

## Draft

# The Fingal Coastal Way

## Opportunities and Constraints Public Engagement Report

Fingal County Council

June 2020

FINAL DRAFT



# Notice

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# Opportunities and Constraints Public Engagement Report The Fingal Coastal Way



# 1. Introduction

## 1.1. The Proposed Scheme

Fingal County Council is proposing to develop the Fingal Coastal Way, a scheme that will provide a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route to serve Newbridge Demesne, Donabate, Rush, Loughshinny, Skerries, Balbriggan and the wider Fingal area.

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.

The proposed scheme is at an early stage with key opportunities and constraints being collated by the Project Team prior to the development of potential route options.

## 1.2. Purpose of Public Engagement Exercise

Involving the public and the local communities throughout the planning, design and delivery of the Fingal Coastal Way is considered to be an essential requirement for a successful scheme.

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 in themselves a great source of information which cannot be obtained elsewhere. Only local people hold detailed insights into local patterns of movement and what or might not work in their area. This information is particularly useful at the start of a project as it feeds into the overall evidence base which will assist the scheme Project Team in identifying constraints and opportunities upon which option development and assessment can then begin to take place.

Undertaking early public engagement is advocated in many best practice guidance such as the Sustrans Design Guide document 'Community and Stakeholder Engagement for Infrastructure Projects' and the Chartered Institute of Highways and Transportations (CIHT) document 'Involving the Public and Other Stakeholders'.

With these benefits in mind, Fingal County Council and the scheme Project Team have undertaken an early stage Public Engagement exercise, which was held during November and December 2019.

The purpose of this early Public Engagement exercise was:

- to deliver a high-level overview of the scheme objectives and vision, the study area extents and the key constraints and opportunities contained therein, to the general public.
- to collect local information on constraints and opportunities particularly with regards to the everyday challenges faced when walking and cycling within the existing environment.

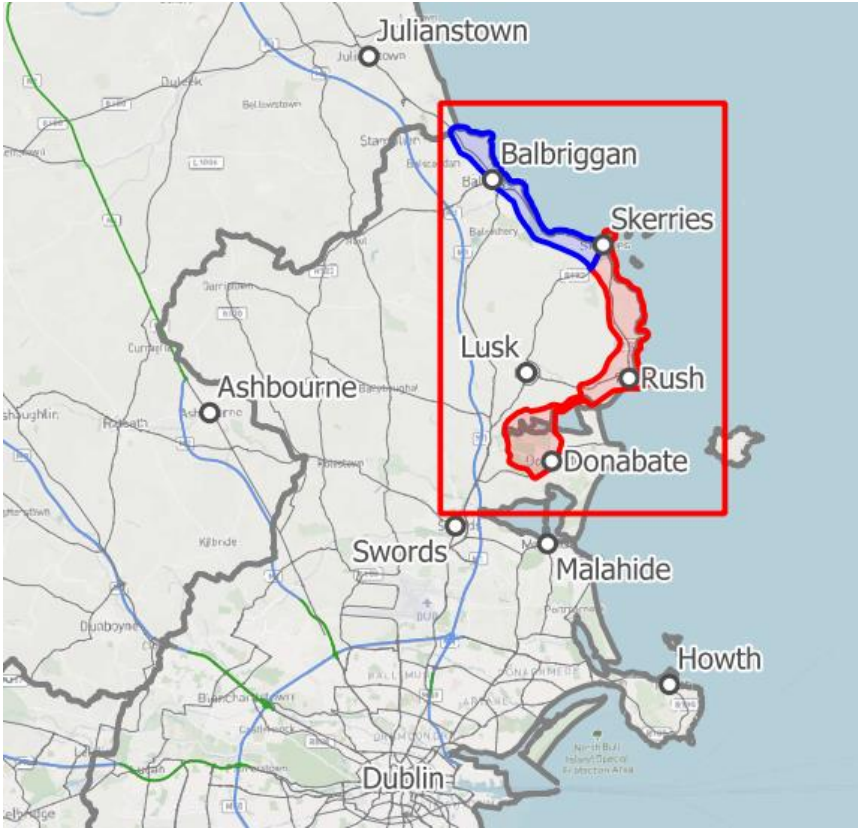
This report presents and summarises the key findings of the Opportunities and Constraints Public Engagement exercise.

## 1.3. Study Area Extents

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.

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

### 2.1. Strategy

The Opportunities and Constraints Public Engagement exercise was held via three mediums as follows:

- An Online Survey Questionnaire (including Registration Form)
- Public Submissions (via website, email, post, etc.)
- Public Engagement Events

The Online Survey Questionnaire was live for a 4-week period from the 19<sup>th</sup> of November 2019 through to the 19<sup>th</sup> December 2019 and was hosted on the Fingal Consult website.

Public Submissions could also be made through the Fingal Consult website over the same 4-week period, with the last date for submissions being the 19<sup>th</sup> December 2019.

The Opportunities and Constraints Public Engagement Events were held over three consecutive evenings as follows:

- Rush Library on Tuesday 26<sup>th</sup> November between 5.00pm-8.00pm
- Bracken Court Hotel Balbriggan on Wednesday 27<sup>th</sup> November between 5.00pm-8.00pm
- Skerries Sailing Club on Thursday 28<sup>th</sup> November between 5.00pm-8.00pm

All three Public Engagement Events were advertised through a local newspaper, 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.

Event material including a brochure, local area maps and overview maps were made available over the duration of the 19<sup>th</sup> November to the 19<sup>th</sup> December 2019, through download from the Fingal Consult website and were also available to view in hard copy on each of the event evenings.

A hard copy of the same Survey Questionnaire placed online, was also made available for completion on the evening by all attendees of the Public Engagement Events, if preferred over the online version. All of this event material is presented in the Appendices of this report.

### 2.2. Public Engagement Summary:

#### 2.2.1. Registration Form

A Registration Form was provided as a precursor to the Survey Questionnaire (both online and hard copy versions). This form consisted of 6no. questions relating to basic information about the person making the submission. Interested parties were asked to give information such as their name, e-mail address, age group, gender and which event they intended to attend.

In terms of basic demographics, the largest age groups, which were equally represented, were the 45-54 and the 55-64 category each accounting for 25.5% of the overall respondents, equating to 51% of all registered persons. Approximately 57% of respondents were male, 40% were female and 3% preferred not to say.

Based on the registration form, 35% of people indicated that they intended to visit the event in Skerries. In terms of Rush and Balbriggan, these accounted for 31% and 24% respectively.

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 Public Engagement exercise. It should be noted that information relating to respondents who did not consent to this request **has not been included** within the data review and therefore does not form part of the survey results presented within this report.

#### 2.2.2. Survey Questionnaire

The Survey Questionnaire received a total of 165no. submissions. 70no. of these were submitted through the online system, whilst 95no. of these were submitted in hard copy.

The Survey Questionnaire consisted of a total of 11no. questions. A summary of the results is contained in Section 2.3 of this Report.

### 2.2.3. Public Submissions

In addition, submissions on the scheme by individuals or groups were also welcomed. Public Submissions could be made by a variety of methods including via the Fingal Consult website, by email and by post. In total 18no. submissions were received.

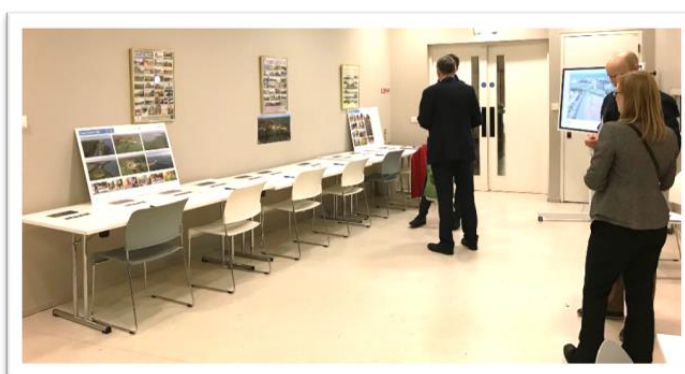
### 2.2.4. Public Engagement Events

As noted, three Opportunities and Constraints Public Engagement Events were held on consecutive nights in Rush, Balbriggan and Skerries.

Actual attendees were asked to sign in on the night. In total, there were 148no. attendees' who signed into the Public Engagement Events. Of those 34no. (23%) attendees signed into Rush, 54no. (36%) attendees signed into Balbriggan, whilst Skerries was the most attended event with 60no. (41%) attendees who signed in.

A number of photographs of the events are presented below.

**Figure 2-1 - Public Engagement Photos**

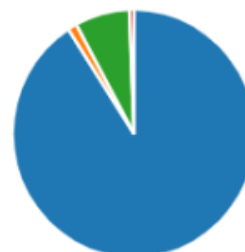


## 2.3. Survey Questionnaire Results Summary

The following section outlines the basic results summary of the survey questionnaire, with results illustrated through graphical outputs. The head line results are then summarised and an interpretative statement has been formed around those key findings.

### 1: Are you generally in favour of providing the Fingal Coastal Way from Newbridge Demesne to the Meath border?

<span style="color: blue;">●</span> Yes	150
<span style="color: orange;">●</span> No	2
<span style="color: green;">●</span> Don't know	12
<span style="color: red;">●</span> Other	1



91% of Respondents indicated that they are generally in favour of providing the Fingal Coastal Way from Newbridge Demesne to the Meath border.

The positivity of this response clearly indicates overwhelming public support for the development of the Fingal Coastal Way.

