

Fingal Coastal Way

Stage 1 Route Options Assessment - Public Consultation Report

Fingal County Council

August 2022



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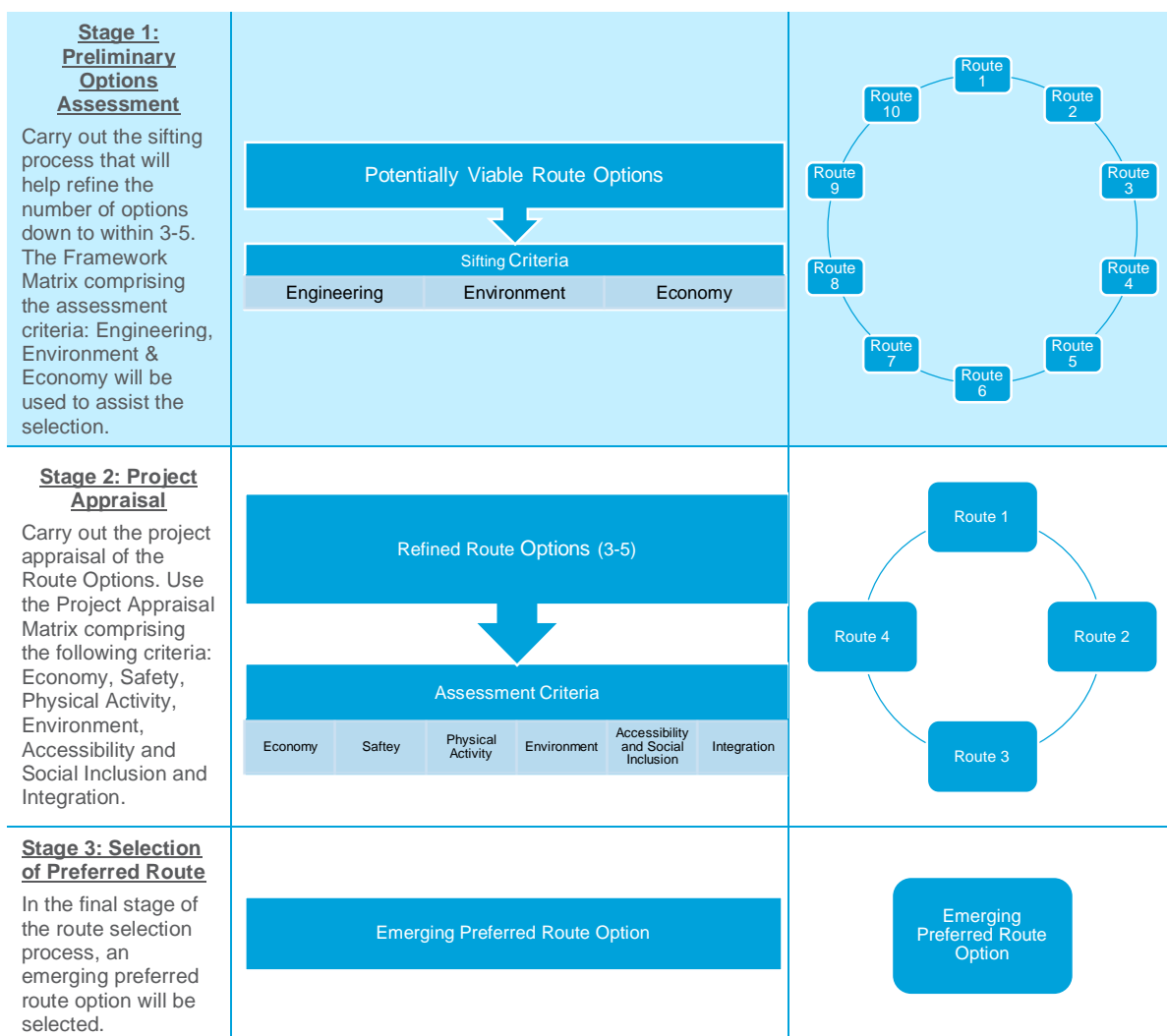
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1. Introduction

The Proposed Scheme

- 1.1. Fingal County Council is in the process of developing plans for the Fingal Coastal Way, a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route linking Donabate, Rush, Loughshinny, Skerries and Balbriggan and the wider North Fingal area.
- 1.2. The proposed rural and urban greenway will encourage tourism and recreation 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. The project commenced in 2019 when a Constraints Study was prepared to identify key constraints and opportunities associated with the scheme study area. A first round of Public Consultation was undertaken between 19th November and 19th December 2019 to give the public an opportunity to identify local issues and opportunities.
- 1.4. The first stage of a two-stage route assessment process has been completed. A long list of potentially feasible route options has been identified and assessed with preferred routes identified to progress to the next stage of assessment – this is referred to as the Stage 1 assessment. Mapping published as part of this public consultation included both the long list of routes assessed as part of the Stage 1 assessment as well as the routes which are being progressed to the detailed Stage 2 assessment.
- 1.5. Currently, the scheme is at the start of the Stage 2 assessment process where the shortlisted routes identified by the Stage 1 assessment above will be assessed in further detail to determine an Emerging Preferred Route for the Fingal Coastal Way. Comments made during this consultation process on the Stage 2 routes will be taken into consideration during the detailed assessment process.
- 1.6. A summary of the route selection process is shown in the figure below which outlines each step that is carried out in order to arrive at the Emerging Preferred Route.



Purpose of Public Consultation Exercise

- 1.8. The vision for the Fingal Coastal Way is to create a safe, attractive and environmentally sympathetic coastal walking and cycling route between Newbridge Demesne in Donabate and the County Boundary to the North of Balbriggan.
- 1.9. The completed scheme will provide the highest feasible level of service for both pedestrians and cyclists and will improve connectivity between the major towns on the North County Dublin coastline.
- 1.10. The Fingal Coastal Way will be a flagship tourism scheme for the county and will serve both destination and local leisure trips along with commuter trips between towns.
- 1.11. A summary of the objectives of the scheme is shown in the table below:

Table 1-1 - Scheme Objectives

Criteria	Specific Objectives
Economy	<ul style="list-style-type: none"> • To facilitate the promotion and branding of Fingal County as a great place to visit and do business. • To maximise viable long-term economic benefits that are evenly distributed among existing businesses and attractions and to facilitate the potential for future green start-ups. • To minimise economic impact to landowners through a partnership approach during both the scheme developmental and operational stages. • To deliver a project which is cost effective through its whole life cycle.

Criteria	Specific Objectives
Environment	<ul style="list-style-type: none"> To optimise and manage connectivity to natural and artificial tourism attractions in a manner that is controlled and sympathetic to ecological habitats and heritage sites. To deliver a project of exemplar sustainability in relation to material choice, material sourcing and construction practices. To ensure that the end product has taken due consideration of both climate and coastal change.
Safety	<ul style="list-style-type: none"> To ensure that the scheme aligns with the hierarchy of users wherein the needs of pedestrians are considered first, followed by the cyclist. To maximise user safety by providing a traffic free route that is segregated from vehicles wherever practicable. To consider users perception of safety and implement measures that enhance the sense of safety along the route. To ensure that due consideration is given to the variable coastal, rural and urban route contexts and that relevant measures are reasonably implemented to protect the safety of users. To ensure that the scheme design takes into account full consideration of safety towards both residents and landowners.
Accessibility and Social Inclusion	<ul style="list-style-type: none"> To ensure that universal access is a core consideration in the design of the scheme. To embrace public input during the development and operational stages so as to enhance community ownership of the scheme. To consider appropriate locations along the scheme where the place function of the route can be enhanced.
Integration	<ul style="list-style-type: none"> To ensure that the scheme aligns with key national, regional and local policy. To facilitate wayfinding for the scheme to local train stations and amenity centres. To consider multi-modal transport support at key origins and destinations. To take advantage of smart technology where practicable.
Physical Activity	<ul style="list-style-type: none"> To improve the health and general wellbeing of users. To promote active lifestyles through facilitating connectivity to local recreational activity centres. To support other sporting and health initiatives in Fingal.

1.12. Fingal County Council and the Project Team undertook an additional Non-Statutory Public Consultation process for the Stage 1 Route Options and Assessment, which was held during April - May 2021. This consultation process outlines the work done to date and how this will facilitate the scheme meeting the objectives and vision stated above.

1.13. The purpose of this route options public consultation process was to:

- Deliver a high-level overview of the scheme to the general public including a summary of the work undertaken to date and to present the routes that were identified in Stage 1
- Present the outcome of the Stage 1 assessment and identify the routes that will progress to the Stage 2 assessment.
- Collect local information and the general public's opinions on the scheme and local statistics for walking and cycling within Donabate, Rush, Loughshinny, Skerries and Balbriggan and the wider North Fingal area

1.14. Undertaking public consultation is advocated in most best practice guidance including "The Greenways Strategy - Strategy for the Future Development of National and Regional Greenways"

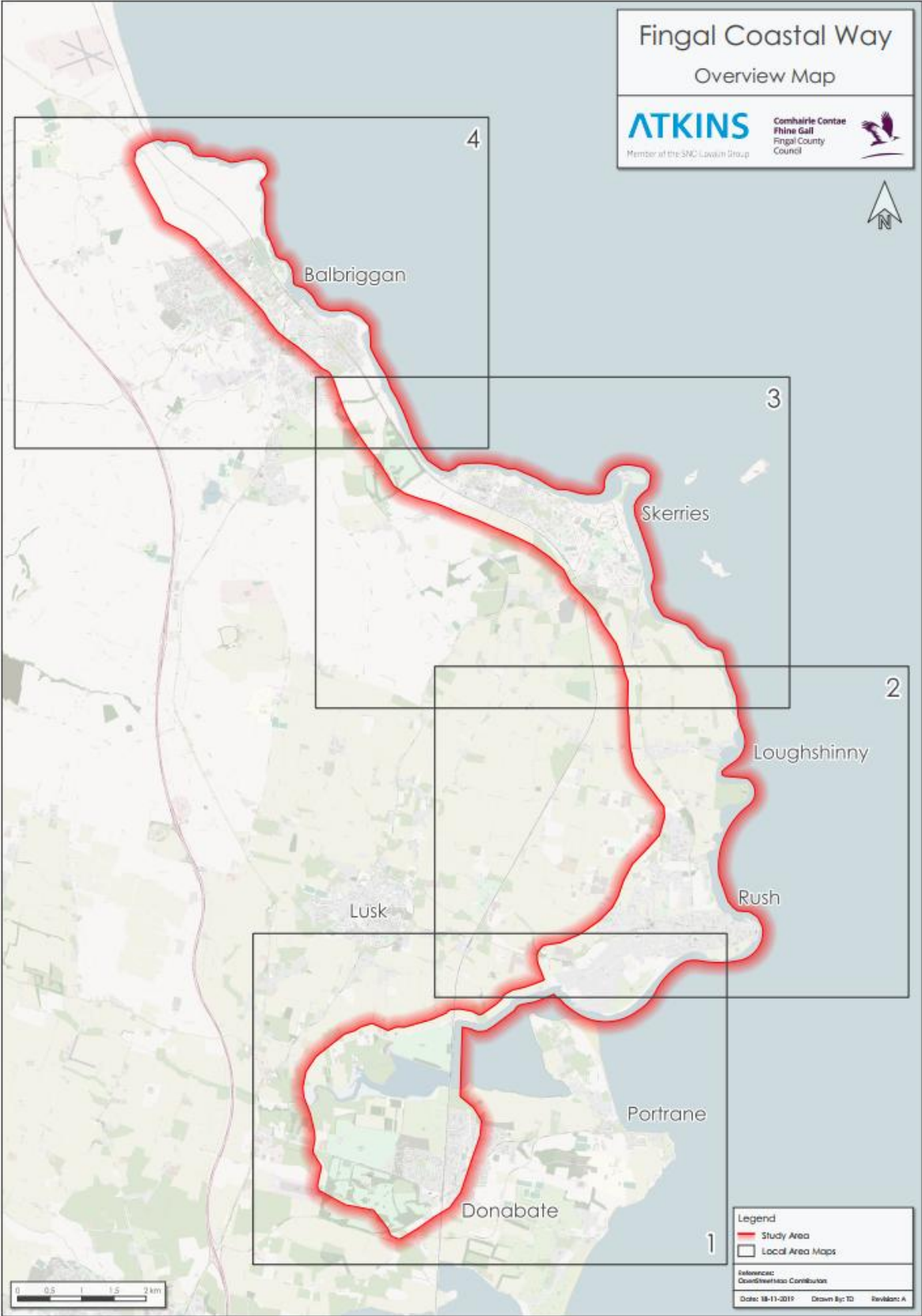
which was launched on 20th July 2018 and is also advocated in the TII (Transport Infrastructure Ireland) and NTA Project Management Guidelines.

