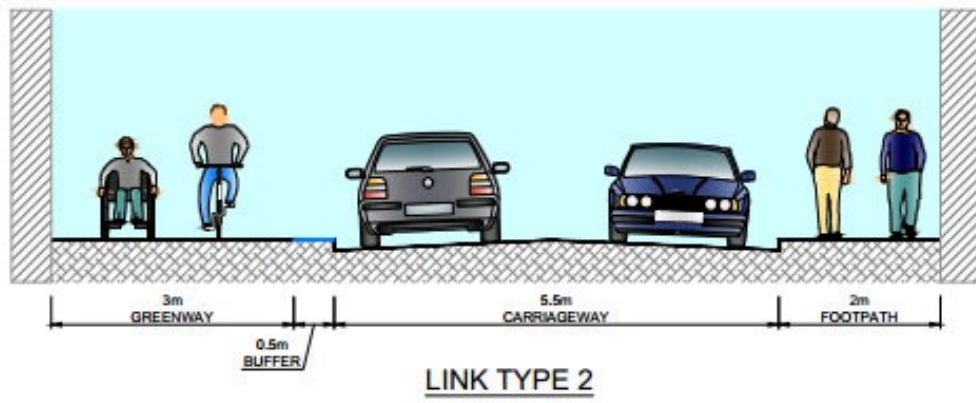


Legend

- Link Type 4 █
- Link Type 6 █
- Link Type 7 █
- Structure ▨



Typical Link Types



Emerging Preferred Route
Typical Link Types
Map 12 of 15



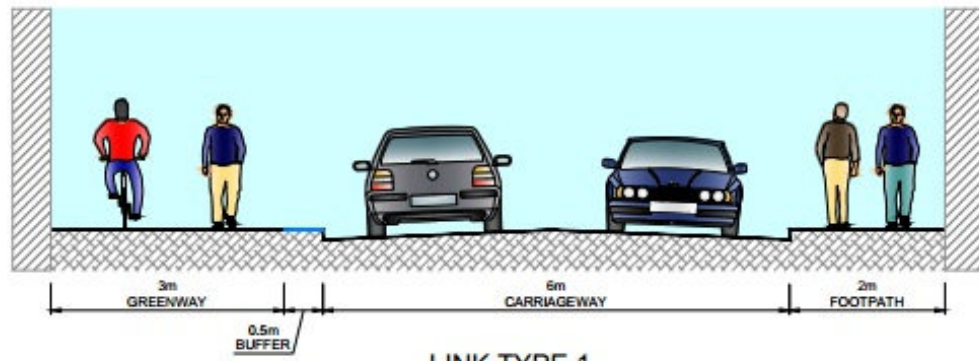
Balbriggan
Skerries

Legend

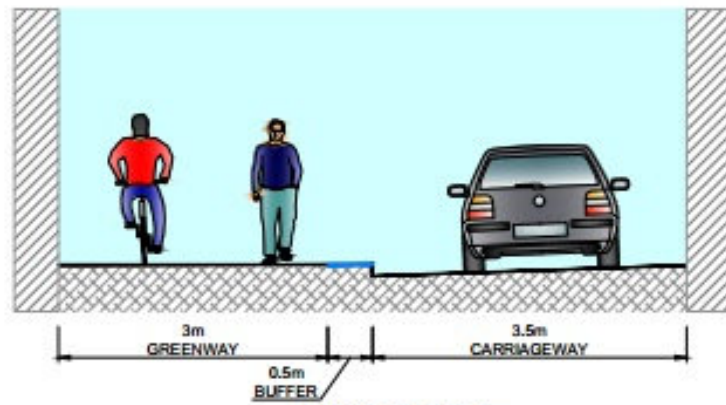
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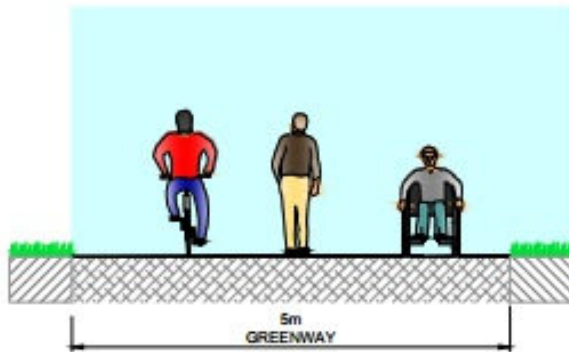
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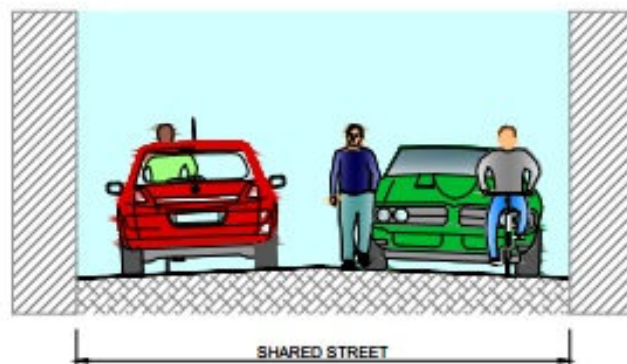
LINK TYPE 1