### 2: Which category below best describes you?

<span style="color: blue;">●</span> Live/work in Donabate/Rush/Skerries/Balbriggan	147
<span style="color: orange;">●</span> Live/work elsewhere in Fingal	12
<span style="color: green;">●</span> Visitor to Fingal	4
<span style="color: red;">●</span> Other	10



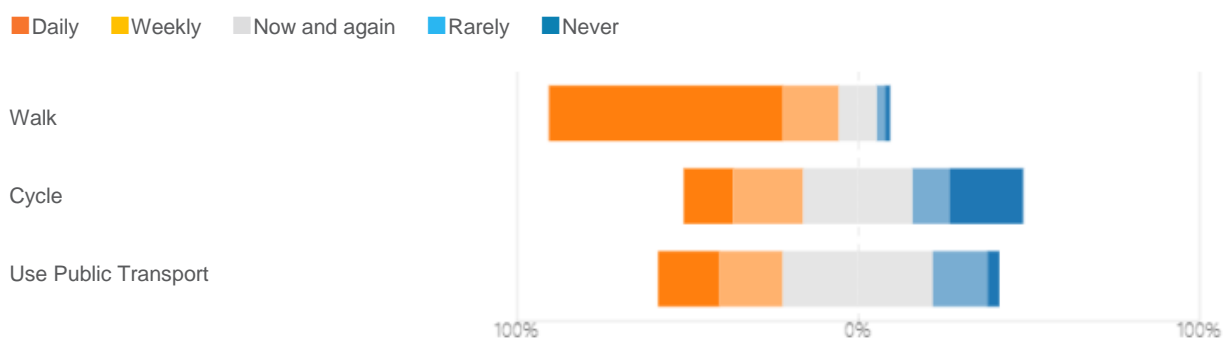
89% of Respondents indicated that they live or work in Donabate, Rush, Skerries or Balbriggan followed by 7.2% who live or work elsewhere in Fingal.

The significant percentage of people living and working within the study area shows there is a keen local interest in the delivery of the Fingal Coastal Way.

In response to this question 10no. people selected the option other. Some of the responses in this group included: Landowner on route, work in Dublin, regular cyclist in the area, live in Lusk.



### 3: Thinking about the different ways in which you travel, how often do you:



68.5% of Respondents declared that they walk daily, and 67.3% of Respondents declared they cycle now and again, if not weekly and daily.

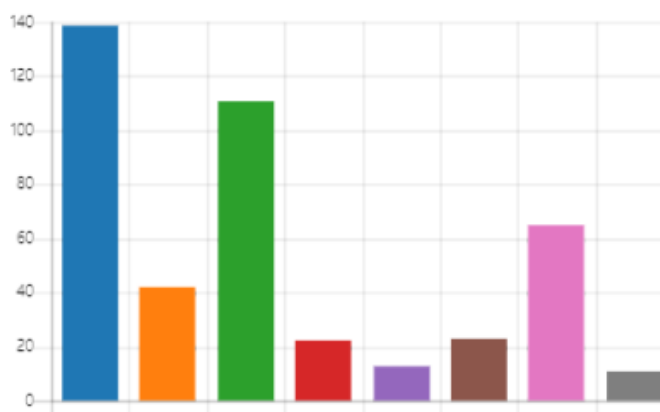
18.2% of people indicated that they use public transport daily with 80.6% indicating that they use it now and again, if not more often.

The outcome of this response shows that a significant proportion of people already walk daily and weekly, however it also indicates that there is potential growth for more regular cycling.

Each town within the study area is served by a train station. Therefore, there is huge potential for the scheme to link people either directly or indirectly with these stations and encourage a shift away from the private car.

### 4: What are the most common reasons for you to walk?

Exercise and fitness	139
To visit friend and family	42
Leisure / recreational activities	111
To get to and from work	22
To get around as part of your job	13
To get to and from school	23
Shopping / personal business	65
Other	11



The most common reasons to walk identified by Respondents were exercise / fitness and leisure / recreational activities at 84.2% and 67.2% respectively.

This was followed by shopping / personal business and to visit family / friends at 39.3% and 25.4% respectively.

The high response towards exercise, fitness, leisure and recreational indicates that most people walk to benefit their health and wellbeing.

In response to this question 11no. people selected the option other. However, in review of these responses, it is noted that these are broadly similar to the option selection offered as part of the question.

## 5: Which of the following statements best describes you?

<span style="color: blue;">●</span> Does not cycle but would like to	38
<span style="color: orange;">●</span> Does not cycle and does not want to	22
<span style="color: green;">●</span> Occasionally cycles	53
<span style="color: red;">●</span> Regularly cycles	51
<span style="color: purple;">●</span> Other	1



Taking into consideration cycling habits, 32.1% of Respondents cycle occasionally and 31% cycle regularly.

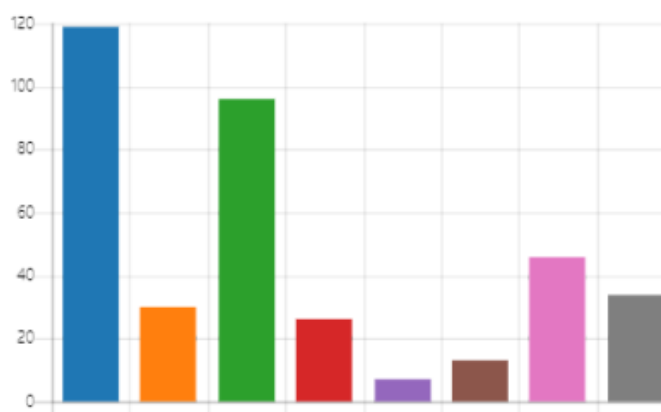
A noteworthy number of Respondents, 23%, indicated that they do not cycle but would like to cycle. Only 13% of Respondents indicated that they do not want to cycle.

This response indicates that approximately two thirds of people regularly or occasionally cycle.

It also again indicates that there is potential for significant growth in cycling.

## 6: What are the most common reasons for you to go cycling?

<span style="color: blue;">●</span> Exercise and fitness	119
<span style="color: orange;">●</span> To visit friend and family	30
<span style="color: green;">●</span> Leisure / recreational activities	96
<span style="color: red;">●</span> To get to and from work	26
<span style="color: purple;">●</span> To get around as part of your job	7
<span style="color: brown;">●</span> To get to and from school	13
<span style="color: pink;">●</span> Shopping / personal business	46
<span style="color: grey;">●</span> Other	34



The most common reasons to cycle identified by Respondents were exercise / fitness and leisure / recreational activities at 72.2% and 58.2% respectively.

This was followed by shopping / personal business and visit family / friends at 27.9% and 18.2% respectively.

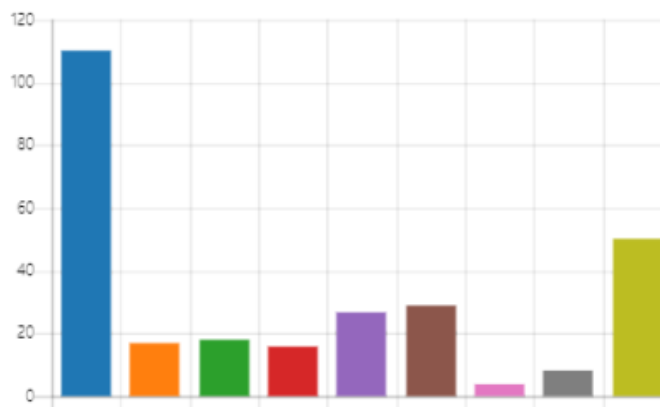
As with walking, the high response towards exercise, fitness, leisure and recreational indicates that most people cycle to benefit their health and wellbeing.

In response to this question 34no. people selected the option other. Some of the common responses in this group included: to get to the local community facilities, get to the beach, activity with family, local transport in preference to driving, it is too dangerous, don't cycle, etc.

It should also be noted that a number of the hard copy survey submissions did not answer this question. As such, when manually entering the data to the system these submissions were marked as "Other".

**7: Here are reasons some people have given for not cycling or not cycling more often. Select all that apply to you.**

<span style="color: blue;">●</span> I am concerned about safety	110
<span style="color: orange;">●</span> I am not confident in my cycling skills	17
<span style="color: green;">●</span> Lack of facilities at home or work	18
<span style="color: red;">●</span> I have children or other passengers	16
<span style="color: purple;">●</span> I live too far from where I need to go	27
<span style="color: brown;">●</span> Poor weather	29
<span style="color: pink;">●</span> It's too hilly in my area	4
<span style="color: grey;">●</span> Cycling is not for people like me	8
<span style="color: yellow;">●</span> Other	50



The main reason offered by Respondents for not cycling or not cycling more often was linked to concerns regarding safety, corresponding to 66.7% of all responses.

This was followed by poor weather and living too far from where they need to get to at 18% and 16.4% respectively.

This response overwhelmingly indicates that safety is currently a significant barrier to cycling within the study area.

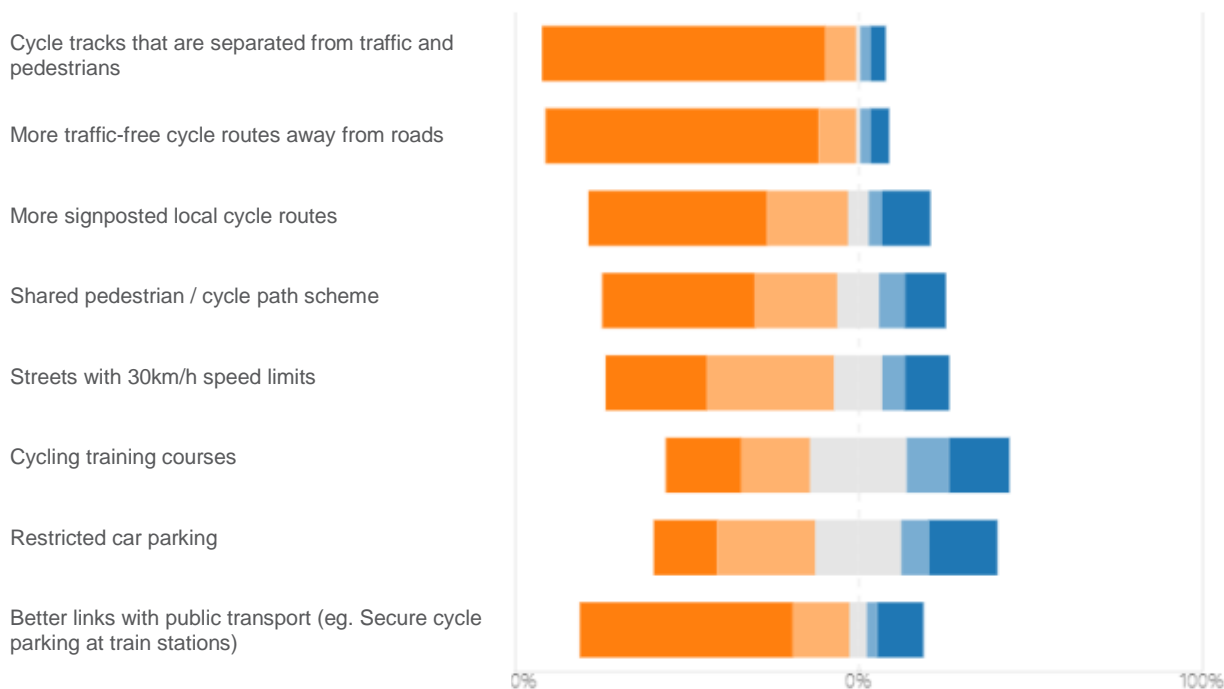
In response to this question 50no. people selected the option other. Some of the common responses in this group included: doesn't cycle more because of drivers, poor infrastructure, poor cycling facilities, lack of cycleways, lack of bicycle parking, etc.