- 1.15. Involving the public, local communities and landowners throughout the planning, design and delivery of the Fingal Coastal Way is an essential requirement for a successful scheme. In this regard, the recent Stage 1 Route Options consultation was the second in four proposed non-statutory public consultations being undertaken for this project.
- 1.16. Public consultation on greenway route options is particularly helpful in building awareness of the scheme amongst the public and facilitates designers in ensuring that they are aware of community needs throughout the development of the project. It is important to acknowledge that local people and users within the study area are, in themselves, a great source of information which cannot be obtained elsewhere. This information is particularly useful at this stage of the project as it feeds into the overall evidence base which will assist the Project Team in the detailed route option selection process in order to identify an emerging preferred route.
- 1.17. This report presents and summarises the key findings of the Non-Statutory Public Consultation process.

Study Area Extents

- 1.18. The proposed scheme extends from Newbridge Demesne, Donabate to the Meath Border 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.
- 1.19. The project will be in the order of approximately 31km long dependant on the final preferred route selected. The following map image, Figure 1-1, illustrates the scheme extents in relation to the wider Fingal area.

Figure 1-1 - Scheme Location



2. Public Engagement

Strategy

- 2.1. Due to the Covid-19 pandemic and associated restrictions on gatherings, the opportunity to hold in-person events during this round of public consultation was not possible. Therefore, the route options public consultation was held online via the Fingal County Council Consult website.
- 2.2. The consultation was open for a six-week period from Thursday, 15th April 2021 through to Thursday, 27th May 2021 with submissions from the public permitted over the same period.
- 2.3. The public consultation was advertised through a local newspaper (Fingal Independent), the Fingal Consult website, social media posts, the Public Participation Network (PPN), newsletters, a Fingal County Council Press Release, the 'Our Balbriggan' website and through emails sent to Councillors, residents, cycle advocacy groups and other project stakeholders identified at this stage.
- 2.4. An information leaflet was developed which gave a high-level outline of the project and the details of the public consultation asking 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 20,550 leaflets delivered by mail throughout the study area.
- 2.5. 1,455 individual letters were also sent to landowners with property in the vicinity of a route option. 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, resulting in some landowners being unable to receive letters. The PRAI is the only way to obtain the publicly available details of landowners. Further consultation will be held on an ongoing process throughout the options assessment which will help to further identify possibly affected landowners.
- 2.6. Consultation material including Concept Sketches, Stage 2 Route Options, Feasibility Options Assessment Stage 1 Report and frequently asked questions were made available over the duration of the six-week period, through download from the Final County Council website.
- 2.7. The above material was all included on a dedicated webpage for the Fingal Coastal Way including information on the background of the project, summaries of the route development and assessment process and a Frequently Asked Questions section.
- 2.8. In addition, the public consultation process was advertised on social media with good engagement on all posts relating to the Fingal Coastal Way in April and May. On Facebook, these posts had 775 likes, 107 comments and 157 shared while on Twitter there were 52 retweets, 17 replies and 184 likes.
- 2.9. Key stakeholders were consulted throughout the assessment and public consultation process including meetings with relevant government bodies such as the National Parks and Wildlife Service (NPWS) as well as standalone meetings with a number of residents' groups in various areas.
- 2.10. Key consultation material is presented in the Appendices of this report as follows:
 - Appendix A – Stage 1 Executive Summary
 - Appendix B – Information Leaflet
 - Appendix C – Advertisement
 - Appendix D – Concept Sketches
- 2.11. The full Stage 1 Feasibility Options Assessment Stage 1 Report was also included in the consultation material and made available to the public.
- 2.12. Two webinars were conducted on the 29th April and 4th May which were open for the public to attend with the first webinar pertaining to The Skerries and Balbriggan areas and the second dealing with Donabate, Rush and Loughshinny. 274 people registered to attend the webinars. These webinars included presentations on the overall scheme as well as the Stage 1 routes and assessment process specifically. Following these presentations, a Q&A session was held with questions from the public directly answered by the project team.

2.13. Recordings of the webinars were uploaded to Fingal County Council's YouTube channel and embedded on the dedicated Fingal Coastal Way webpage. Both webinars have been viewed in excess of 450 times.

Public Engagement Summary

2.14. There were two main methods by which the general public could make submission on the consultation. These were

- Online questionnaire
- General submission via Fingal's consultation portal, email, post etc.

2.15. The online questionnaire received a total of 435 submissions. 262 of these submissions also contained detailed comments relating to the scheme.

2.16. 529 additional general submissions were also received through the various methods outlined above.

Online Questionnaire

2.17. The Online Questionnaire consisted of a total of 14 questions and was presented in two sections as follows:

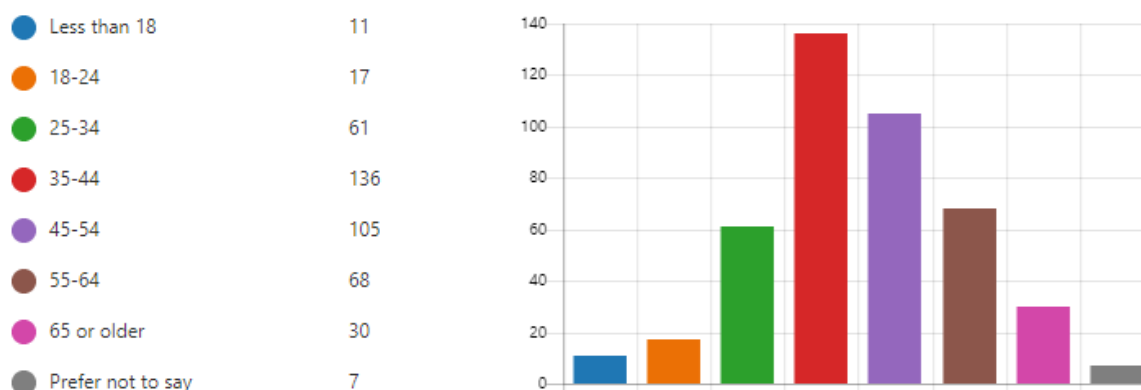
- Registration
- Survey questionnaire

2.18. The survey questionnaire itself consisted of a total of 9 questions with a summary of the results contained below.

2.19. A Registration Form was provided as a precursor to the Survey Questionnaire. This form consisted of 5 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 address, age group and gender.

2.20. In terms of basic demographics, the largest age group was the 35-44 category, accounting for 31.3% of the overall respondents, however, a good response was received across all age groups. Approximately 45% of respondents were male, 53% were female and 2% preferred not to say. The results of the survey, therefore, represent a broad cross section of society and the views of the likely greenway users.

Figure 2-1 - Age of Questionnaire Responders



2.21. 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.

Questionnaire Results Summary

2.22. In general, the results of the questionnaire indicate the following:

- The majority of respondents live or work close to the route, suggesting there is considerable local interest in the scheme

- The results generally show a high level of respondents frequently walk for both leisure and other purposes with this being significantly higher over the last year, most likely as a result of Covid-19 restrictions
- While cycling is less popular than walking, a reasonably high percentage of people still cycle for leisure while cycling for other purposes is much less popular. However, there has been an increase in the number of people cycling over the last year.
- The vast majority of respondents either already cycle or would like to cycle indicating a desire for cycling facilities in the area
- Respondents generally indicated that they would like the Fingal Coastal Way to be an attractive and safe route with segregation from vehicles being a key concern
- Respondents also considered impacts on the environment and the landscape to be most important in terms of consideration of routes while impacts on landowners was also important.

Detailed Questionnaire Results

2.23. 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?

● Live/work close to one of the route options	367
● Live/work elsewhere in Fingal	30
● Live/work elsewhere in Dublin	18
● Visitor to Fingal	7
● Other	13

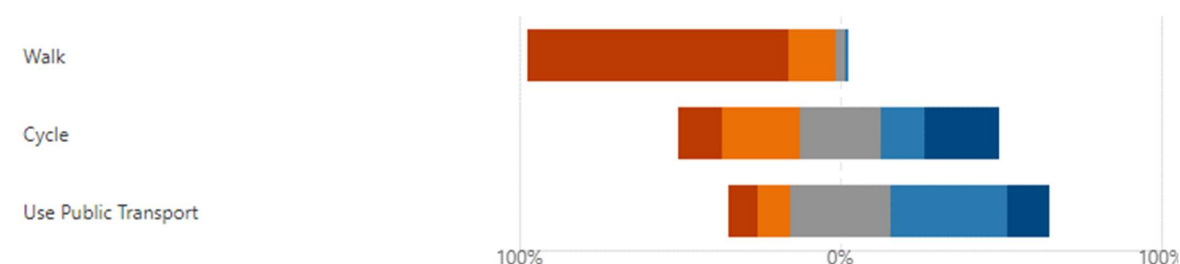


2.24. 84% of respondents indicated that they live or work close to one of the route options while a further 7% stated that they live or work elsewhere in Fingal. 4% stated that they live or work elsewhere in Dublin while only 2% stated they are visitors to Fingal.

2.25. 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?

■ Daily ■ Weekly ■ Now and again ■ Rarely ■ Never

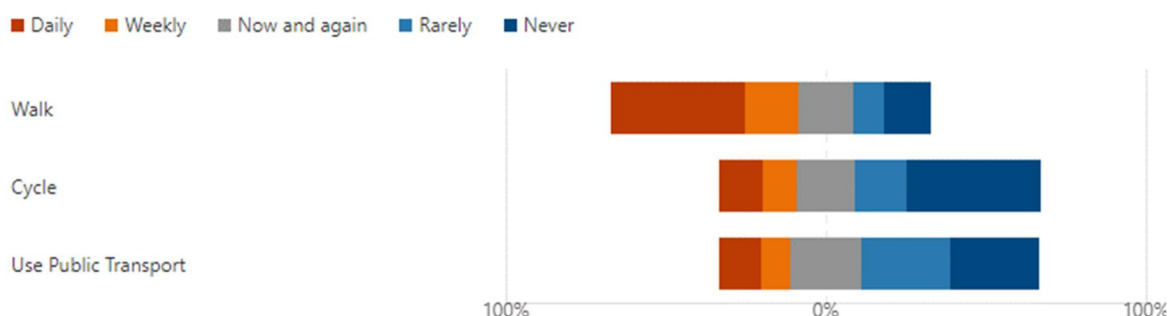


2.26. For leisure, 81.4% of respondents declared that they walk daily, and 24.4% of respondents declared they cycle weekly, while 24.8% respondents declared they cycle now and again. 36.1% of people

indicated that they use public transport rarely with 31.5% indicating that they use it now and again, if not more often. The high number of people responding that they never or rarely use public transport is likely to be higher than previously due to Covid-19 restrictions. Similarly, the number of people walking is likely to be higher than previously due to these restrictions.