LINK TYPE 6



LINK TYPE 7



LINK TYPE 8

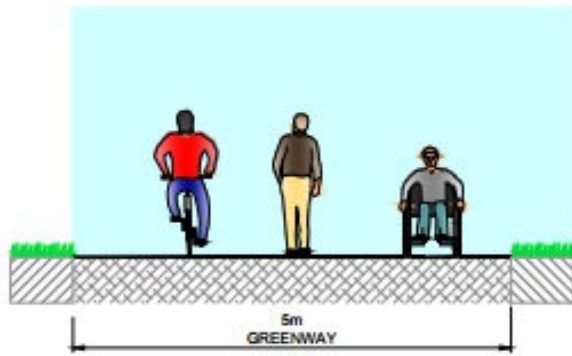


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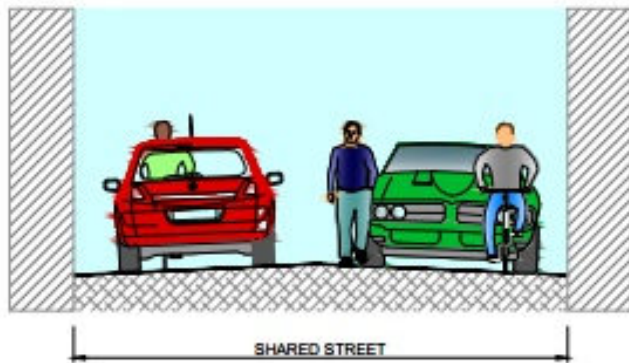
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- Link Type 8 █
- Structure