It should also be noted that a number of the hard copy survey submissions did not answer this question. As such, when manually entering the data to the system these submissions were marked as "Other".



## 8: How useful would any of the following be to help you start cycling or to cycle more?

Very useful   Fairly useful   Not very useful   Not at all useful   Not important to me



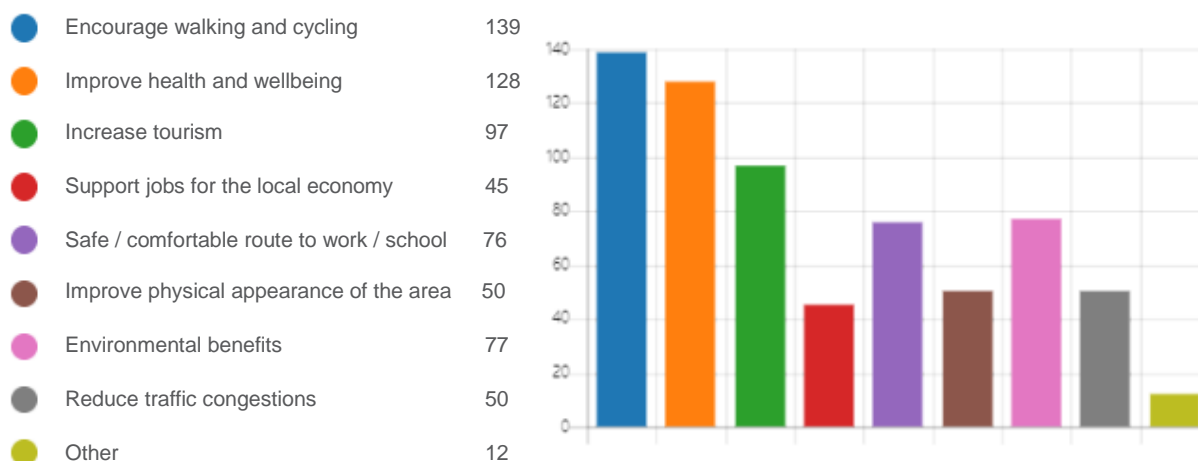
The measures which were identified by Respondents as being fairly useful to very useful to encourage cycling were segregated cycle tracks and traffic free routes at 91.5% and 90.3% respectively.

Strong support was also indicated towards better links to public transport, more signposted local cycle routes, shared pedestrian / cycle schemes and 30 km/h speed streets at 78.2%, 76 %, 68.5% and 66.1% respectively.

Unsurprisingly, the public perception expressed indicates a preference for segregated facilities.

However, it is worth noting that the strong support shown towards other measures identified, indicates that facilities such as shared street and or cycle streets would be acceptable in the right context.

**9: What do you think are the most important benefits that the Fingal Coastal Way could bring?**



The top benefits selected by Respondents, that were likely to occur due to the Fingal Coastal Way, were to encourage walking and cycling, and to improve health and wellbeing at 84.2% and 77.6% respectively.

This was followed by increased tourism at 58.8%, providing for a safe and comfortable route for work / school / transports hubs at 46.6% and environmental benefits 46.5%.

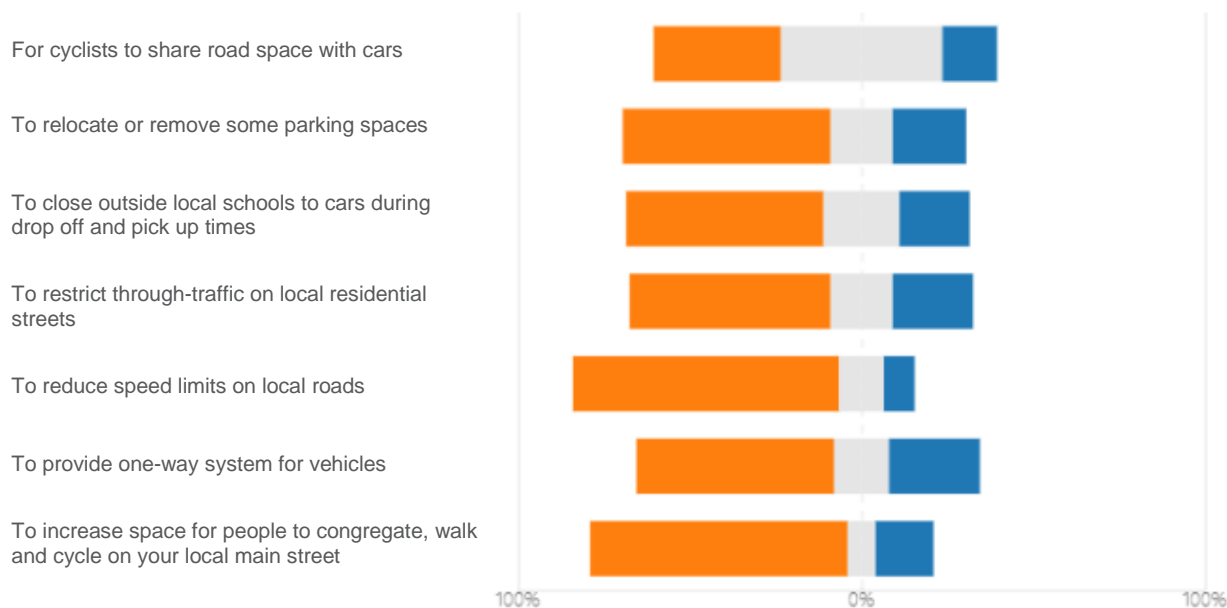
This response outlines a belief among the public that the Fingal Coastal Way can deliver significant health and wellbeing benefits and as such would be well utilised for these purposes by local people.

It also indicates an appreciation by the public that economic benefits can also be realised.

In response to this question 11no. people selected the option other. However, in review of these responses, it is noted that these are broadly similar to the option selection offered as part of the question.

## 10: How do you feel about the following?

■ Agree   
 ■ Disagree   
 ■ Not important to me



A significant majority of Respondents agreed with reducing speed at 77.6% and increasing public realm space along main streets at 75.2%.

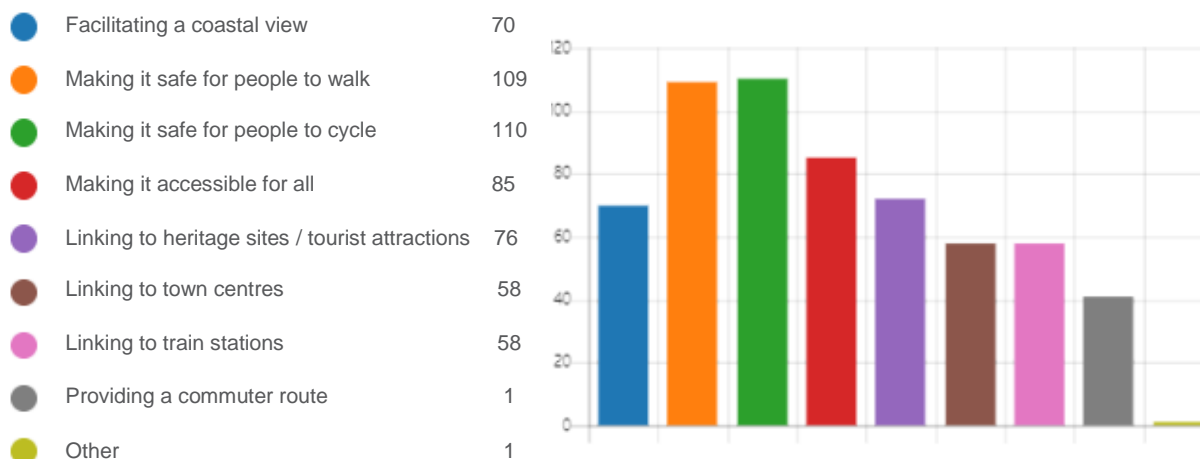
A majority of Respondents, ranging between 60.6% - 57.6% also agreed with removing parking spaces, restricting through traffic on local streets, providing one-way systems and to close streets outside local schools during drop off and pick up times.

Opinion appeared to be divided in relation to sharing road space with cars with 37% agreeing and 47.3% disagreeing with this solution and 15.7% stating that this was not important to them.

Whilst there is some division with regards to sharing road space with cars, the strong support for other measures such as reducing speeds, indicates that this could be acceptable in the right context.

Overall this response indicates that the public are amenable to change in the current road and street network in order to facilitate the Fingal Coastal Way.

### 11: What do you think will be the most important factors in order for the Fingal Coastal Way to be successful?



The main factors selected by Respondents for the Fingal Coastal Way to be successful were making it safe for people to walk and cycle at 66.6% each.