2.27. The responses indicate the vast majority of respondents walk regularly indicating a strong need for pedestrian facilities and routes. Most of the respondents indicated that they cycle on a less regular basis which may indicate that there is potential for an increased level of cycling in the area, particularly if high quality, safe facilities are provided.

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

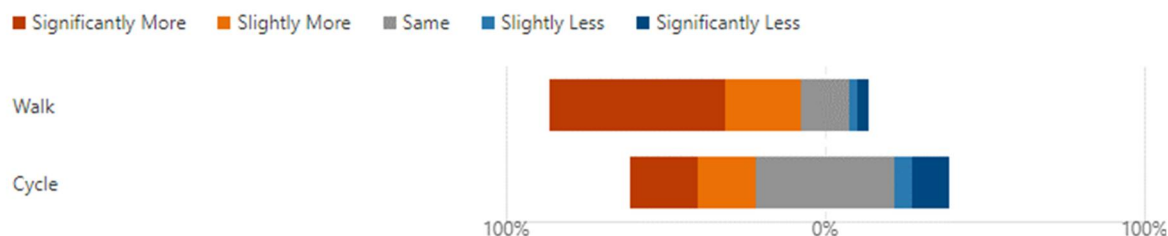


2.28. For purposes not related to leisure, 41.6% of respondents stated that they walk daily, and 17% of respondents state they walk weekly. 41.4% respondents declared they never cycle for these purposes, while 17.7% of respondents declared they cycle now and again. 28% of respondents declared they never use public transport for these purposes while 27.6% of people indicated that they use public transport rarely.

2.29. The responses to this question indicate a significant proportion of people already walk daily or weekly to commute to work, attend school or to carry out their shopping. The number of people cycling to work, school or shops is lower than those who cycle for leisure, likely due to the nature of commuting in the area.

2.30. Comparing the results above to those received during the Constraints and Opportunities Consultation carried out in November 2019, cycling and public transport use have both reduced by a noticeable amount almost certainly as a result of Covid-19 restrictions. As a result, these figures are likely to change somewhat in the near future, however, will likely remain lower as working from home and hybrid working models become more commonplace in the long term.

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



2.31. Over the last year, 55.2% of respondents stated they walked significantly more than previous years, while 23.4% of respondents stated they walked slightly more. In terms of cycling over the last year, 39.3% respondents declared they cycled either significantly more or slightly more, while 43.2% respondents declared that they cycled the same as in previous years.

2.32. The responses to this question show that a significant proportion of people changed their habits in terms of physical activity. It is especially noted the increased number of people walking compared with the pre-Covid-19 period.

2.33. The Fingal Coastal Way will facilitate the increased tendency to walk and cycle in the area.

5: Which of the following statements best describes you?

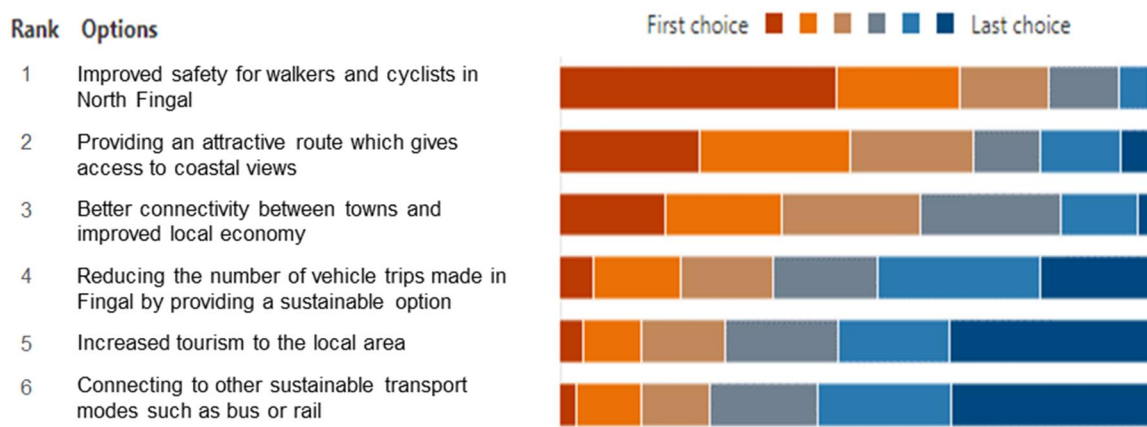
● Does not cycle but would like to	123
● Does not cycle and does not want to	36
● Occasionally cycles	128
● Regularly cycles	131
● Other	17



2.34. The responses to this question indicate that more than 59% of people either regularly or occasionally cycle. It also indicates that there is potential for growth in cycling in the area as a significant number of respondents indicated their desire to cycle.

2.35. When compared with the previous consultation in 2019, the proportion of people who do not cycle and do not want to has reduced by around 5% indicating an increase in a desire to cycle in the area.

6: Which of the following potential benefits of the Fingal Coastal Way do you consider to be most important?

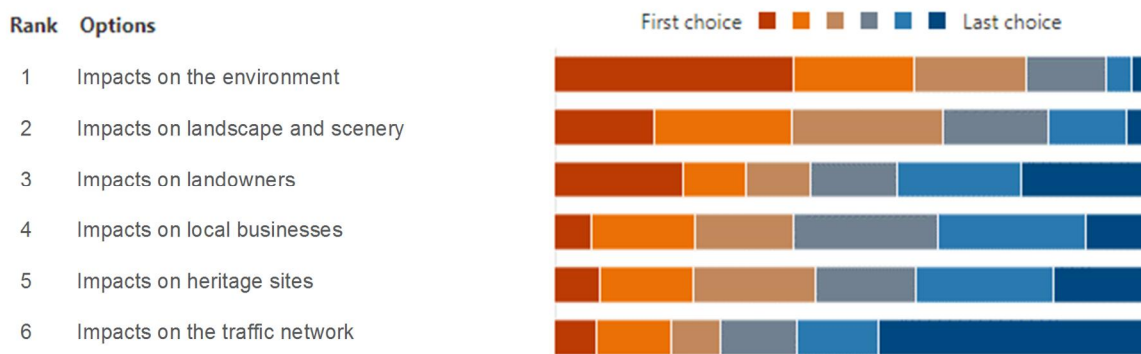


2.36. Approximately 46.4% of respondents ranked “Improved safety for walkers and cyclists in north Fingal” as the most important benefit of the Fingal Coastal Way, while 20.5% of respondents ranked it as the second most important benefit.

2.37. 23.4% of respondents ranked ‘Providing an attractive route which gives access to coastal views’ as the most important benefit with 25.1% of respondents considering it the second most important benefit.

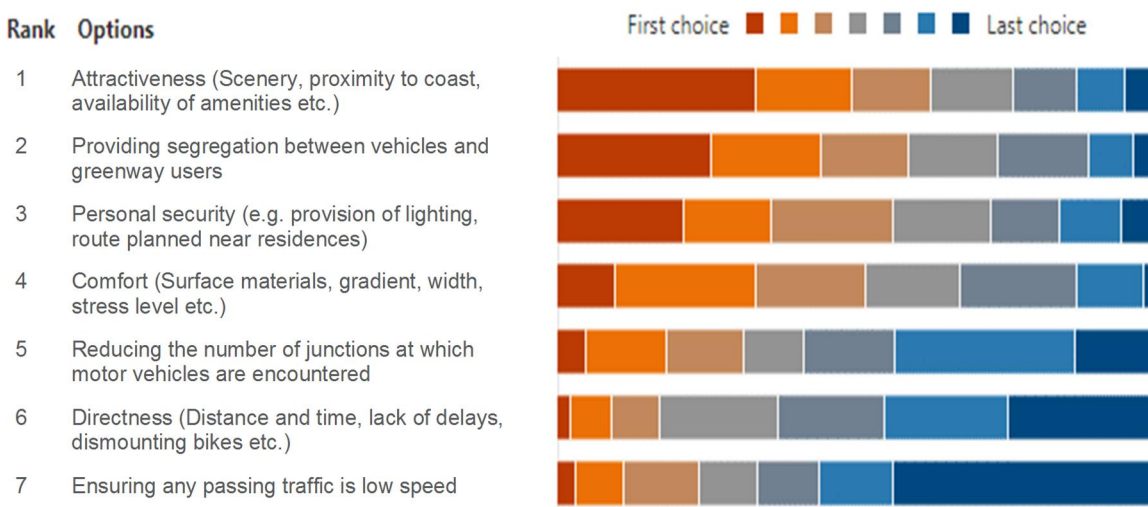
2.38. The results indicate the provision of a safe and attractive route as the most important consideration in terms of benefits of the scheme. Access to coastal views also ranked highly amongst respondents with better connectivity between towns also ranking highly. These results reflect the local nature of the respondents and a desire for safe, attractive leisure routes which link to towns along the coastline.

7: Which of the following possible impacts do you think is most important to consider?



- 2.39. Approximately 40.2% of respondents ranked “Impact on the environment” as the most important potential impact of the proposed scheme while 20.5% ranked this option as the second most important impact
- 2.40. Approximately 16.8% of respondents ranked “Impact on landscape and scenery” as their most important potential impact while 23.2% ranked this as their second most important potential impact.
- 2.41. Approximately 21.8% of respondents chose “Impact on landowners” as the most important potential impact of the proposed scheme while 10.6% chose this option as the second most important impact.
- 2.42. The results of the data indicate that respondents are very mindful of the natural environment and potential impact on landscape and scenery of the north Fingal area. It reflects the sentiment among respondents to carefully identify and manage any potential impacts on the built or natural environment.
- 2.43. As would be expected many respondents are concerned about impacts on landowners showing a desire to ensure that these impacts are taken into account and landowners consulted throughout the project lifetime.
- 2.44. It is also important to note that impacts on the traffic network was ranked as least important by the majority of respondents suggesting that some traffic management measures would likely be accepted in order to provide safe, segregated facilities where possible.

8: Which of the following Safety & Design considerations do you consider to be most important as a Greenway user?



- 2.45. The two most important Safety and Design considerations for respondents were "Attractiveness (Scenery, proximity to coast, availability of amenities etc)" and "Providing segregation between vehicles and greenway users " with approximately 59% of respondents ranking either one of these

considerations as their highest preference and 35% of respondents choosing either one of these as their second preference.

- 2.46. The high number of respondents that placed “Attractiveness (Scenery, proximity to coast, availability of amenities etc)” indicate that respondents consider the natural beauty of the North Fingal coast and the ability of the greenway to provide connections to adjacent amenities as a central part of the scheme. The low ranking for directness further suggests that respondents are keen to use this route for leisure purposes and would rather have interesting scenery than be able to travel between towns quickly.