Typical Link Types



LINK TYPE 7



LINK TYPE 8



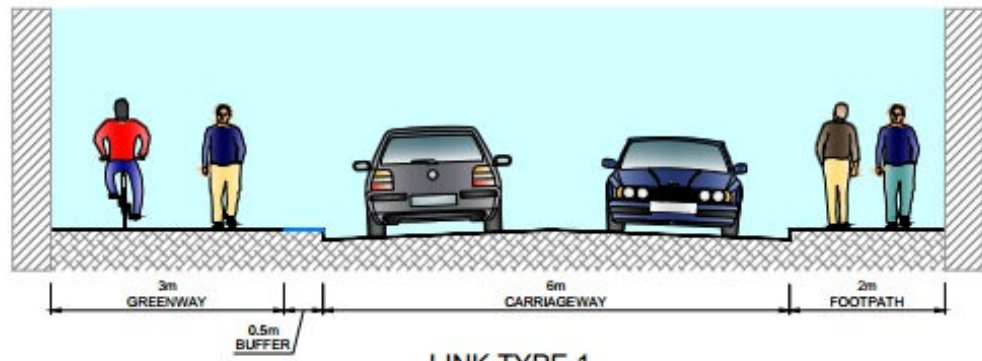
Balbriggan

Legend

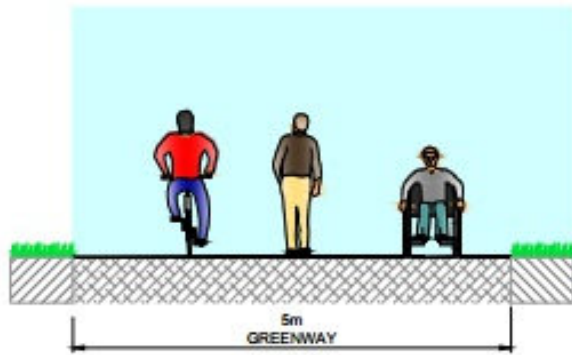
- Link Type 7
- Link Type 8
- Structure



Typical Link Types



LINK TYPE 1



LINK TYPE 7



Legend

Link Type 7



Emerging Preferred Route
EPR-PC-MAP 01
Balbriggan North

Legend

- Emerging Preferred Route
- - - Dublin to Belfast Railway

Fingal/Meath Boundary



R132

Key Plan






2022-10-20
Rev B

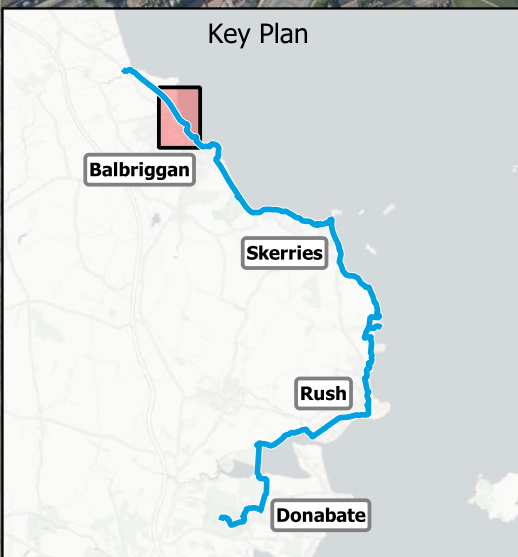




Emerging Preferred Route
EPR-PC-MAP 02
Balbriggan Central

Legend

-  Emerging Preferred Route
-  Dublin to Belfast Railway
-  New Bridge Structure



Comhairle Contae Fhine Gall