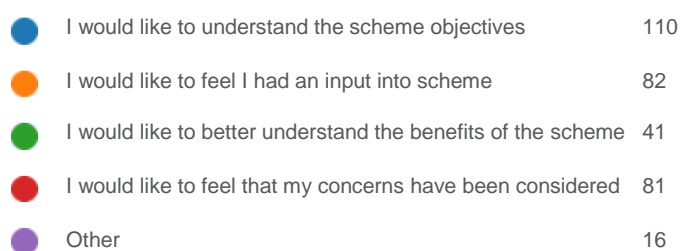
The second most important factor Respondents selected for success was to make it accessible for all at 51.5%. This was followed by the linking to heritage sites / tourist attractions and facilitating a coastal view at 43.6% and 42.4% respectively.

The third most important factors selected by Respondents were linking to town centres and train stations and providing a commuter route, at 35.2%%, 35.2%% and 24.9% respectively.

Again, the overwhelming response was that provision of a safe route to walk and cycle would make the Fingal Coastal Way a success.

However, significant support was also shown towards other factors and this indicates that the public want a scheme that not only acts as recreational amenity for local people, but also a scheme that attracts tourism to boost the local economy and as a route that can be used to commute between towns.

### 12: What would you like to come away with from Public Engagement Event?



50% of people indicated that they would like to feel like they had an input into the scheme and as that they would like to feel that their concerns were considered. 66% of people indicated that they would like to understand the scheme objectives further.

This information was used to tailor the event material in advance and to ensure that facilitators had a prior understanding of what the public would like to 'get out' of the events.

## 2.4. Survey Questionnaire Comments Summary

In reviewing the general comments received as part of the Survey Questionnaire, it should be noted that an overwhelming number of comments outline 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.

Of the 165no. Survey Questionnaires submitted, 98no. 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.

However, as it is evident that there are a number of recurring issues, it has been possible to identify several themes from the comments submitted. Therefore, the most common issues identified therein have been summarised as follows.

**Table 2-1 – Survey Questionnaire Comments Summary**

Theme	Summary ID	Summary Issues	Response
Safety	01	Some sections of the route have no public lighting and no space for pedestrians and cyclists. This will need to be addressed.	The vision of the scheme is to create a safe, attractive and environmentally sympathetic coastal walking and cycling route. As such, it is hoped that issues currently facing people can be addressed as part of the scheme.
	02	It is a difficult to cycle locally and this scheme is badly needed for future generations and it will enhance these lovely towns.	It is intended that by creating a safe and attractive route, future generations will be encouraged to walk and cycle more. It is hoped the scheme can enhance these towns.
	03	There is a need to encourage and provide facilities for children to walk and cycle to school.	Consideration to proximity of route options to schools will be considered in the route development and assessment process.
	04	The section of the road from Skerries to Balbriggan should be made one-way with a designated pedestrian and cycle facility, as this section is very dangerous.	Options will be considered along this section to ensure that pedestrian and cyclist safety are considered first in terms of the user hierarchy.
	05	Facilities for walking are needed on the Balbriggan Road in vicinity of Kelly's Lane, Skerries, and it is considered that there is potential for making this section of road one-way to create space.	See Summary ID 04 above.
	06	Unwanted through traffic is occurring along Hoar Rock and The Square area of Skerries. A route through these areas with traffic management measures could be considered.	An option that routes through the Hoar Rock area is likely to be considered as part of the route development and assessment process and there is potential that traffic management measures could be incorporated.
	07	Family safety should be prioritised over cycling clubs.	The route will be designed to be inclusive to all types of users and in this regard, measures will be included to encourage users to be courteous to one another and particularly to those that are most vulnerable.
Route Design	08	The greenway should be designed to international best practice.	The scheme in general will be designed to the relevant Irish design standards. However, the consideration of international best practice will be advocated throughout the development and design process

		of the route options and preferred route option.
	09	Consider maintenance, children, the environment and be innovative when designing the route.
	10	The design and in particular the chosen surface should be sympathetic to the local context.
	11	Clear and physical separation should be provided between pedestrians, cyclists and vehicles.
	12	The route should run along the coast but should also link the key towns and villages.
	13	The route should not be overly biased towards pedestrians and children and should cater for commuter cyclists.
Impacts and Benefits	14	Concerned that the route will go through or adjacent to residential areas and associated green space resulting in impacts on neighbourhoods in terms of privacy.
	15	Concerned over impact on landowners and farmers.
		Consideration will be given towards whole lifecycle issues and the potential for application of non-typical solutions, that are considered to be safe, throughout all stages of the scheme development.
		Ensuring that the route developed is sympathetic to the unique coastal environment is an objective of the project.
		The achievement of a route with the highest level of service is an objective of the scheme. However, given the physical constraints that will be encountered throughout the extensive study area, it remains that all options in terms of segregation and integration between all user types have to be considered. With that being said, regardless of the type of facilities that are eventually proposed, these will be designed such that safety of the most vulnerable users is considered first.
		Ensuring that there is a balance between a coastal and town centre experience will be considered during route option development and assessment process.
		See Summary ID 07 above
		There is potential that route options developed will utilise some element of open green space and associated impacts will be considered during the option assessment process. However, in general it is considered that mitigation of these impacts can be achieved and, in all cases, will be respectful of adjacent resident's security and privacy.
		There is high potential that route options developed will require to route through and adjacent to internal and external agricultural land boundaries. However, these route options will be developed so as to mitigate and reduce impacts and relevant land owners will be consulted with at the appropriate time.

	16	Scheme would be of huge benefit to the lives of all inhabitants of these towns and villages.	Noted.
	17	Scheme would be a fantastic amenity for both tourists and residents.	Noted.
	18	Physical exercise is hugely beneficial to mental health and general wellbeing and this should be given significant consideration for the greater good when faced with challenges.	Physical activity and the promotion, support and improvement of same is an objective of the scheme.
	19	The scheme should not route through environmentally sensitive areas.	The development and assessment of route options will take due consideration of environmentally sensitive areas.  Where potential alternatives are available these will be preferred however where no alternatives exist solutions will be explored to remove reduce and / or mitigate any impacts to an acceptable level.
	20	Consideration should be given to setting the route back from the coast so as not to disturb existing habitats. Impacts on biodiversity should be avoided.	See Summary ID 19 above.
Business and Attractions	21	Planning ahead should be undertaken to establish and incentivise businesses to open prior to the Fingal Coastal Way being operational.	Whilst this is noted, it is considered that such initiatives should be discussed between local community leaders and Fingal County Council.
	22	The route would bring opportunities for jobs in tourism and positively affect local economy and help to support other jobs.	Noted.
	23	Staying close to the coast will be the biggest attraction to the route and encourage more people to use the route.	Routing along the coast as much as possible is desirable.  However, it should be acknowledged that there will be some locations where this is not achievable or indeed desirable.
Wider Connection	24	The route should connect to Lusk / Rush Train Station, possibly from Rogerstown.	A feasibility study for a pedestrian and cycle scheme between Lusk and Rush and which links with the train station is currently in development by Fingal County Council. The Project Team will continue to liaise with Fingal County Council with regards to the progress of that scheme.
	25	The route should connect to Ardgillian Castle.	It is the intention that routes developed for the scheme will facilitate some form of direct or indirect connection to the grounds of Ardgillian Castle.
	26	A connection should be made to Balrothery.	Given Balrothery's location outside of the scheme study area, it is unlikely that a link will form part of this scheme. However, it should be noted that the development and construction of the

		Fingal Coastal Way can only be positive in terms of creating a desire to develop such a link in the future.
27	The route should link sports / social clubs and communities.	Consideration with regards to proximity to adjacent services, amenities and sports grounds will be a factor during the route development and assessment process.
28	A link from Donabate to Portrane should be considered.	Given Portrane's location outside of the scheme study area, it is unlikely that a link will form part of this scheme. However, it should be noted that the development and construction of the Fingal Coastal Way can only be positive in terms of creating a desire to develop such a link in the future.
29	Links should be provided to the Bremeore Park masterplan, the Harry Reynolds Road proposals and the Castlelands Development.	Schemes, studies and plans previously, currently or imminently being developed will be fully considered in the development and assessment of route options as part of the scheme.



## 2.5. Fingal Consult Portal Comments Summary

In reviewing the Public Submissions received on the Fingal Consult portal, it should be noted that a large number of comments outline 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.

In total 18no. comments were received. To remain consistent with the comments received through the Survey Questionnaire, a number of recurring issues have been identified and categorised into several themes. Within each theme identified, the most common issues therein have been summarised as follows.

**Table 2-2 – Fingal Consult Portal Comments Summary**

Theme	Summary ID	Summary Issues	Response
Study Area and Links	01	Consider extending the study area to include Portrane, Lusk and Lusk/Rush Train Station.	In terms of facilitating the most viable and feasibility route options for the Fingal Coastal Way, it is considered that the current scheme study area is appropriate.
	02	The scheme should connect to the Broadmeadow Way, the Mornington to Drogheda link, the Potrane Cliff Walk and to Lusk and Lusk / Rush Train Station.	Feasible connections to adjacent schemes, which are within the county boundary of Fingal, will be considered.
	03	The Fingal Coastal Way should be linked to Swords and its associated walking, cycling and public transport network.	It is envisaged that the Fingal Coastal Way will form part of a larger greenway network connecting to The Broadmeadow Way which in turn connects to the Sutton to Malahide Pedestrian and Cycle Scheme.  A connection to Swords would certainly be beneficial for a number of reasons, however such a link would likely be considered under a separate study.
	04	Access should be considered to Barnageeragh Cove Beach and to Ardgillan Castle.	Consideration will be given to the proximity of route options to all services, amenities and sports grounds as part of the route development and assessment process.
Design	05	Segregation should be considered between cyclists and pedestrians and cyclists and motorised traffic.	The achievement of a route with the highest level of service is an objective of the scheme.  However, given the physical constraints that will be encountered throughout the extensive study area, it remains that all options in terms of segregation and integration between all user types have to be considered.  With that being said, regardless of the type of facilities that are eventually proposed, these will be designed such that safety of the most vulnerable users is considered first.
	06	The type of cycle track provided through junctions should be given great consideration.	Facilities provided through junctions will be designed to be safe and comfortable with particular focus on catering for the needs of the most vulnerable.