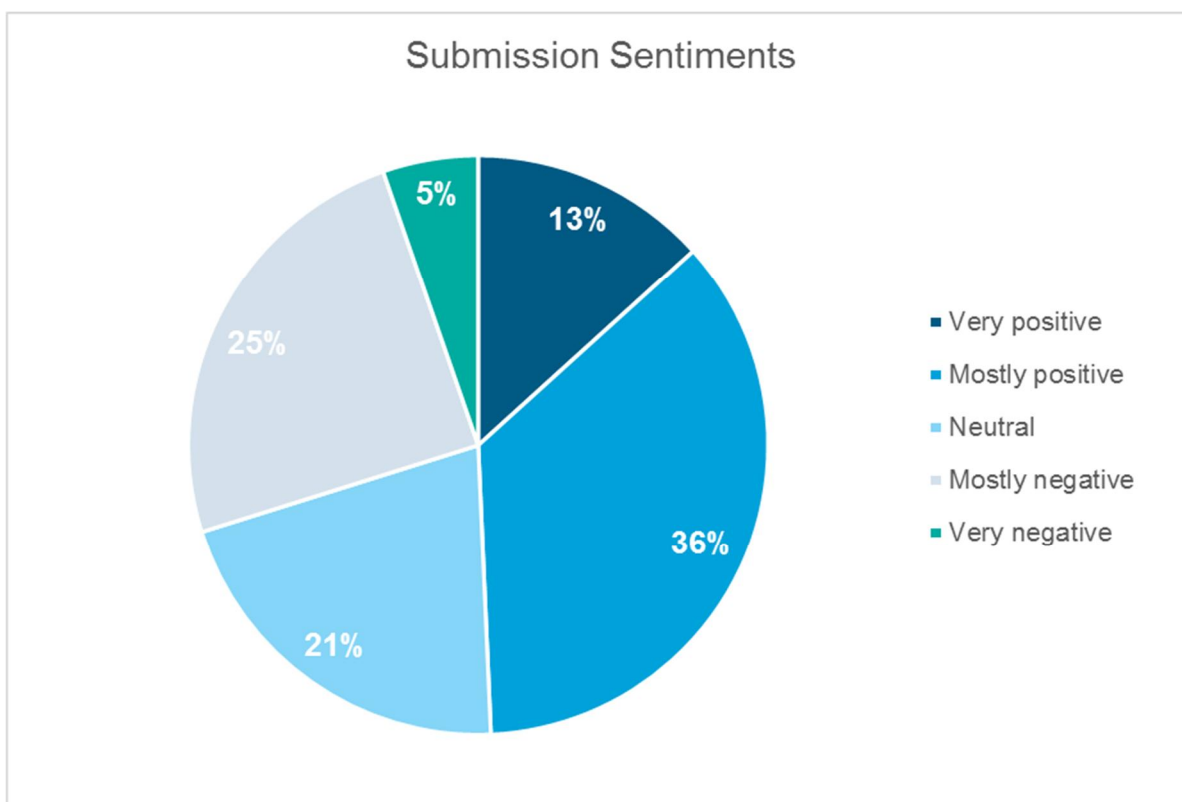
9: Is there anything else that you would like to share with us with regards to the Fingal Coastal Way or the Route Option Assessment carried out to date?

- 2.47. In reviewing the general comments received as part of the Survey Questionnaire, it should be noted that an overwhelming number of comments outlined strong support for the development of the greenway and the many benefits, particularly with regards to walking and cycling safety, that the proposed scheme will provide.
- 2.48. Of the 435 Survey Questionnaires submitted, 262 offered additional comments as requested at the end of the survey. Given the volume of comments it is not possible to concisely respond to each individually.
- 2.49. These comments have been included with the submissions from the online portal and responded to in the next section.

Submissions Received

- 2.50. 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.
- 2.51. In total 529 submissions were received via the Fingal Consult Portal, email or post.
- 2.52. There were additionally 262 comments submitted from the questionnaire. These submissions were also considered and are responded to here giving a total of 791 submissions received and considered.
- 2.53. Multiple submissions were received from a number of people across all methods of submissions which were combined to capture all issues identified by each person. In total, 714 submissions from unique persons were received.
- 2.54. A detailed review of all submissions was carried out with the main concerns and issues identified for all submissions.
- 2.55. In addition, the overall sentiment of each submission was assigned a satisfaction ranking with the proposed scheme based on the comments made. The scale range for this was as follows:
- Very Positive
 - Mostly Positive
 - Neutral
 - Mostly Negative
 - Very Negative
- 2.56. In assessing the above, it should be noted that many submissions were positive and supportive of the scheme but with specific issues and concerns raised. Where the overall sentiment of the submission was positive despite these specific issues, a positive ranking was assigned. Conversely, submissions which did not express any positive sentiment towards the scheme were assigned negative rankings.
- 2.57. A break-down of the results of the general sentiment ranking is given below.

Figure 2-2 - Submission Sentiment Analysis



2.58. The results indicate that 49% of the respondents are broadly in support of the scheme while only 30% of submission were purely negative in nature. Given that the typical response to consultations tends to lean towards negative submissions, the above suggests that the scheme is generally welcomed in the local community.

Submission Themes

2.59. From reviewing the submissions, it was evident that there are a number of key recurring themes which generally address most of the issues raised. Therefore, the most common issues identified have been summarised as follows and organised in to 12 themes:

- Theme 1: Route Preference
- Theme 2: Submissions relating to towns, villages and areas outside the scheme extents
- Theme 3: Quay Street and The Hoar Rock (Skerries)
- Theme 4: Provision of facilities along the route
- Theme 5: Greenway User Segregation and Traffic Management
- Theme 6: Hampton Cove, The Bower, Soldiers Cottages
- Theme 7: Environmental Concerns
- Theme 8: Provision of a bridge over the stream on North Beach, Rush
- Theme 9: Concern about the Consultation Process
- Theme 10: Impact of the scheme on specific roads/streets/lanes
- Theme 11: Impact on farmland and private property
- Theme 12: Drumanagh

2.60. A breakdown of the submissions by theme is presented in Table 2-1 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 2-1 - Number of Submissions by Theme

Ref	Theme	of Submissions
1	Route Preference	162
2	Submissions relating to towns, villages and areas outside the scheme extents	118
3	Quay Street and The Hoar Rock (Skerries)	98
4	Provision of facilities along the route	80
5	Greenway User Segregation and Traffic Management	78
6	Hampton Cove, The Bower, Soldiers Cottages	76
7	Environmental Concerns	65
8	Provision of a bridge over the stream on North Beach, Rush	48
9	Concern about the Consultation Process	33
10	Impact of the scheme on specific roads/ streets/lanes	31
11	Impact on farmland and private property	26
12	Drumanagh	5

Detailed Summaries and Responses

Theme 1: Route Preference

2.61. There were several submissions that dealt with specific route preferences with respondents stating which routes they would prefer to see developed further or which they would prefer were not taken forward.

Response:

2.62. During the Stage 1 Preliminary Options Assessment, various routes were considered for each section of the study area. The Stage 1 routes were developed in each sub section taking account of the constraints study and the public feedback from the constraints and opportunities public consultation.

2.63. A large number of routes were identified in each sub-section (10+). This is significantly more than typically considered at this stage in reasonably small sections to ensure that a large number of options were considered.

2.64. Each route was assessed based on the three key criteria outlined below in line with TII Project Appraisal Guidance.

- Economy
- Environment
- Engineering

2.65. The routes that were brought forward to Stage 2 were deemed to have been the most favourable when compared under the above criteria. The process followed is detailed in the Stage 1 - Feasibility Options Assessment Report which was included in the public consultation material. Each route was given due consideration and those omitted were done so on the grounds that they performed less favourably under the three criteria for the Stage 1 Options Assessment.

2.66. The following statement encapsulates the ultimate vision of the completed scheme:

“The vision for the Fingal Coastal Way is to create a safe, attractive and environmentally sympathetic coastal walking and cycling route between Newbridge Demesne in Donabate and the County Boundary to the North of Balbriggan.”

2.67. In general, routes which have not progressed do not fulfil the vision statement as well as routes which do.

2.68. Submissions relating to route preferences at Stage 2 have been noted.

Coastline

2.69. A number of submissions expressed a desire to keep the route along the coastline as much as possible.

2.70. During Stage 1 Preliminary Options Assessment, there was generally at least one route that ran along the coastline in each section of the scheme typically allowing for a buffer to protect against coastal erosion.

2.71. These routes were assessed according to the same criteria as the other proposed routes. The coastal routes that were not progressed to Stage 2 typically did not perform as favourably in relation to issues such as coastal erosion, the environment and impact on landowners. It should be noted that there are a large number of routes brought forward to Stage 2 that still retain views of the coast throughout despite not being directly at the edge of cliffs, etc.

Theme 2: Submissions relating to towns, villages and areas outside the scheme extents

2.72. Several submissions related to the possibility of connecting the coastal way to certain locations or existing schemes outside the scheme extents.

Response:

2.73. The response to this theme highlights some specific locations that were cited in the submissions.

Lusk

2.74. A number of submissions stated a desire to incorporate the town of Lusk into the scheme. Lusk falls outside the study area of the scheme and therefore was not considered as part of the Coastal Way. However, Fingal County Council are currently in the process of 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 considered in the context of future iterations of the Fingal Capital Programme.

Harry Reynolds Road

2.75. Submissions were also made requesting that the proposed Harry Reynolds Road cycle scheme in Balbriggan be connected to the Fingal Coastal Way. Plans are underway to deliver the Harry Reynolds Road pedestrian and cycle way. Planning permission was granted in 2020 and construction is expected to commence in 2022. This scheme will tie into the Coastal Way at a future date once the Castlelands Link Road to the R127 is developed.

Portrane

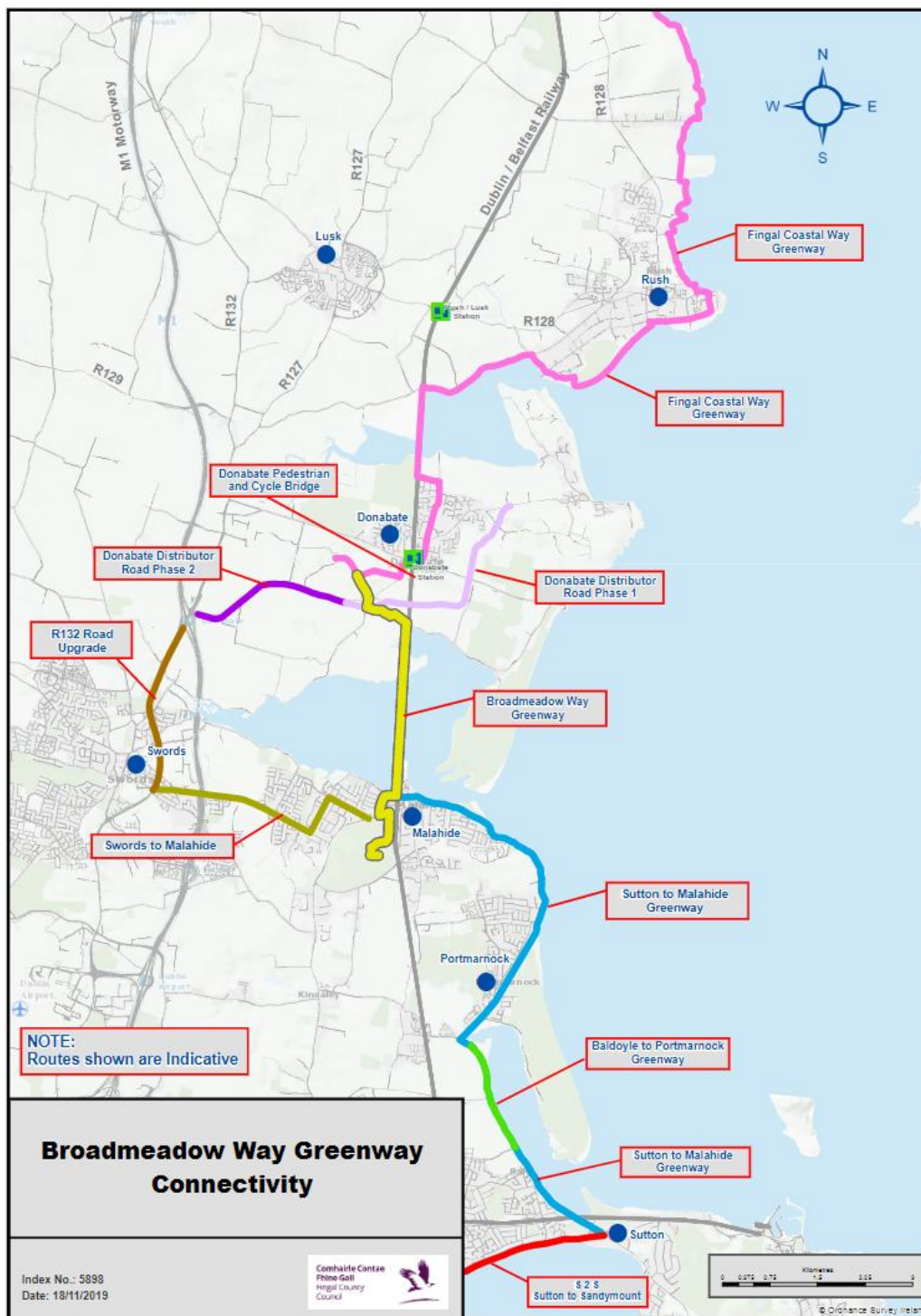
2.76. There were a number of submissions relating to the area around Portrane suggesting that the Fingal Coastal Way should travel along the coast at Portrane or link directly to it. A number of proposed and existing schemes are actively under development by Fingal County Council in this area. These include the Cliff Walk and the Portrane Road cycle route.