Fingal County Council

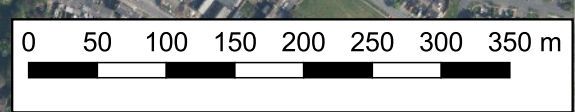
ATKINS
Member of the SNC-Lavalin Group

Greenways Ireland

TII
Bonneagar Iompair Éireann

Project Ireland 2040
Building Ireland's Future

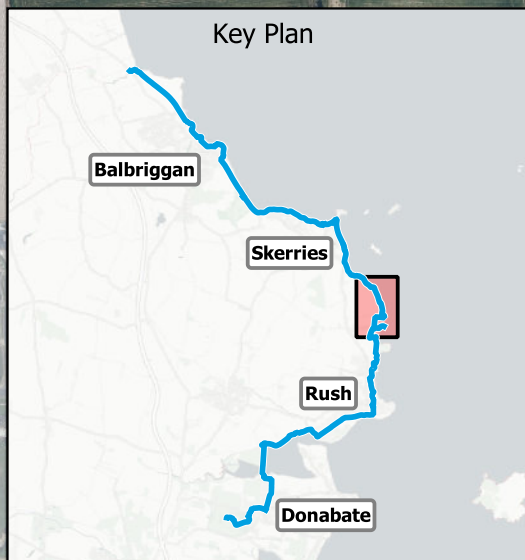
2022-10-20
Rev B



Emerging Preferred Route
EPR-PC-MAP 07
Loughshinny

Legend

Emerging Preferred Route



Emerging Preferred Route
EPR-PC-MAP 03
Balbriggan South

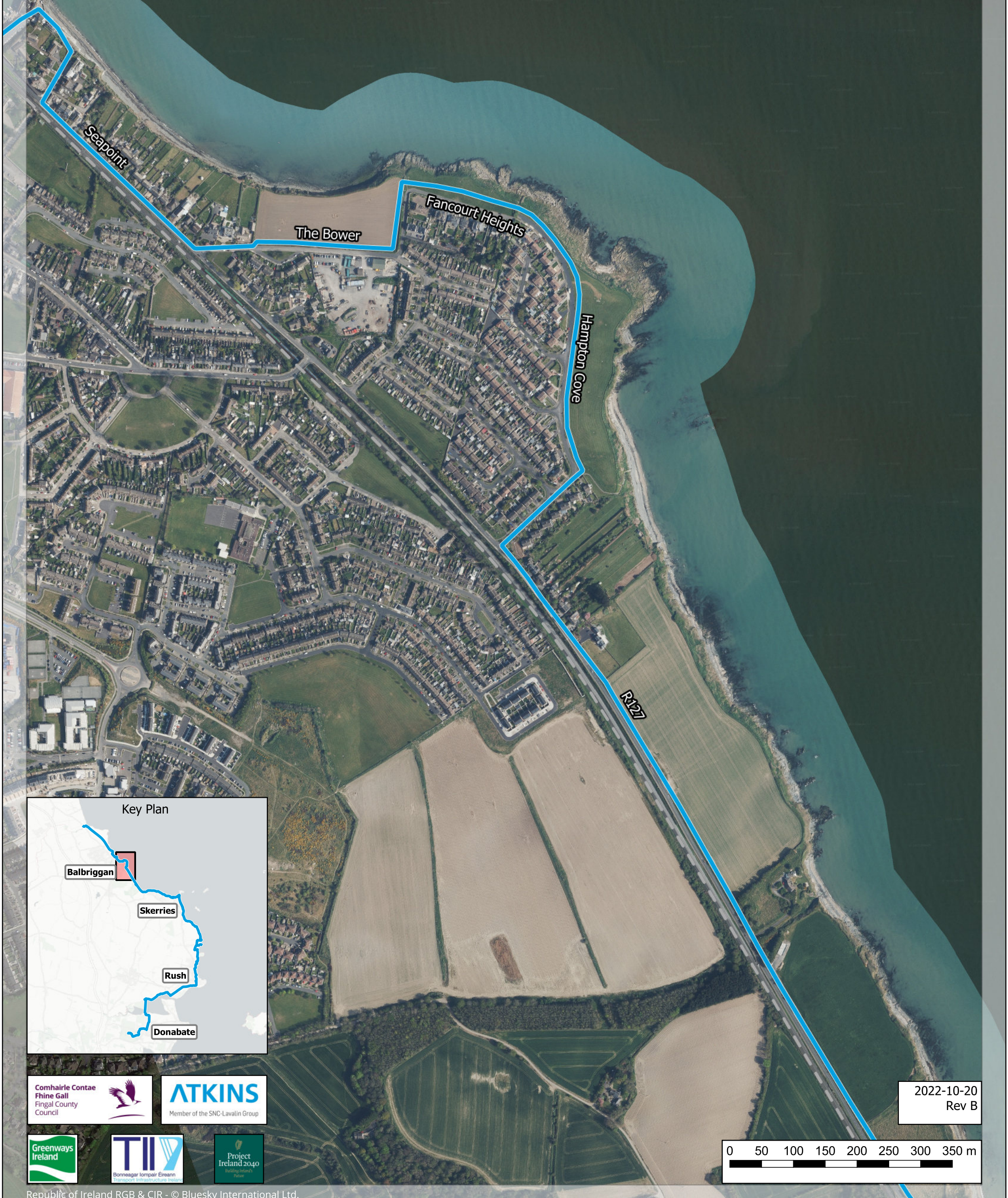
Legend

- Emerging Preferred Route
- Dublin to Belfast Railway

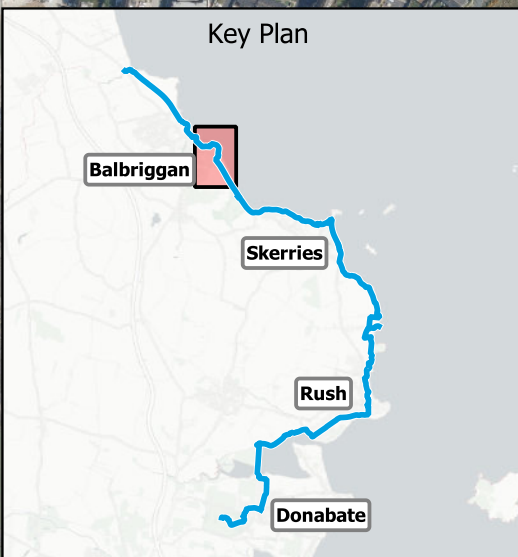
N



Balbriggan Harbour



Key Plan



2022-10-20
Rev B





Ardgillan Castle

Barnageeragh Beach

R127