	07	Reference to international studies and best practice should be considered.	The scheme in general will be designed to the relevant Irish design standards. However, the consideration of international best practice will be advocated throughout the development of the route.
	08	What is the expected user volumes, patterns and usage for the Fingal Coastal Way?	It is expected that the Fingal Coastal Way will predominantly cater for local users and holiday makers undertaking recreational and leisure trips along the Fingal Coast. However, it is acknowledged that there is also a need to cater for utility and commuter trips between the main towns of Balbriggan, Skerries, Rush and Donabate and to a lesser extent, due to distance, towards Dublin City.  The scheme will be designed to be inclusive thereby facilitating all user types, however a particular focus will be placed on catering for the needs of the most vulnerable users.  In terms of user volumes, the current evidence base from existing similar schemes can be reviewed. Surveys associated with the Waterford Greenway indicate that it welcomed over 250,000 users in its first year of operation in 2017.
	09	Route should be set back from coast line to avoid erosion.	The development and assessment of route options will take due consideration of areas prone to coastal erosion.
Safety	10	Concerns raised over anti-social behaviour.	Measures will be considered from an early stage as to how anti-social behaviour can be prevented and mitigated.
	11	Concern raised over existing safety along regional road in vicinity of Barnageeragh and the scheme should address this.	Options will be considered along this section to ensure that pedestrian and cyclist safety are considered first in terms of the user hierarchy.
	12	The route needs to be delivered for safety and should not just be a leisure route. It should also cater for commuters.	The route will be designed to be inclusive to all types of users, with comfort and safety high on the agenda, and in this regard users will be encouraged to be courteous to one another and particularly to those that are most vulnerable.
Impacts	13	Concerns raised over removal of green spaces, sport pitches and amenities.	There is potential that route options developed will utilise some element of open green space and associated impacts will be considered during the option development and assessment process. However, in general it is considered that mitigation of these impacts can be achieved and, in all

		cases, will be respectful of adjacent resident's security and privacy.
14	Concerns expressed that not enough detail is being provided in terms of options and solutions at this stage.	<p>As noted at the Public Engagement Events, options and solutions have not been developed at this stage.</p> <p>The purpose of this early stage Public Engagement exercise is to deliver an overview of the scheme to the general public and to obtain local information on constraints and opportunities.</p> <p>This will inform the route development and assessment process by ensuring the design team is aware at an early stage of some of the local issues and concerns prior to developing routes.</p>
15	Concern raised that the needs of commuter type cyclists have or will be overlooked in terms of the route planning and design.	<p>Whilst it is expected that the Fingal Coastal Way will predominantly cater for local users and holiday makers undertaking recreational and leisure trips, it is acknowledged that there is also a significant need to cater for utility and commuter trips between the main towns of Balbriggan, Skerries, Rush and Donabate and to a lesser extent towards Dublin City. Therefore, the needs of this user group will be considered thoroughly.</p> <p>However, it should be acknowledged that a key objective of the scheme is to design the scheme to be inclusive to all types of users, with comfort and safety high on the agenda, particularly to those users that are most vulnerable.</p>
16	Concern raised over the impact on farm landholdings.	<p>There is high potential that route options developed will require to route through and adjacent to internal and external agricultural land boundaries.</p> <p>However, these route options will be developed so as to mitigate and reduce impacts and relevant land owners will be consulted with at the appropriate time.</p>
17	Concern that the proposed scheme will be adversely impacted by climate change and as such green infrastructure techniques should be consider at design stage.	<p>The relevant departments of Fingal County Council are being consulted with on an ongoing and regular basis and measures to deal with impacts on and or due to climate change will be assessed and managed appropriately.</p>

## 3. Conclusion and Next Steps

### 3.1. Conclusion

The key findings of the Opportunities and Constraint Public Engagement exercise indicate that there is overwhelming positive support for the Fingal Coastal Way. There are concerns expressed with regards to existing safety for pedestrians and cyclists and the need to provide best practice facilities. Concerns are also raised and acknowledged in terms of local impacts on residents and landholdings.

The concerns raised will be thoroughly reviewed with reference to their alignment with local and national policy and the scheme project objectives and this will form a core consideration in the progression of the Option Development and Assessment process leading to the identification of the Emerging Preferred Route.

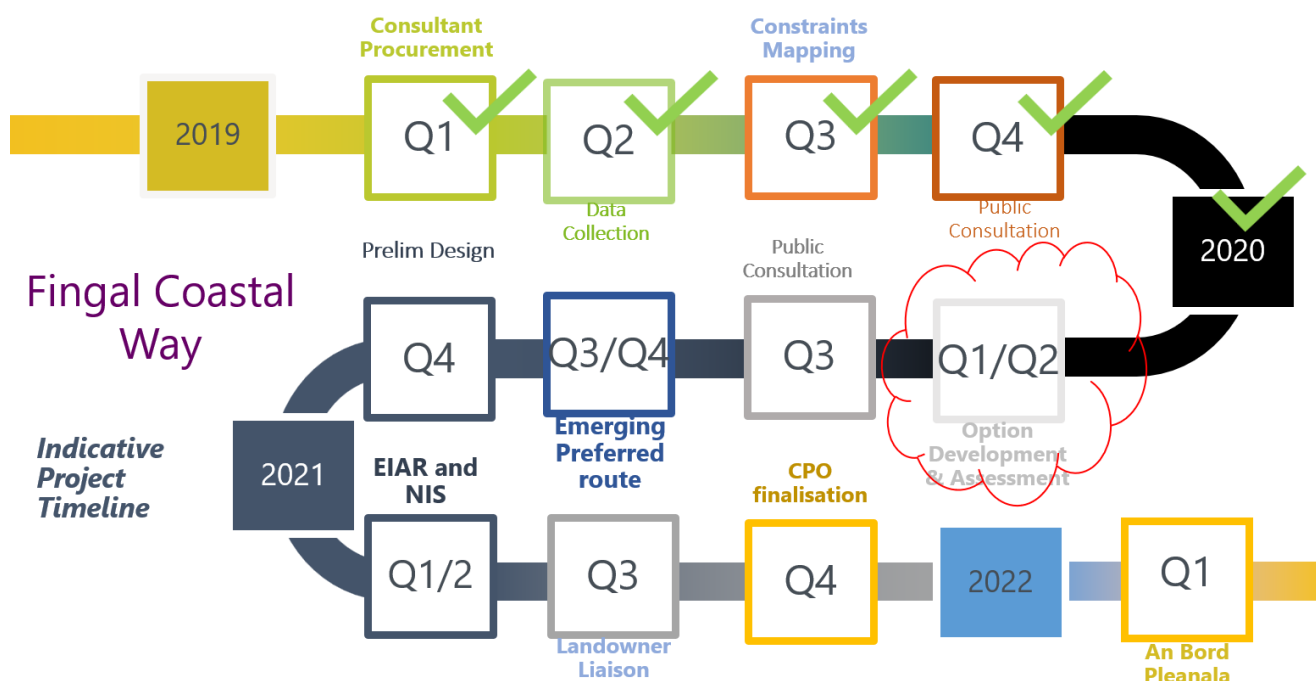
The findings of this consultation process will also be utilised in the preparation process of the next and subsequent Public Engagement exercises.

### 3.2. Next Steps

The public engagement exercise was undertaken in Q4 2020, subsequent to the Data Collection and Constraints Mapping Stages. Currently, as of Q1/Q2 2020, the Option Development and Assessment stage is being undertaken.

Once the Option Development and Assessment stage is complete, the next step will be to go back out to the public to present the options and the process involved. This is currently scheduled to occur during Q3 2020. Beyond that the Emerging Preferred Route will be selected in Q3/Q4 with Preliminary Design scheduled to start during Q4 2020. 2021 will see the commencement of the Statutory Approval stage and associated documentation. The following image broadly outlines the anticipated indicative project timeline involved.

**Figure 3-1 – Indicative Project Timeline**



# Appendices



# Appendix A. Brochure





# Fingal Coastal Way



## Public Engagement Event on Opportunities and Constraints

Fingal County Council is proposing to develop the Fingal Coastal Way, which will provide a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route to serve Newbridge Demesne, 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 alternative transport choice for school children and commuters, bringing significant environmental, economic and health benefits to the wider community.

The proposed scheme is at an early stage with key opportunities and constraints being collated by the project team prior to the development of potential route options. Fingal County Council would welcome any comments you might have on the proposal, and invite any interested parties to attend one of the upcoming public engagement events listed overleaf.