Further Links

2.77. 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 Greenway. Figure 2-3 below shows these indicatively with clear links all the way along the East Coast.

2.78. The Broadmeadow Way was granted permission in May 2020 and is currently progressing through detailed design.

Figure 2-3 - Proposed Connectivity Routes to Broadmeadow Way



Other areas

2.79. Submissions relating to the inclusion of other areas in Fingal were also made. The Fingal Coastal Way is identified in the Fingal Development Plan as being primarily a coastal route with the vision statement for the scheme and the results of the questionnaire above reinforcing this desire. As such, the study area for the scheme does not include towns and villages too far inland as those routes would not meet the stated objectives of the scheme. Links to these locations may be developed as the Greater Dublin Area Cycle Network Plan is implemented.

Theme 3: Quay Street and The Hoar Rock (Skerries)

- 2.80. A number of submissions expressed concern about the suitability of Quay Street and The Hoar Rock in Skerries as a route for the Coastal Way. Quay Street 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. Further consultations were also held with residents during the consultation process including an online meeting with Q&A on 18th May 2021 and an on-site meeting with Quay Street and The Hoar Rock residents in conjunction with local councillors on 6th July 2021. An additional meeting with Harbour Road residents and local councillors was held on 19th July 2021.

Response:

Anti- Social Behaviour

- 2.81. Consultation with local residents indicated that a lot of anti-social behaviour has been present along Quay Street for many years, particularly during the summer months. The Covid-19 restrictions in force at the time of the consultation exacerbated antisocial behaviour due to the closure of pubs and other social venues. While it could be anticipated that some of these issues are temporary in nature and will be alleviated with the removal of restrictions relating to Covid-19, there was clear feedback from the community regarding the ongoing long-term anti-social behaviour that has taken place in the area.
- 2.82. In general, in urban areas, the locations where antisocial behaviour typically occurs often tend to be more secluded areas with minimal passive surveillance. In the longer term, Quay Street is a residential street with a standard level of passive surveillance. The provision of a signed route along Quay Street could have a positive effect on anti-social behaviour through increased numbers of leisure and family-based user types and through the upgrade of the public realm attractiveness of the street. This could include high quality planting, improved street lighting and possibly, in consultation with residents and the An Garda Síochána, the provision of CCTV where problems persist. In general, however, higher levels of passive surveillance tend to reduce the type of anti-social behaviour that was reported by local residents.

Street Suitability

- 2.83. At this stage in the process, the exact form along Quay Street is yet to be decided and will require optioneering, liaison and engagement with the local community. However, the intention in this area is that it will not be a conventional greenway in that the route will be shared between the local residents, community and the greenway users. The greenway route will be designed to minimise the impact on residents and 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.
- 2.84. In practice, in this area, it is more likely that the greenway route through Quay Street and The Hoar Rock will entail cyclists sharing road space with vehicles as there is a low volume of traffic and low speeds in the area. The form of the street in this case would be very similar to the existing layout with existing parking, kerbs and footpaths maintained in the majority of locations.
- 2.85. In consultation with the local community, measures may be put in place to manage unnecessary through traffic, e.g. making the road a cul-de-sac, and 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.
- 2.86. 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 busy roads and difficult junctions.

Quality of Life

- 2.87. Increase in bicycle usage is a core element of noise reduction at a local and national level. In terms of the Fingal Coastal Way, while additional pedestrians and cyclists will be attracted to the Quay Street area, the measures proposed are likely to reduce vehicular through traffic and as such it is anticipated that at the very least the proposed scheme will have a neutral impact in terms of noise.

2.88. 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 instead.

2.89. The introduction of the greenway to these streets will give an opportunity to improve their existing character and function and would include removing the possibility of dangerous parking, improving junction safety, upgrading the existing public realm, reducing rat-running and through traffic and generally reducing traffic and high speed traffic in particular.

Parking

2.90. 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. It is intended that impacts to residential car parking will be minimised particularly along the street sections. At wider areas and areas where there is no formal parking it would be the intention of the scheme to formalise these and while this may have some impact on these informal parking areas, there will be a significant benefit in terms of the attractiveness of the public realm. The design of this will be subject to design optioneering and liaison /engagement with the local community.

Alternative Routes

2.91. A number of alternative routes which did not travel along Quay Street or The Hoar Rock were considered as part of the Stage 1 assessment as shown on the mapping included in the Stage 1 Options Assessment 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 that assessment, the preferred options brought forward to Stage 2 assessment all utilise Quay Street and The Hoar Rock 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.

2.92. As a result of the feedback received during this consultation exercise, including a number of meetings with local representatives and residents, an additional more localised assessment is now being carried out to examine again, in more detail, the potential for alternative routes such as Thomas Hand Street. The outcome of this assessment will be published as a separate, standalone document and will feed into the Emerging Preferred Route.

Theme 4: Provision of Facilities along the Route

2.93. 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
- Car Parking
- Recreational spaces
- Water fountains

Response:

2.94. This stage of the consultation process relates to corridor selection and, as such, details of facilities etc. are not a critical item in determining the route for the scheme. However, the provision of facilities along the route will be given due consideration as the project progresses from the emerging preferred route stage towards the preliminary design stage.

2.95. In general, it is anticipated that facilities will be provided where appropriate and necessary noting the presence of a number of towns along the route and the desire to promote sustainable travel. It is anticipated that details on proposed facilities will be included in the preliminary design and planning documents.

Theme 5: Greenway User Segregation and Traffic Management

2.96. 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.

Response:

2.97. 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.

2.98. In so far as possible, 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 promote safety for all road users. These measures may include signal shuttle systems, one-way traffic systems or preventing through traffic of vehicles. The measures will be identified at the Emerging Preferred Route stage and will be developed throughout the design process noting that impact on the road network ranked towards the bottom of concerns in the questionnaire as set out above.

2.99. While no specific design has been finalised for the scheme, the intention at this early stage will be for the coastal way to be a shared space for pedestrians and cyclists. Some respondents have raised concerns regarding pedestrians and cyclists sharing the same space but there are some notable advantages to this system 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.
- During times of the day when cycle traffic may be high on the route, for example during the morning commute, pedestrian traffic is likely to be reasonably low. This provides a wider usable width for cyclists than would be possible if cyclists and pedestrians were to be segregated.
- 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.

2.100. 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.”*

2.101. The vast majority of greenways constructed utilise this concept of shared space between cyclists and pedestrians and have been very successful to date.

2.102. There may be limited sections of the route where cyclists may be directed on road to shared areas with vehicular traffic, this would only be proposed where all other options have been assessed as being impractical and where there are minimal levels of traffic and extremely low vehicular speeds, e.g. a residential cul-de-sac with a small number of houses.

Theme 6: Hampton Cove, The Bower, Soldiers Cottages (Balbriggan)

2.103. This theme relates to certain areas in Balbriggan. A number of submissions have been made raising concerns about the suitability of the following residential areas:

- Hampton Cove
- The Bower
- The Soldiers Cottages

2.104. The most common concerns are listed and responded to below.

Response:

Anti- Social Behaviour

- 2.105. In general, greenways do not attract anti-social behaviour as the majority of users are local residents using the facility for leisure purposes. Some residents referenced their concerns around some existing anti-social behaviour that is already taking place in this area. 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. 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. In addition, the project team will liaise with An Garda Síochána as the scheme progresses with regards to potential issues at key locations.
- 2.106. With regard to the potential for littering along the route, consideration will be given to the provision of appropriate facilities at the design stage.

Loss of Green Area and Wildlife/Biodiversity

- 2.107. 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.
- 2.108. As stated in the response to Theme 7, the environmental impact of the scheme has been one of the main considerations since the inception of the scheme. Our team of environmental experts have had significant input in the constraints stage, development of Stage 1 routes and the assessment of these. They will continue to be an integral part of the design team on this project throughout the Stage 2 assessment and as the scheme progresses towards the preliminary design stage. The issues examined include ecology, archaeology, architectural conservation, geology and soil types, hydrology, flooding, agronomy and landscape and visual impacts which all are assessed by experts in these fields.
- 2.109. As the emerging preferred route is progressed an Environmental Impact Assessment and Natura Impact Statement are likely to be required which will assess all impacts on the environment.
- 2.110. 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.

Safety

- 2.111. At this stage in the process, the exact form along Hampton Cove is yet to be decided and will require optioneering, liaison and engagement with the local community, however it is currently envisaged that the scheme would be a typical 3 – 5m wide greenway path in this area.
- 2.112. Pedestrians and cyclists will be sharing space along the greenway throughout the scheme which will ensure that cyclist speeds are kept to reasonable levels, reducing the possibility of collisions with local residents.
- 2.113. The development of details for the emerging preferred route, once its identified, will be carried out in liaison with local residents to ensure that the scheme works for all as far as is possible.

Theme 7: Environmental Concerns:

- 2.114. Several submissions have been made relating to the impact the greenway on the environment. This includes any submission relating to wildlife, biodiversity, coastal erosion, flooding etc.

Response:

- 2.115. Throughout the development of the project to date, the environmental impact of the scheme has been one of the main considerations since the inception of the scheme. Atkins' team of environmental experts have had significant input in the constraints stage, development of Stage 1 routes and the assessment of these. They will continue to be an integral part of the design team on this project throughout the Stage 2 assessment and as the scheme progresses towards the preliminary design stage.
- 2.116. A constraints study was carried out in which a comprehensive review of the environmentally sensitive sites in the study area was completed.
- 2.117. 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.

2.118. As the Stage 2 detailed assessment is progressed, the environmental impact will continue to be considered with Environment again being one of the main assessment criteria. This will include a further detailed assessment of each route with ecological, archaeological, cultural heritage, flooding, etc. impacts considered.

2.119. As the emerging preferred route is progressed an Environmental Impact Assessment and Natura Impact Statement are likely to be required which will assess all impacts on the environment.

Theme 8: Provision of a bridge over the stream on North Beach, Rush

2.120. A number of submissions related to providing a bridge over the North Beach in Rush.

Response:

2.121. The five routes associated with Rush brought forward to Stage 2 traverse this stream at some point. A crossing over this stream will be incorporated as the design is progressed with the exact form and location to be developed further.