Barnageeragh Road

Key Plan




Balbriggan

Skerries

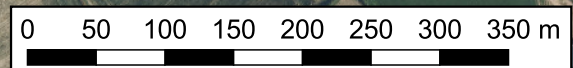
Rush

Donabate

Legend

-  Emerging Preferred Route
-  Dublin to Belfast Railway
-  New Bridge Structure

**Emerging Preferred Route
EPR-PC-MAP 04
Skerries North**



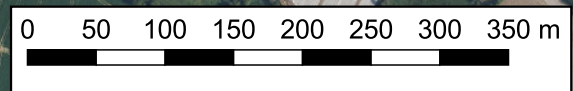
2022-10-21
Rev B



Legend

- Emerging Preferred Route
- - - Dublin to Belfast Railway

Emerging Preferred Route
EPR-PC-MAP 05
Skerries Central

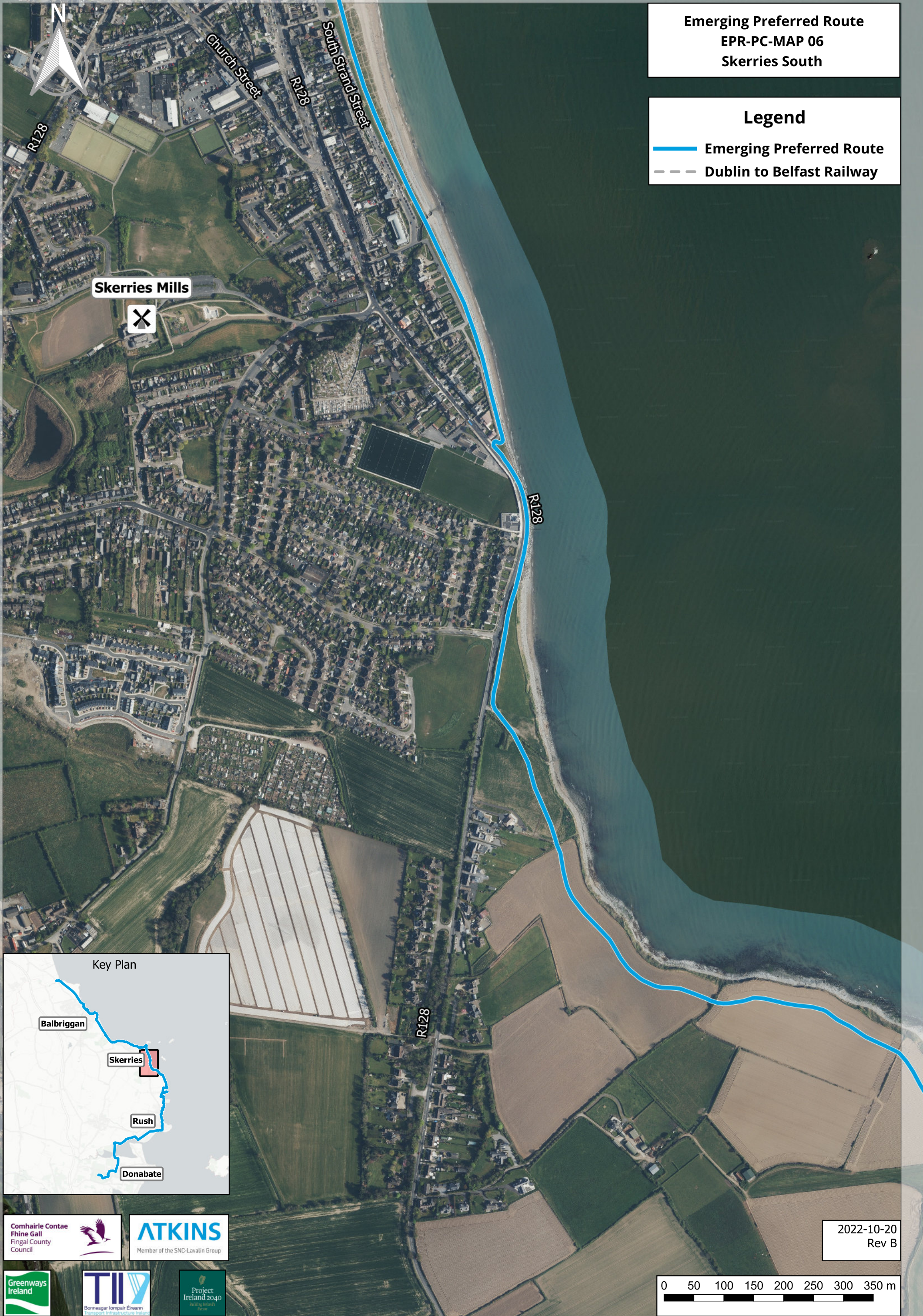


2022-10-20
 Rev B

Emerging Preferred Route
EPR-PC-MAP 06
Skerries South

Legend

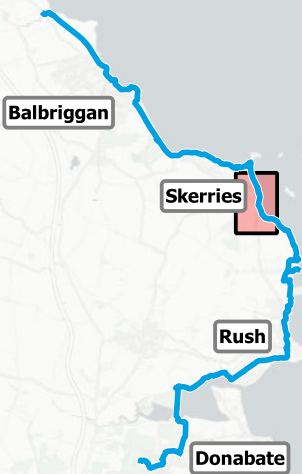
- Emerging Preferred Route
- Dublin to Belfast Railway