## Key Benefits

- Respects environment and heritage
- Improves recreation
- Promotes physical activity, health and wellbeing
- Improves connectivity between key towns and villages
- Provides safe and attractive walking and cycling route
- Facilitates links to train stations
- Encourages tourism
- Supports local economy

## Public Engagement

a) **Complete the attendance registration form and survey and review maps:**

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

b) **Meet the project team to discuss the scheme at:**

- Rush Library on Tuesday 26th November between 5.00pm – 8.00pm
- Bracken Court Hotel on Wednesday 27th November between 5.00pm – 8.00pm
- Skerries Sailing Club on Thursday 28th November between 5.00pm – 8.00pm

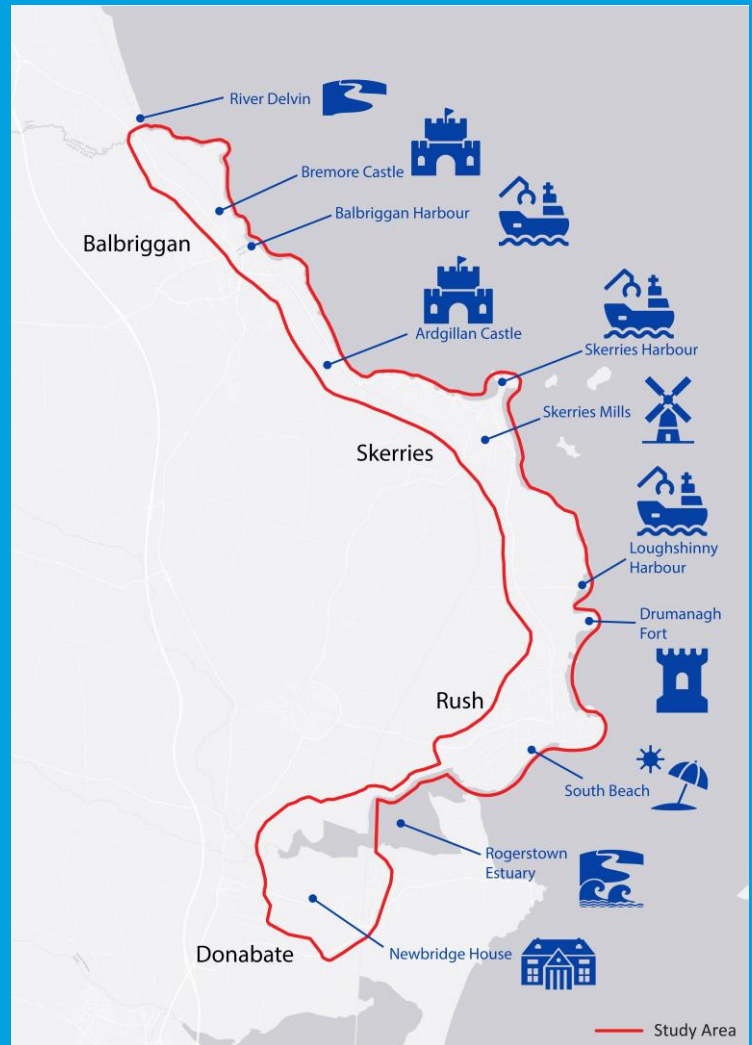
c) **Make a submission before Thursday 19th December 2019:**

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

A submission or observation in relation to the project may also be made by emailing: [fingal.developmentplan@fingal.ie](mailto:fingal.developmentplan@fingal.ie)

Alternatively, comments may also be posted to: Planning and Strategic Infrastructure Department, Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K67 X8Y2

## Study Area and Key Attractors



## Contact Us

If you have a query about making your submission or questions about the Fingal Coastal Way, contact us at:

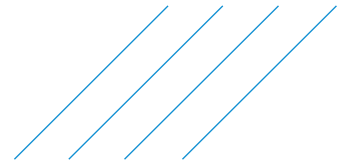
Email: [fingal.developmentplan@fingal.ie](mailto:fingal.developmentplan@fingal.ie)

Tel: (01) 8905000





# Appendix B. Questionnaire



# Fingal Coastal Way

## Public Engagement Registration Form and Questionnaire

### 1. What is your name?

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### 2. What is your e-mail address?

---

### 3. What age group represents you?

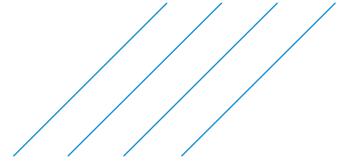
- Less than 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or older
- Prefer not to say

### 4. What is your Gender?

- Female
- Male
- Other
- Prefer not to say

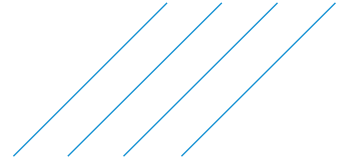
### 5. What event are you attending?

- Rush Library on Tuesday 26th November between 5.00pm – 8.00pm
- Bracken Court Hotel Balbriggan on Wednesday 27th November between 5.00pm 8.00pm
- Skerries Sailing Club on Thursday 28th November between 5.00pm – 8.00pm



6. Consent and Registration. I consent to sharing my information with Atkins Ireland and Fingal County Council solely for the purpose of this public engagement. Your name and email will be used for the purposes of sending you updates on this public engagement. Your personal information will be deleted from our system after the public engagement once we have concluded the consultation process.

- I consent and wish to be registered.



**7. Are you generally in favour of providing the Fingal Coastal Way from Newbridge Demesne to the Meath border?**

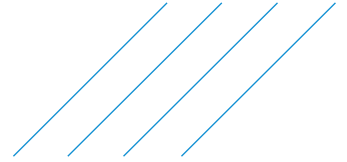
- Yes
- No
- Don't know

**8. Which category below best describes you? (You can select more than one option)**

- Live/work in Donabate/Rush/Skerries/Balbriggan
- Live/work elsewhere in Fingal
- Visitor to Fingal
- Other (provide details below)

**9. Thinking about the different ways in which you travel, how often do you:**

- |                        | Daily                    | Weekly                   | Now and again            | Rarely                   | Never                    |
|------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| • Walk                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Cycle                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Use Public Transport | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



**10. What are the most common reasons for you to walk? (You can select more than one option)**

- Exercise and fitness
- To visit family and friends
- Leisure / recreational activities
- To get to and from work
- To get around as part of your job
- To get to and from school
- Shopping / personal business
- Other (provide details below)

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

--

**11. Which of the following statements best describes you?**

- Does not cycle but would like to
- Does not cycle and does not want to
- Occasionally cycles
- Regularly cycles

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

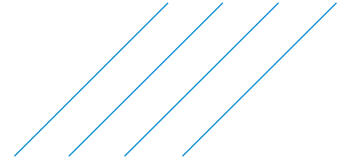
**12. What are the most common reasons for you to go cycling? (You can select more than one option)**

- Exercise and fitness
- To visit family and friends
- Leisure / recreational activities
- To get to and from work
- To get around as part of your job
- To get to and from school
- Shopping / personal business
- Other (provide details below)

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
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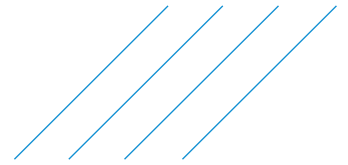


**14. How useful would any of the following be to help you start cycling or to cycle more?**

	Very useful	fairly useful	not very useful	not at all useful
• Cycle tracks that are separated from traffic and pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• More traffic-free cycle routes away from roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• More signposted local cycle routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Shared pedestrian / bicycle schemes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Streets with 30km/h speed limits	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Cycling training courses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Restricted car parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• Better links with public transport (eg. secure cycle parking at train stations)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**15. What do you think are the most important benefits that the Fingal Coastal Way could bring to the area? (Select your top three)**

- Encourage walking and cycling
- Improve health and wellbeing
- Increase tourism
- Support jobs for the local economy
- Provide for a safe and comfortable route to work / school / transport hubs
- Improve physical appearance of the area
- Environmental benefits
- Reduce traffic congestion
- Other (provide details below)

**16. How do you feel about the following?**

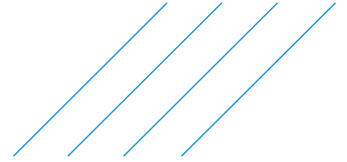
*In order to serve towns and villages properly with the Fingal Coastal Way, and to make it safer and more attractive for walking and cycling, it is okay:*

	Agree	Disagree	not important to me
• For cyclists to share road space with cars	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• To relocate or remove some parking spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• To close streets outside local schools to cars during drop off and pick up times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• To restrict through-traffic on local residential streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• To reduce speed limits on local roads	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• To provide one-way system for vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
• To increase space for people to congregate, walk and cycle on your local main street	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**17. What do you think will be the most important factors in order for the Fingal Coastal Way to be successful? (Select your top three)**

• Facilitating a coastal view	<input type="checkbox"/>
• Making it safe for people to walk	<input type="checkbox"/>
• Making it safe for people to cycle	<input type="checkbox"/>
• Making it accessible for all	<input type="checkbox"/>
• Linking to heritage sites and tourist attractions	<input type="checkbox"/>
• Linking to town centres	<input type="checkbox"/>
• Linking to train stations	<input type="checkbox"/>
• Providing a commuter route	<input type="checkbox"/>





**18. What would you like to come away with from Public Engagement Event? (You can select more than one option)**

- I would like to understand the scheme objectives in greater detail
- I would like to feel I had an input into scheme
- I would like to better understand the benefits of the scheme
- I would like to feel that my concerns have been considered
- Other (provide details below)

<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>
<input type="checkbox"/>

**19. Is there anything else that you would like to share with us with regards to the Fingal Coastal Way?**

# Appendix C. Media Advertisements

25  
BLIANA  
YEARS

Comhairle Contae  
Fhine Gall  
Fingal County  
Council



### FINGAL COASTAL WAY Opportunities and Constraints Public Engagement Event

Fingal County Council is proposing to develop the Fingal Coastal Way, which will provide a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route from Newbridge Demesne to the Meath border, north of Balbriggan. The proposed greenway will encourage tourism and recreation while offering an attractive alternative transport choice for commuters, bringing significant environmental, economic and health benefits to Fingal.

The proposed scheme is at an early stage with key opportunities and constraints being collated prior to the development of potential route options. Fingal County Council invite any interested parties to attend one of the information evenings being held, where the project team will be available to answer queries on the proposed scheme.