Theme 9: Concern about the Consultation Process

2.122. Some submissions raised concerns over the consultation process.

Response:

2.123. The consultation process to this point is considered appropriate and is outlined below and explained in detail in paragraphs 2.1 to 2.13 of this report.

2.124. An Opportunities and Constraints Public Engagement exercise was held via three media in late 2019 including a questionnaire, public engagement events and the Fingal consult website.

2.125. The results of this consultation were considered during development of the Stage 1 routes and assessment.

2.126. The current consultation on the Stage 1 routes is non-statutory. Information leaflets and letters were issued throughout the study area notifying the local community of the Stage 1 Consultation in April 2021 along with advertising in local newspapers, social media, etc.

2.127. As part of the general consultation associated with the scheme, numerous consultation meetings and workshops have been undertaken with key stakeholder groups in order to discuss strategic and specific elements of the scheme feasibility. This consultation has assisted in guiding particular technical and strategic elements of the scheme. The consultation strategy undertaken to date will continue over the duration of the project with further parties being contacted in due course.

2.128. Additional consultation with local groups and landowners relating to specific issues has been undertaken by Fingal County Council in the period since the public consultation began and they will continue to liaise with these groups throughout the development of the project

2.129. Following this public consultation, Fingal County Council will review all of the comments, queries and suggestions received in relation to the option assessment process and use them to inform the development of the Emerging Preferred Route and identify any issues of local concern. Additional public consultation will be undertaken once the emerging preferred route is finalised in late 2022.

2.130. This will facilitate the preliminary design process and Additional consultation will also be carried out in future stages of the scheme before it is submitted for planning as outlined in the indicative timeline shown in Figure 3-1. It should be noted that the level of consultation is in line with TII requirements for very large road schemes which would typically have a much larger impact than the proposed greenway.

Theme 10: Impact of the scheme on specific roads/ streets/lanes

2.131. 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: Seapoint Lane, Channel Road, St. Catherine's Estate, Sundrive Road, Kilbush Lane, Beaverstown Road.

Response:

- 2.132. 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 liaison /engagement with the local community. As the design progresses, consideration will be given to incorporating design features that suit each locale.
- 2.133. 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 11: Impact on Farmland and Private Property

- 2.134. A number of concerns have been raised about the impact on private property and farmland.

Response:

- 2.135. During the Stage 1 options assessment, consideration was given to the impact of the proposed routes on private land and farmland. Generally speaking, the proposed routes follow field boundaries so as not to split farmland unnecessarily. While efforts have been made to reduce the impact of the coastal way on private property, it is likely that some private land will be required to facilitate the construction of the coastal way.
- 2.136. Fingal County Council will liaise with any landowner affected by the route. The liaison process was intended to begin in tandem with the Stage 2 assessment. A significant number of meetings have taken place since completion of the public consultation period with the project team meeting impacted landowners on their properties to discuss their issues and concerns. The majority of these landowners have been broadly supportive of the scheme but have concerns with the exact routing, access and similar issues. As a result of these meetings, some routes are likely to be revised slightly in local areas where possible to try and accommodate landowners' preferences.
- 2.137. The intention will be to acquire any land by agreement with the landowner, however land may be acquired using the Compulsory Purchase Order (CPO) process also. 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.

Theme 12: Drumanagh

- 2.138. A number of submissions raised concerns about the impact of the greenway on the area of Drumanagh. Namely submissions were related to the environmental impact and the impact on heritage sites.

Response

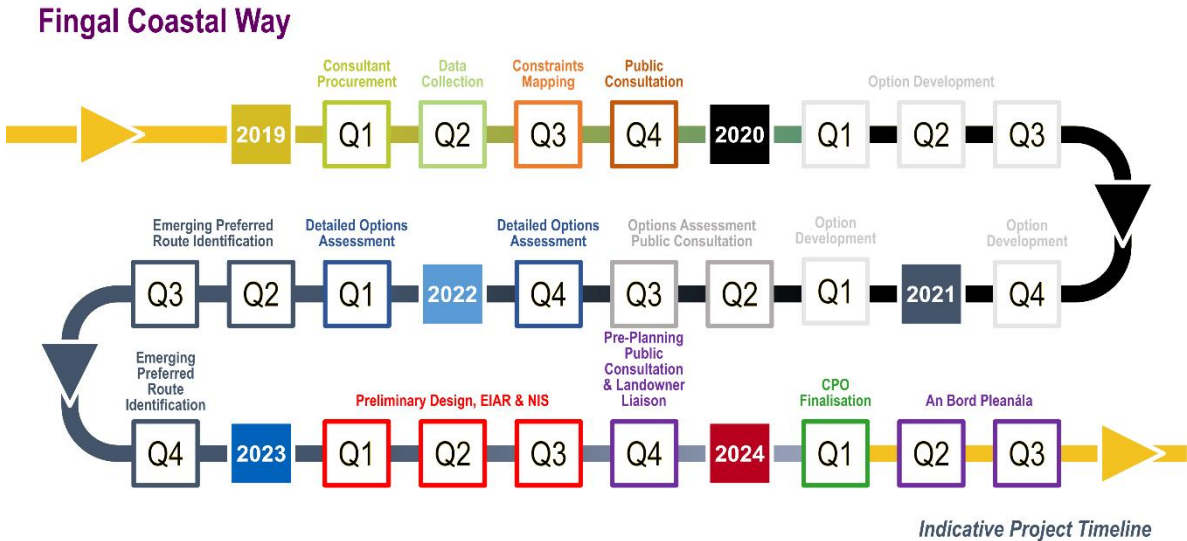
- 2.139. At Drumanagh, there is a promontory fort which represents a significant piece of archaeological heritage. Significant consideration was given to this constraint during the Stage 1 optioneering process. Atkins liaised with Fingal County Council archaeologists and utilised in-house archaeology resources to assess the proposed routes in relation to the fort. As a result, the three routes at Drumanagh brought forward to the Stage 2 options assessment are set well back from the fort with the intention of minimising any impacts on the archaeological heritage of the site.
- 2.140. It should be noted that the Fingal Coastal Way also provides an opportunity to provide access for the public to this important site in a managed way by keeping the majority of people on the main greenway route and removed from the sensitive archaeological areas. This will allow people to be brought to this important cultural heritage site in a controlled and managed manner.
- 2.141. In terms of the impact on wildlife and biodiversity, the Stage 1 selection process considered the environmental impact of each of the routes as set out in the response to Theme 7.

3. Conclusion and Next Steps

Conclusion

- 3.1. A public consultation was carried out for the Stage 1 route options for the Fingal Coastal Way which presented all of the routes developed in all sections of the study area, the methodology for the assessment and the outcome of the Stage 1 assessment, including maps of the routes to be brought forward to the more detailed Stage 2 assessment.
- 3.2. The public consultation commenced on 15th April 2021 and ran until 27th May 2021 and included an online questionnaire and comment form, 2 public webinars, media advertisements, letters to landowners, leaflet drops and a number of other local consultations on site. 791 submissions were made through the online questionnaire, email, the Fingal consult portal and by post.
- 3.3. The key findings of the non-statutory Route Options Public Consultation indicate that there is generally a high level of support for the Fingal Coastal Way with a number of concerns raised as summarised in the 12 themes set out previously.
- 3.4. The issues raised will be thoroughly reviewed and will be considered in the progression of the Option Development and Assessment process leading to the identification of the Emerging Preferred Route. This includes undertaking localised, detailed assessments in areas such as Quay Street/The Hoar Rock in Skerries.
- 3.5. This public engagement exercise was undertaken in April and May 2021. Currently, as of Q2 2022, the Stage 2 Route Options Assessment process is being undertaken.
- 3.6. The aim of the Stage 2 Route Options Assessment process is to undertake a detailed Multi-Criteria Analysis (MCA) of the route options that have been brought forward from the first stage in order to determine the most viable option to progress as the emerging preferred route.
- 3.7. Once the Stage 2 Route Options Assessment process is complete, the next step will be to go back out to the public to present the Emerging Preferred Route. This is currently scheduled to occur during Q4 2022. On consideration of the Stage 2 Route Options Assessment Public Consultation process, a Preferred Route will be progressed.
- 3.8. Work will then commence in /Q1 2023 on the Preliminary Design of the Emerging Preferred Scheme and 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 3-1 - Indicative Timeline to Planning Application



Appendices



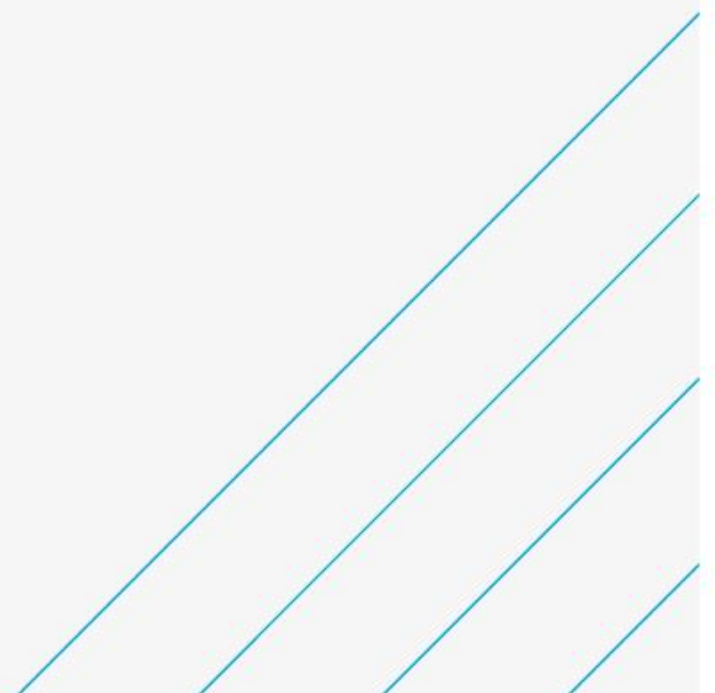
Appendix A. Stage 1 Executive Summary

Fingal Coastal Way

Stage 1 Route Options Assessment Executive Summary

Fingal County Council

April 2021



1. Introduction

1.1. Scheme Context

The Fingal Coastal Way is a proposed coastal greenway extending along the Fingal Coast from Newbridge Demesne to the Meath Border. The scope of the project is to deliver a safe, attractive, environmentally sympathetic first class coastal pedestrian and cycle route between Newbridge Demesne in Donabate and the County Boundary North of Balbriggan. The Fingal Coastal Way is envisaged to be a flagship scheme for tourism in the county with the potential to promote and enhance the local tourist economy. The scheme would improve connectivity between the urban centres along the route and a number of schools and tourist attractions in the area, thereby providing an attractive option for cyclists that will help promote modal shift and sustainable travel choices. The route is envisaged to be predominantly a leisure and tourist amenity but will also serve as a local commuter route with the scheme extents including the key towns of Donabate, Rush, Skerries and Balbriggan while also incorporating other important areas such as Newbridge Demense, Rogerstown, Drumanagh, Loughshinny, Ardgillan and Bremore.

1.2. Purpose of the Feasibility and Options Assessment Process

The project will be brought forward through the following stages:

- Stage (i) Feasibility Study, Option Selection Process, and Concept Design.
- Stage (ii): Preliminary Design & Environmental Evaluation.
- Stage (iii): Statutory Processes.

At present, the project is at Option Selection Process and this report sits within Stage (i) of the project brief and outlines Stage 1 of the Route Option Assessment process with Stage 2 of the Route Options Assessment and identification of the Emerging Preferred Route to follow on in 2021 before the project progresses to Stage (ii) and ultimately Stage (iii), where a planning application will be submitted to An Bord Pleanála in 2023.