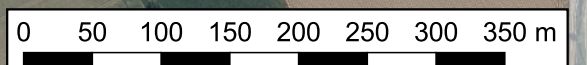
Skerries Mills



Key Plan



2022-10-20
Rev B



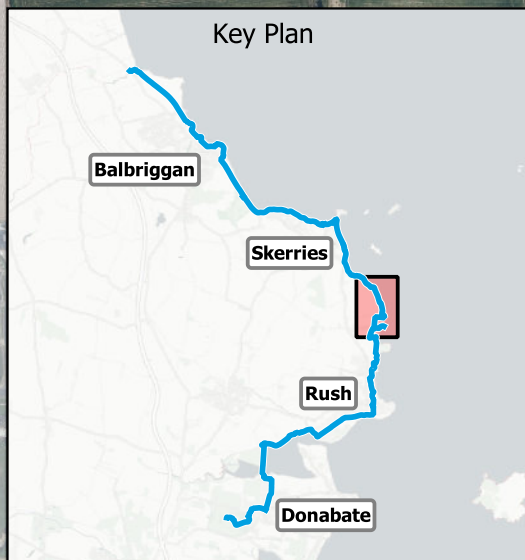
N



Emerging Preferred Route
EPR-PC-MAP 07
Loughshinny

Legend

 Emerging Preferred Route



Key Plan

Balbriggan

Skerries

Rush

Donabate

Mine Road

Loughshinny

L1320

Loughshinny Beach





2022-10-20
Rev B





Emerging Preferred Route
EPR-PC-MAP 08
Rush North


Legend

-  Emerging Preferred Route
-  New Bridge Structure

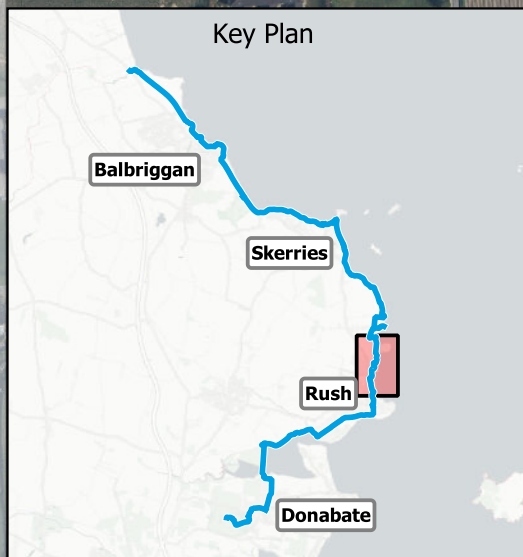
 Drumanagh

R128

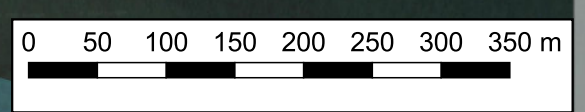
Palmer Road

 Rush North Beach

Six Cross Lane



2022-10-20
Rev B





Rush Harbour



Rush Town Centre



Rush South Beach



R128

R128

R128

Kilbush Lane

Bawn Road

Convent Lane

Hands Lane

Sandy Lane

Golf Road

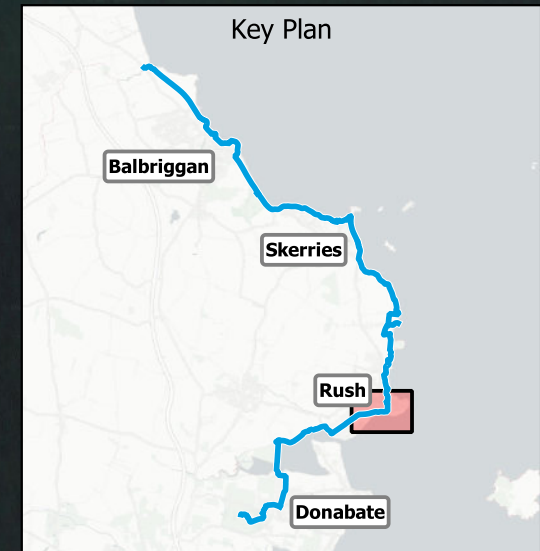
Sundrive Road

South Shore Road


Channel Road



2022-10-20 Rev B



Legend

 Emerging Preferred Route

Emerging Preferred Route
EPR-PC-MAP 09
Rush Central



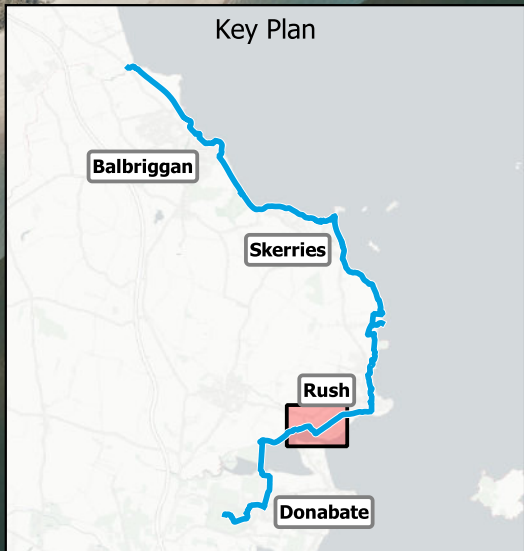
Legend

 Emerging Preferred Route

**Emerging Preferred Route
EPR-PC-MAP 10
Rush South**







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Rev B





**Emerging Preferred Route
EPR-PC-MAP 11
Rogerstown**

Legend

-  Emerging Preferred Route
-  Potential Alternative Routes
-  Dublin to Belfast Railway
-  New Bridge Structure