Public Engagement	Dates	Location	Times
Public Information Evening	26/11/19	Rush Library, Rush, Co. Dublin	5:00pm to 8:00pm
Public Information Evening	27/11/19	Bracken Court Hotel, Balbriggan, Co. Dublin	5:00pm to 8:00pm
Public Information Evening	28/11/19	Skerries Sailing Club, Skerries, Co. Dublin	5:00pm to 8:00pm

Online information, questionnaire & submissions: <https://consult.fingal.ie/en/browse>

Submissions on the Fingal Coastal Way may be made between the dates of 26/11/19 and 19/12/19:

- In writing at the Information Evening
- On the Fingal County Council website: <https://consult.fingal.ie/en/browse>
- By email to [Fingal.DevelopmentPlan@fingal.ie](mailto:Fingal.DevelopmentPlan@fingal.ie)
- Alternatively, by post to Senior Engineer, Planning and Strategic Infrastructure Department, Fingal County Council, County Hall, Main Street, Swords, Co. Dublin, K37 X8Y2

#### Data Protection

Submissions will be published including the names and locations (not addresses) of those making the submission. All submissions should include your name or the name of the organisation and contact details (personal contact details will not be published). Details of our privacy policy in relation to this submission are available on the online consultation portal above.

Planning & Strategic Infrastructure Department, Fingal County Council.



**Our Balbriggan** @OurBalbriggan · 2h  
 The @Fingalcoco is proposing to develop the Fingal Coastal Way, a beautiful coastal walking & cycling route to serve Fingal through to Balbriggan

There will be an information night on Nov 27th in the @BrackenCourt at 5pm for all interested.  
[balbriggan.ie/the-fingal-coa...](http://balbriggan.ie/the-fingal-coa...)



7 replies 13 likes

**Our Balbriggan** @OurBalbriggan · 2h  
 Don't miss the annual Christmas lights event in George's Square, #Balbriggan on December 6th at 7pm!

**Fingal County Council**  
 25 November 2019

Fingal County Council is proposing to develop the Fingal Coastal Way, which will provide a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route to serve Fingal that will connect Newbridge Demesne, Donabate, Rush, Loughshinny, Skerries and Balbriggan.

The dates and times of the Public Engagement Events are:  
 26/11/19 - Rush Library, Rush, Co. Dublin. 5:00pm to 8:00pm  
 27/11/19 - Bracken Court Hotel, Balbriggan, Co. Dublin. 5:00pm to 8:00pm  
 28/11/19 - Skerries Sailing Club, Skerries, Co. Dublin. 5:00pm to 8:00pm  
 Read more at: [bit.ly/2XUirBT](http://bit.ly/2XUirBT)

8,426 People reached 1,149 Engagements Boost Post

79 reactions 20 comments 24 shares

Like Comment Share

Not secure | balbriggan.ie

**BALBRIGGAN** Regeneration Plan Public Realm Get Involved Facts & Figures Blog Survey Results

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**Blog**  
 The latest news from Our Balbriggan

**The Fingal Coastal Way Proposal**

Fingal County Council is proposing to develop the Fingal Coastal Way, which will provide a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route to serve Fingal that will run through Newbridge Demesne, Donabate, Rush, Loughshinny, Skerries and Balbriggan. The proposed rural and urban greenway will encourage active recreation such as walkers.

**Harry Reynolds Road Pedestrian and Cycle Route**

Fingal County Council is proposing to provide improved pedestrian and cycling facilities on Hamilton Road and Harry Reynolds Road in Balbriggan. The scheme will improve accessibility and provide a safer environment for walking and cycling. The development of a high quality cycle and pedestrian network is a key objective to make Balbriggan an attractive place.

**Mary Coughlan to take the stage in Balbriggan**

Internationally acclaimed blues and jazz singer Mary Coughlan is set to perform in the Bracken Court Hotel, Balbriggan on Sunday December 1. Mary will appear with special guests The Hampton Trio in a concert organised by Balbriggan Autumn Jazz and supported by Our Balbriggan and Fingal County Council. Dubbed Ireland's answer to Billie Holiday, Mary

VIEW ALL POSTS



Fingal County Council proposes to develop the Fingal Coastal Way, a walking & cycling route for Newbridge Demesne, Donabate, Rush, Loughshinny, Skerries & Balbriggan.

Public Information Evenings are planned for Rush, Balbriggan & Skerries.

Read more at: [bit.ly/2XUitBT](https://bit.ly/2XUitBT)



Skerries RNL and 7 others

1:39 PM · Nov 25, 2019 · [Twitter Web App](#)

[View Tweet activity](#)

26 Retweets 103 Likes



**DP** @devperspectives · Nov 25, 2019  
Replying to @Fingalcoco @dublincycling and 8 others  
Great idea 🍷



**MnsMnsFilms** @FilmsMns · Nov 26, 2019  
Replying to @Fingalcoco @skerriesrnl and 7 others  
Wonderful idea 🍷



Photos at the Fingal Coastal Way Public Consultation last night in Bracken Court Hotel Balbriggan.

The Public Consultation comes to Skerries tonight 28/11/19, in Skerries Sailing Club from 5:00pm to 8:00pm.

Come along, view the information, and have your say!



Skerries Rugby Club and 9 others

2:49 PM · Nov 26, 2019 · [Twitter Web App](#)

[View Tweet activity](#)

1 Retweet 2 Likes



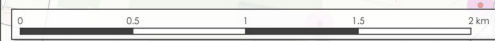
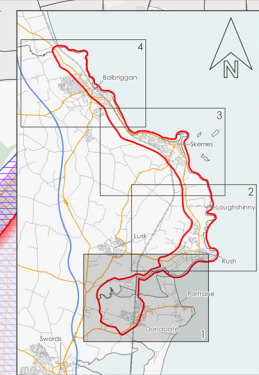
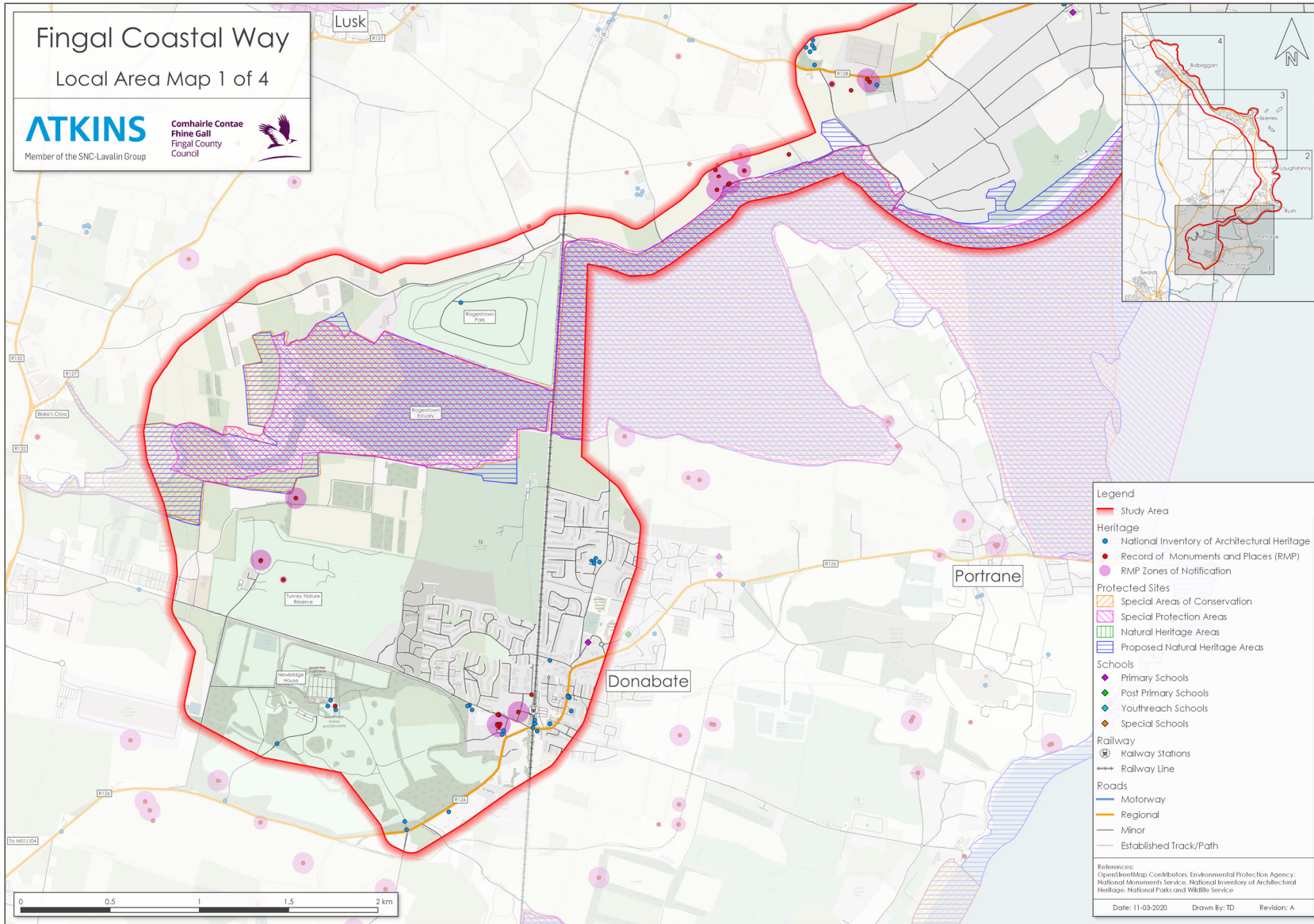
# Appendix D. Local Area Map

# Fingal Coastal Way

## Local Area Map 1 of 4

**ATKINS**  
Member of the SNC-Lavalin Group

Comhairle Contae  
Fine Gall  
Fingal County  
Council



**Legend**

- Study Area**
  - Study Area
- Heritage**
  - National Inventory of Architectural Heritage
  - Record of Monuments and Places (RMP)
  - RMP Zones of Notification
- Protected Sites**
  - Special Areas of Conservation
  - Special Protection Areas
  - Natural Heritage Areas
  - Proposed Natural Heritage Areas
- Schools**
  - Primary Schools
  - Post Primary Schools
  - Youthreach Schools
  - Special Schools
- Railway**
  - Railway Stations
  - Railway Line
- Roads**
  - Motorway
  - Regional
  - Minor
  - Established Track/Path

References:  
OpenStreetMap Contributors, Environmental Protection Agency, National Monuments Service, National Inventory of Architectural Heritage, National Parks and Wildlife Service