The purpose behind this report is to outline the process involved in identifying a long list of viable routes and carrying out a Stage 1 preliminary options assessment to determine suitable routes for the more detailed Stage 2 assessment process. In carrying out the preliminary options assessment, 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 multi-criteria sifting process based on high-level criteria to identify a short list of feasible options that can deliver the project objectives.

2. Stakeholder Consultation

As part of the general consultation associated with the scheme, numerous consultation meetings and workshops have been undertaken with key stakeholder groups in order to discuss strategic and specific elements of the scheme feasibility. This consultation has assisted in guiding particular technical and strategic elements of the scheme.

In addition, a Public Engagement process was undertaken in November/December 2019 on the Opportunities and Constraints stage of the project which included evening events in Rush, Skerries and Balbriggan along with an online questionnaire and public submissions by email, post etc.

The key findings of the Opportunities and Constraint Public Engagement exercise indicate that there is overwhelming positive support for the Fingal Coastal Way. Concerns and issues raised were thoroughly reviewed with reference to their alignment with local and national policy and the scheme project objectives and this has formed a core consideration in the progression of the Option Development and Assessment process.

3. Identification of Need

The Fingal Coastal Way meets the objectives of a wide variety of local policies and is a long standing objective of the Fingal Development Plan. This 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
- Fingal Tourism Strategy
- Fingal Local Economic and Community Plan
- Fingal Climate Change Action Plan
- Rogerstown Inner Estuary Masterplan
- Donabate Local Area Plan
- Castlelands Masterplan
- Our Balbriggan Plan

In general, 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
- National Development Plan
- Strategy for the Future Development of National and Regional Greenways
- Transport Strategy for the Greater Dublin Area
- Greater Dublin Area Cycle Network Plan
- Smarter Travel
- Get Ireland Active
- Regional Spatial and Economic Strategy
- Metropolitan Area Strategic Plan

The Fingal Coastal Way would have a positive benefit when considered under each of the five main headings used for assessment as part of the Common Appraisal Framework, i.e. Economy, Environment, Safety, Accessibility and Social Inclusion, Integration and Physical Activity.

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 user safety and comfort standards, that can deliver a tourism product with significant potential to attract overseas visitors. This would benefit the economy of the adjacent local communities, contribute significantly to health and wellbeing of all users as an amenity for physical activity and facilitate short to medium local commuter journeys thereby encouraging modal shift to active and sustainable transport alternatives.

4. Constraints

A detailed Constraints Study was carried out incorporating guidance set out in Transport Infrastructure Irelands (TII) Project Management Guidelines, (2019), which 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.

5. Stage 1 Preliminary Options Assessment

The Stage 1 Preliminary Options Assessment 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. It should be noted that sub criteria at this stage are developed to facilitate the efficient assessment of a large number of routes, against significant constraints and opportunities that could clearly influence the potential feasibility of a route option. Thus, the objective of the Stage 1 Preliminary

Options Assessment is to reduce the number of feasible route options to a general minimum of three and a maximum of five which will then be subjected to a more rigorous assessment at Stage 2.

The overall 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 5-1 - Scoring Scale

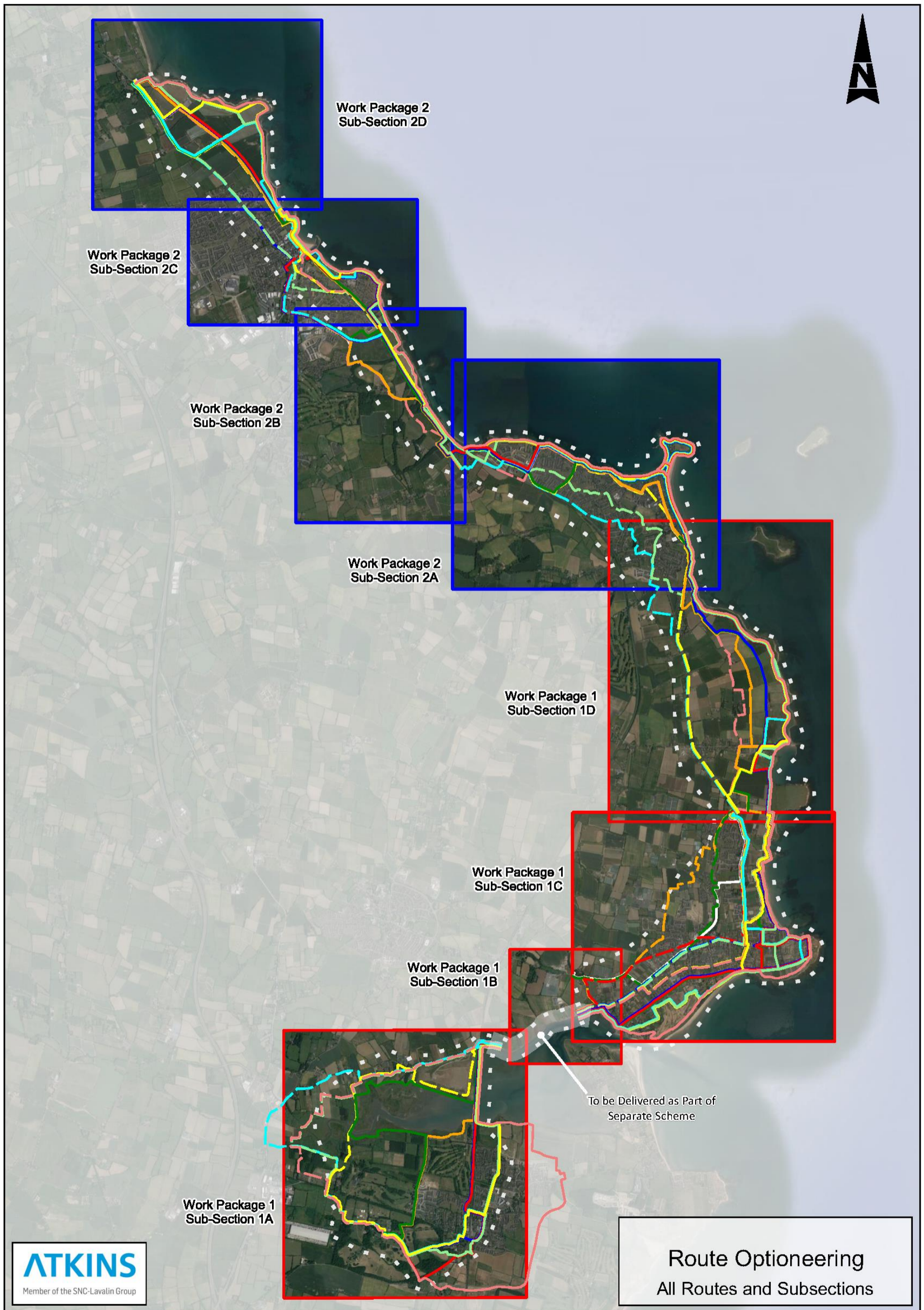
Colour Coding	Rank Description
	Some advantages over other options
	Comparable to all other options
	Some disadvantages over other options

The various route options considered for Stage 1 Route Option Assessment are shown in Figure 5-1 below and the outcome of the assessment is shown in the table below which summarises which routes are preferred in each sub-section.

Table 5-2 - Stage 1 Assessment Summary

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

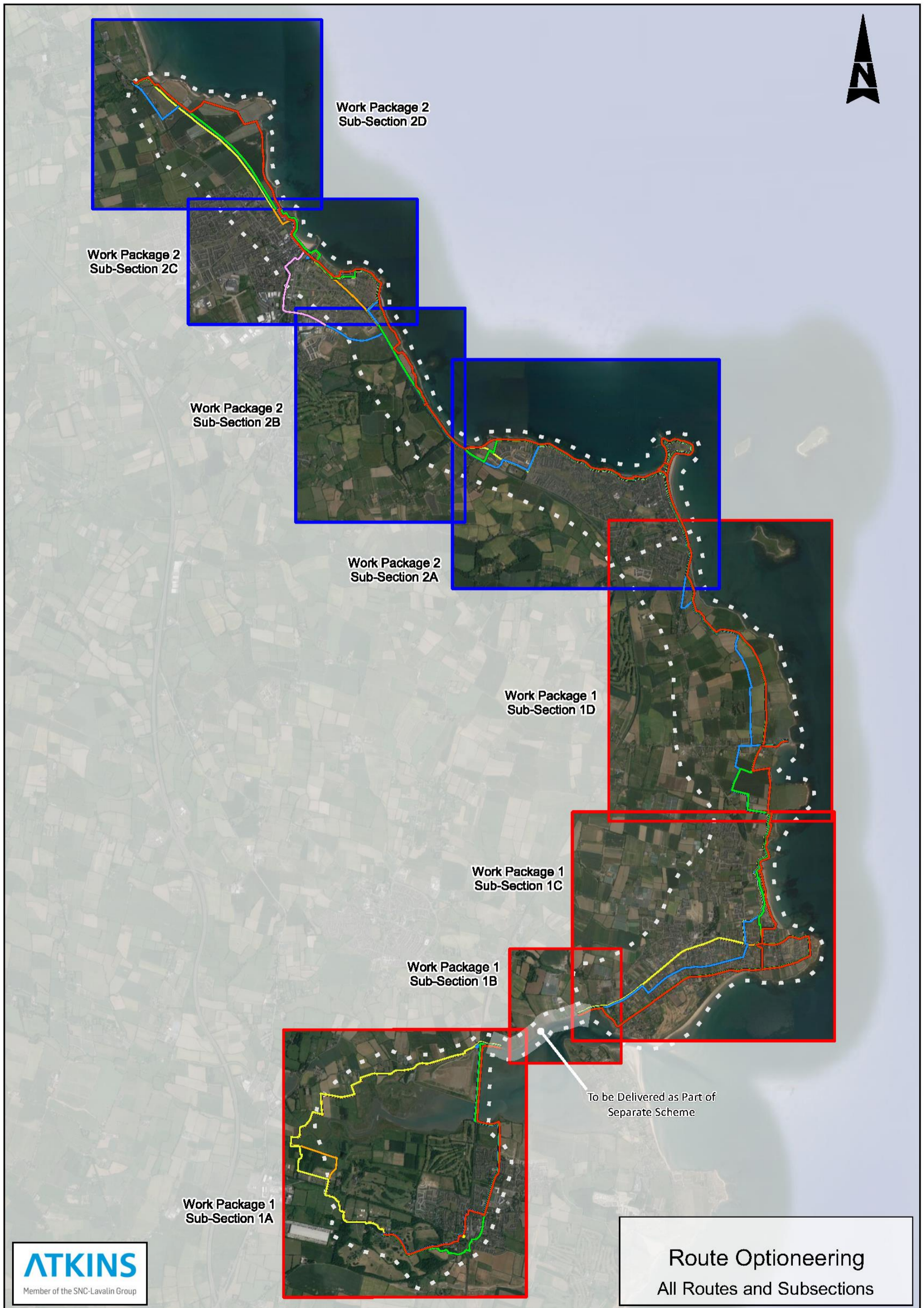
Figure 5-1 - Stage 1 Route Options Assessed



6. Conclusion

The routes identified as being preferred in the table above will be brought forward to the detailed Stage 2 multi-criteria assessment to determine a final Emerging Preferred Route for the Fingal Coastal Way. These are shown graphically in Figure 6-1 below where the coloured route options indicate the Stage 2 route options currently being considered and on which public feedback is now sought.