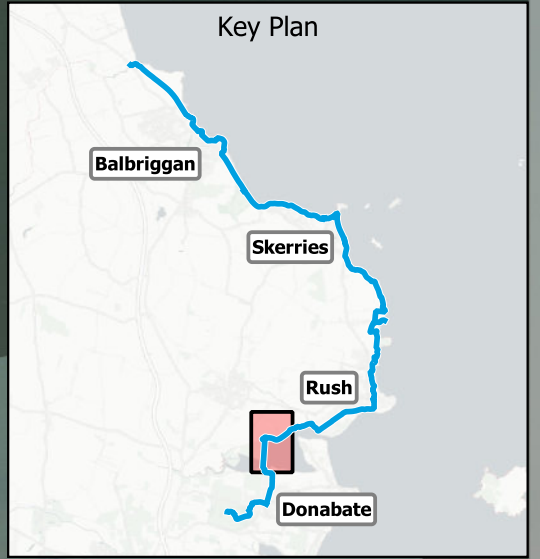
Rogerstown Lane

Rogerstown Park

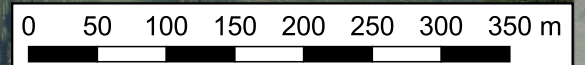


Rogerstown Estuary

Exact Location of Railway Bridge Crossing To Be Determined



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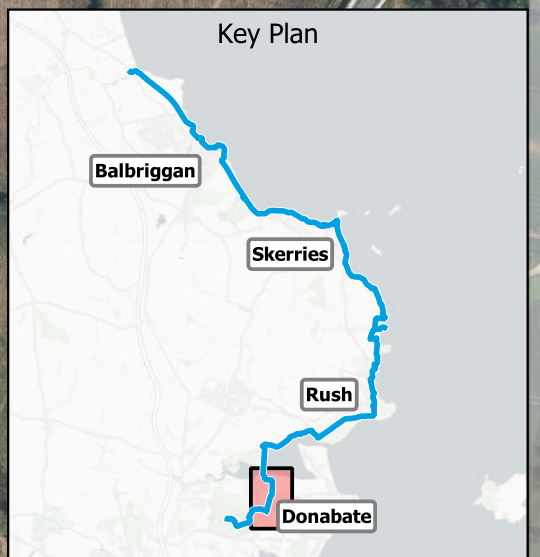
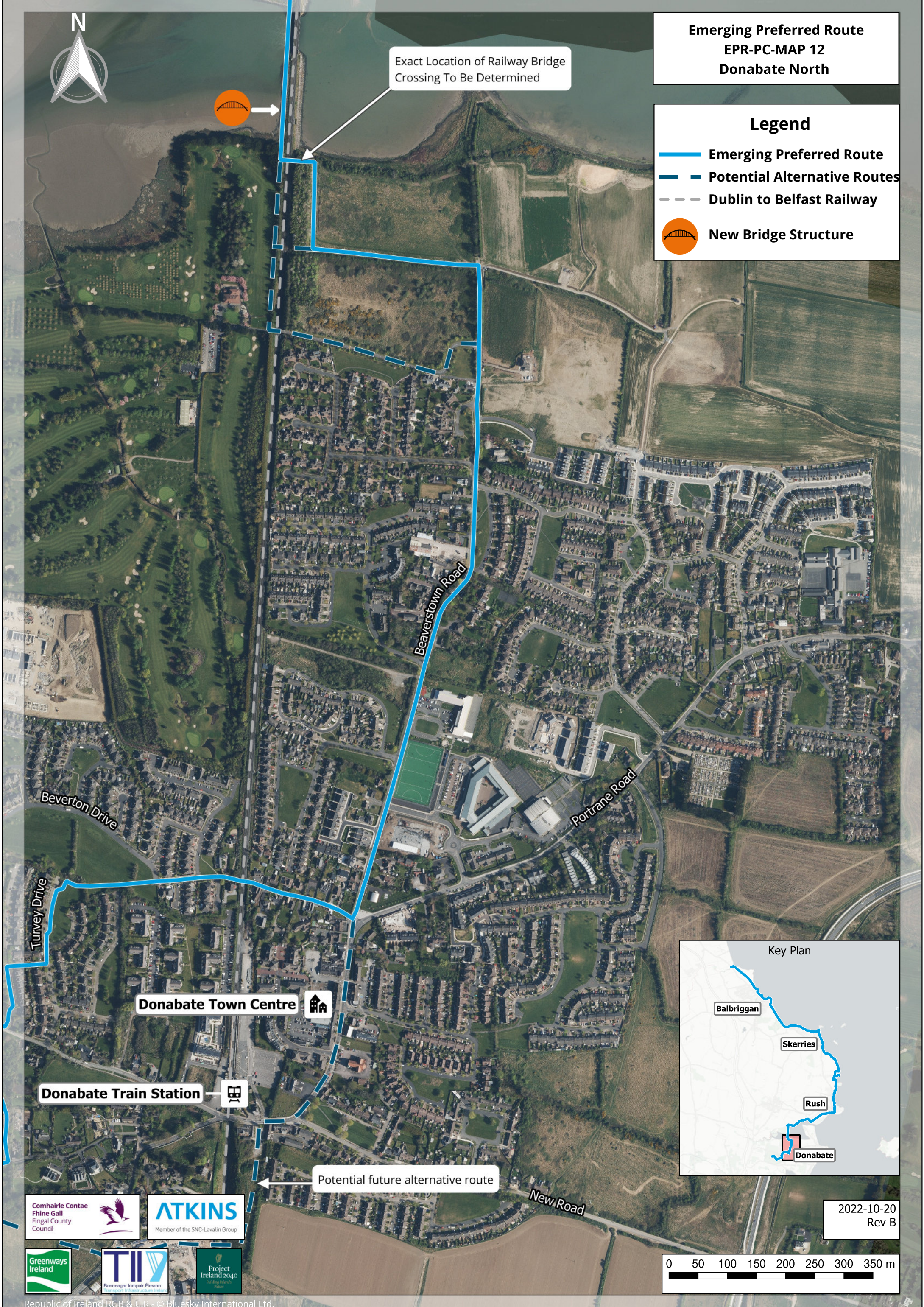


Exact Location of Railway Bridge Crossing To Be Determined

Emerging Preferred Route EPR-PC-MAP 12 Donabate North

Legend

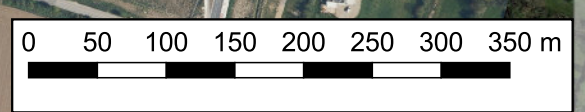
-  Emerging Preferred Route
-  Potential Alternative Routes
-  Dublin to Belfast Railway
-  New Bridge Structure



Potential future alternative route



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Newbridge House



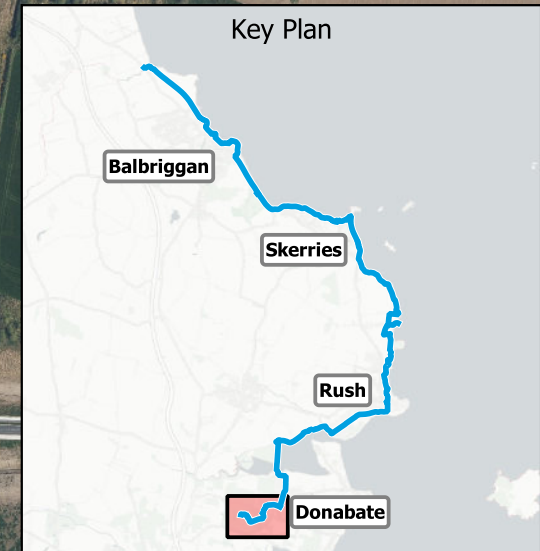
Donabate Town Centre



Donabate Train Station



Potential future alternative route



- Legend**
- Emerging Preferred Route
 - - - Potential Alternative Routes
 - - - Dublin to Belfast Railway

ATKINS
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Comhairle Contae Fhine Gall
Fingal County Council

Greenways Ireland

TII
Bonneagar Iompair Éireann

Project Ireland 2040
Building a Better Future

Emerging Preferred Route
EPR-PC-MAP 13
Donabate South



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Co. Dublin

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