Figure 6-1 - Routes for Stage 2 Assessment



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Atkins House
150 Airside Business Park
Swords
Co. Dublin
K67 K5W4

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Appendix B. Information Leaflet

Have your say

An online non-statutory public consultation is being undertaken in [April & May 2021](#). Due to the Covid-19 pandemic and public health restrictions on gatherings, Fingal County Council are not in a position to hold a traditional, in-person public consultation event. However, your feedback on the scheme is still important to us and we would encourage you to take part in the process so that you can help us make the [Fingal Coastal Way](#) a flagship amenity in North County Dublin which will benefit the whole community.

Further details on how to review plans and make a submission are provided on the back page.

Next Steps

Following this public consultation, Fingal County Council will review your comments, queries and suggestions in relation to the option assessment process and use them to inform the development of the Emerging Preferred Route and identify any issues of local concern.

Once the emerging preferred route is finalised, this will facilitate the preliminary design process and another public consultation period will be undertaken to again obtain the public feedback before an application for planning is made to [An Bord Pleanála](#).

How to submit your feedback

Have your say by reviewing the plans and giving feedback on the Fingal County Council website:

<https://consult.fingal.ie/en/browse>

from 15th April 2021 to 27th May 2021 inclusive.

Alternatively, by post to:

[Fingal Coastal Way](#)
Senior Executive Officer,
Planning and Strategic Infrastructure Department,
Fingal County Council,
County Hall,
Main Street,
Swords,
Co. Dublin, K67 X8Y2

In addition, you are encouraged to complete the online questionnaire which is accessible when you visit our dedicated website:

fingal.ie/fingalcoastalway

Any submissions shall state your name, address and where relevant, the body or organisation represented. Your name and body or organisation represented will appear on the list of submissions which may be published and shared with relevant Council Departments and agents working on their behalf.

Fingal Coastal Way

Route Options Public Consultation



Visit: fingal.ie/fingalcoastalway

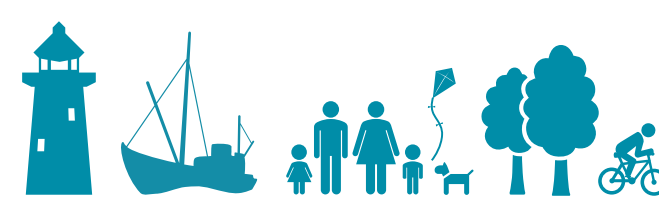
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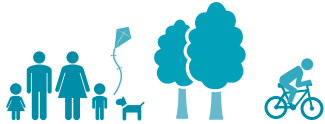


April & May 2021

Fingal Coastal Way Project

Fingal County Council is in the process of developing plans for the **Fingal Coastal Way**, a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route linking Donabate, Rush, Loughshinny, Skerries and Balbriggan and the wider North Fingal area.

The proposed rural and urban greenway will encourage tourism and recreation while offering an attractive sustainable transport choice for residents and businesses, school children and commuters, bringing significant environmental, economic and health benefits to Fingal.



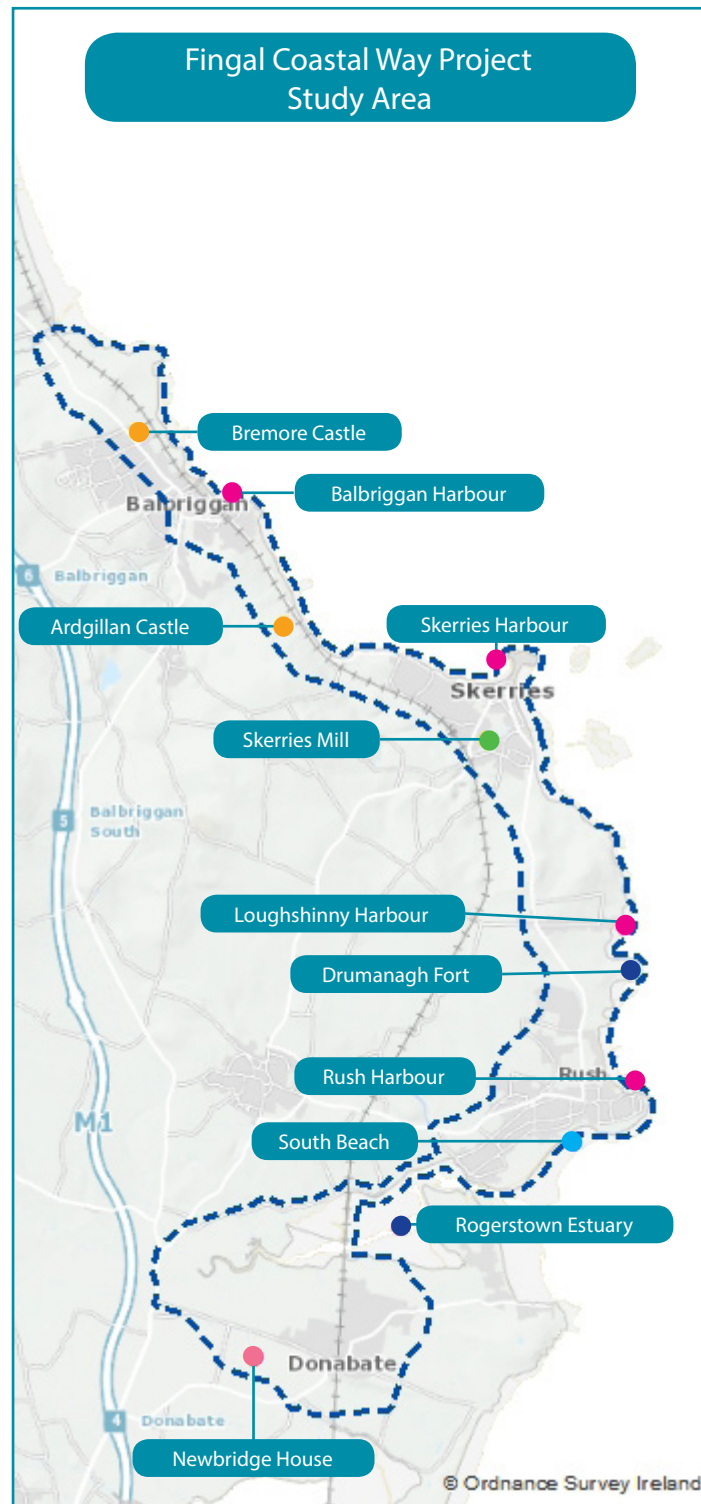
Currently the scheme is at the route selection stage. A number of potential route options will be published on the Fingal County Council website from the 15th of April 2021:

<https://consult.fingal.ie/en/browse>

Anyone with an interest in the scheme has an opportunity to give comments and feedback on the routes currently under consideration by Fingal County Council.

Additionally, the Council's dedicated website contains significant information with respect to the **Fingal Coastal Way**:

fingal.ie/fingalcoastalway



Appendix C. Advertisement



FINGAL COASTAL WAY NON-STATUTORY PUBLIC CONSULTATION

Fingal County Council is in the process of developing plans for the Fingal Coastal Way, a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route linking Donabate, Rush, Loughshinny, Skerries and Balbriggan and the wider North Fingal area.

The proposed rural and urban greenway will encourage tourism and recreation while offering an attractive sustainable transport choice for residents and businesses, school children and commuters, bringing significant environmental, economic and health benefits to Fingal.

Currently the scheme is at the route selection stage. A number of potential route options will be published from the 15th April 2021 at online locations as set out in the table below and anyone with an interest in the scheme has an opportunity to give comments and feedback on the routes currently under consideration by Fingal County Council.

Due to the Covid-19 pandemic and public health restrictions on gatherings, we are not in a position to hold a traditional, in-person public consultation event during this round of public consultation. However, your feedback on the scheme is still very important to us and we would encourage you to take part in the process so that you can help us make the Fingal Coastal Way a flagship amenity in North County Dublin which will benefit the whole community.

Public Engagement	Location	Dates
Online information and questionnaire	fingal.ie/fingalcoastalway	15th April 2021 to
Submissions	https://consult.fingal.ie/en/browse	27th May 2021

Submissions on the Fingal Coastal Way may be made from the **15th April 2021** either online via our consultation portal <https://consult.fingal.ie/en/browse>

or

by post addressed to **Senior Executive Officer, Planning and Strategic Infrastructure Department, Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2**. Clearly identify any postal submission as for the "Fingal Coastal Way".

The final date for receipt of all submissions is **11.59pm on the 27th May 2021**.

In addition, you are encouraged to complete the online questionnaire before **11.59pm on the 27th May 2021** which is accessible when you visit our website fingal.ie/fingalcoastalway.

This website contains significant information with respect to the Fingal Coastal Way Project.

Submissions will be published on the consultation portal including the names and locations (not full addresses) of those making the submission. All submissions should include your name or the name of the organisation you represent and contact details (personal contact details will not be published). Details of your submission and any questionnaire completed 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, Fingal County Council.**

Dated 13th April 2021.

Appendix D. Concept Sketches



FINGAL COASTAL WAY

CONCEPT SKETCHES

ISSUE 2



APRIL 2021



BASE PHOTOGRAPHY LOCATIONS

Base photography was undertaken at 9 locations as identified below :

- **Site 1** - Newbridge Demense
- **Site 2** - Bawn Road
- **Site 3** - Rush Cliff Walk
- **Site 4** - Loughshinny Farm Boundary
- **Site 5** - Skerries South Beach
- **Site 6** - Ladies Stairs Crossing
- **Site 7** - Fancourt Heights
- **Site 8** - Balbriggan Beach
- **Site 9** - Braymore Point



Site locations (Google Maps)

SITE 1 NEWBRIDGE DEMENSE



Base Photography



SITE 1 NEWBRIDGE DEMENSE



Concept Sketch



SITE 2 BAWN ROAD



Base Photography

SITE 2 BAWN ROAD



Concept Sketch

SITE 3 RUSH CLIFF WALK



Base Photography

SITE 3 RUSH CLIFF WALK



Concept Sketch

Project: Fingal Coastal Way

Title: Site 3- Rush Cliff Walk

Issue: 2

Date: April 2021



Project: Fingal Coastal Way

Title: Site 3- Rush Cliff Walk

Issue: 2

Date: April 2021



SITE 4 LOUGHSHINNY FARM BOUNDARY



Base Photography

SITE 4 LOUGHSHINNY FARM BOUNDARY



Concept Sketch

Project: Fingal Coastal Way

Title: Site 4 - Loughshinny Farm Boundary

Issue: 2

Date: April 2021



Project: Fingal Coastal Way

Title: Site 4 - Loughshinny Farm Boundary

Issue: 2

Date: April 2021



SITE 5 SKERRIES SOUTH BEACH



Base Photography

Project: Fingal Coastal Way

Title: Site 5 - Skerries South Beach

Issue: 2

Date: April 2021



SITE 5 SKERRIES SOUTH BEACH



Concept Sketch

Project: Fingal Coastal Way

Title: Site 5 - Skerries South Beach

Issue: 2

Date: April 2021



SITE 6 LADIES STAIRS CROSSING



Base Photography



SITE 6 LADIES STAIRS CROSSING



Concept Sketch



SITE 7 FANCOURT HEIGHTS



Base Photography

Project: Fingal Coastal Way

Title: Site 7 - Fancourt Heights

Issue: 2

Date: April 2021



SITE 7 FANCOURT HEIGHTS



Concept Sketch

Project: Fingal Coastal Way

Title: Site 7 - Fancourt Heights

Issue: 2

Date: April 2021



SITE 8 BALBRIGGAN BEACH



Base Photography

SITE 8 BALBRIGGAN BEACH



Concept Sketch

SITE 9 BRAYMORE POINT



Base Photography



SITE 9 BRAYMORE POINT



Concept Sketch



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Atkins House
150 Airside Business Park
Swords
Co. Dublin

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