Date: 11-09-2020 Drawn By: TD Revision: A

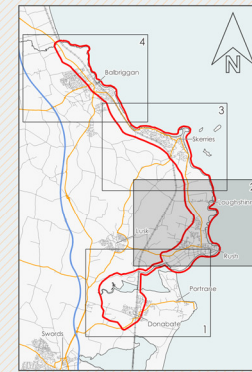
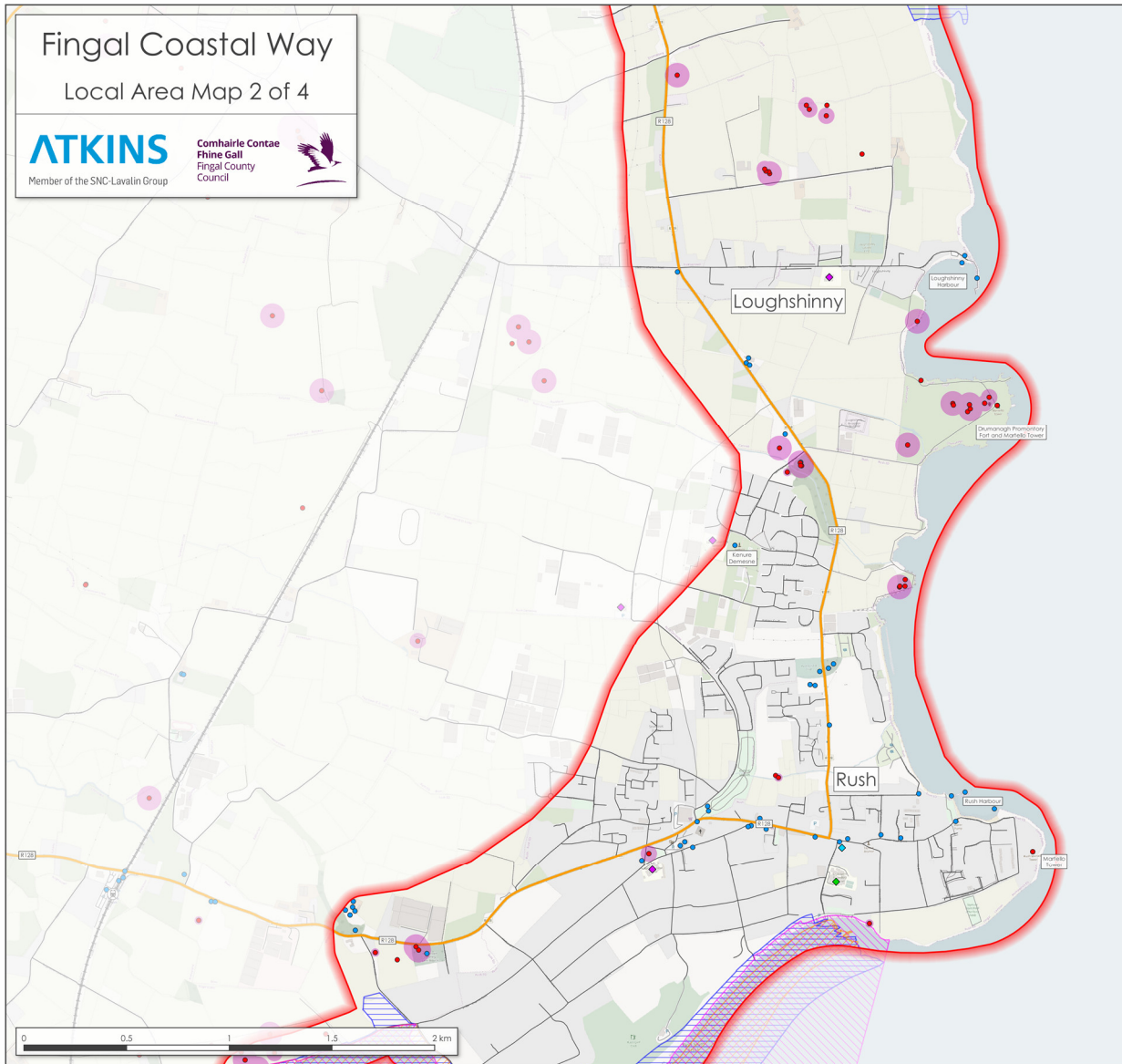


# Fingal Coastal Way

## Local Area Map 2 of 4

**ATKINS**  
Member of the SNC-Lavalin Group

Comhairle Contae  
Fine Gall  
Fingal County  
Council



**Legend**

- Study Area
- Heritage**
  - National Inventory of Architectural Heritage
  - Record of Monuments and Places (RMP)
  - RMP Zones of Notification
- Protected Sites**
  - Special Areas of Conservation
  - Special Protection Areas
  - Natural Heritage Areas
  - Proposed Natural Heritage Areas
- Schools**
  - Primary Schools
  - Post Primary Schools
  - Youthreach Schools
  - Special Schools
- Railway**
  - Railway Stations
  - Railway Line
- Roads**
  - Motorway
  - Regional
  - Minor
  - Established Track/Path

References:  
OpenStreetMap Contributors, Environmental Protection Agency, National Monuments Service, National Inventory of Architectural Heritage, National Parks and Wildlife Service

Date: 11-09-2020 Drawn By: TD Revision: A

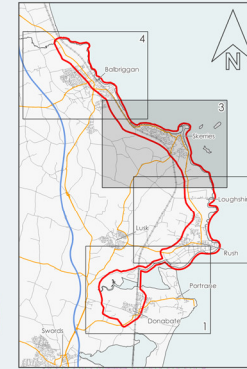


# Fingal Coastal Way

## Local Area Map 3 of 4



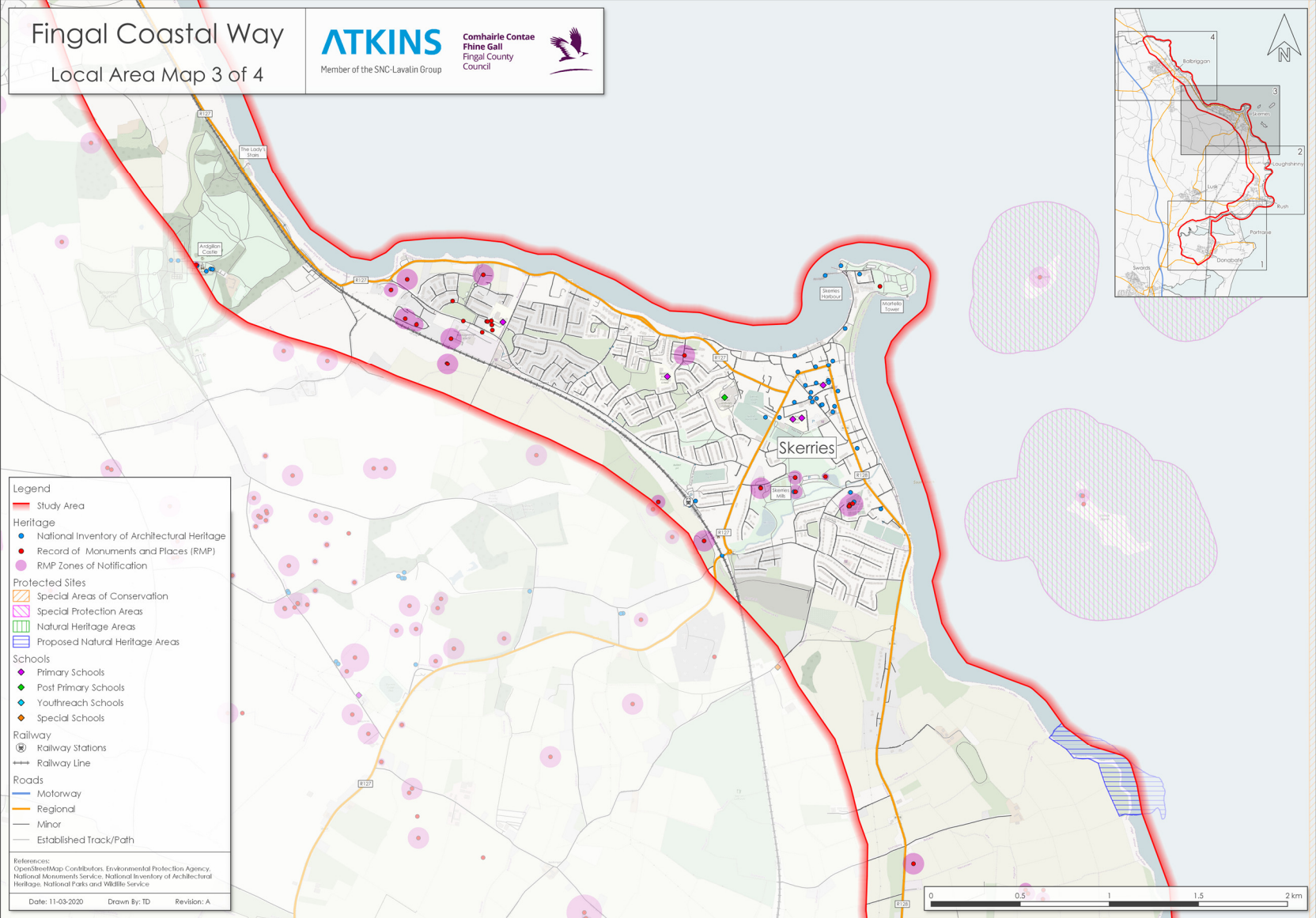
Comhairle Contae  
 Fhine Gall  
 Fingal County  
 Council



- Legend**
- Study Area
  - Heritage**
    - National Inventory of Architectural Heritage
    - Record of Monuments and Places (RMP)
    - RMP Zones of Notification
  - Protected Sites**
    - Special Areas of Conservation
    - Special Protection Areas
    - Natural Heritage Areas
    - Proposed Natural Heritage Areas
  - Schools**
    - Primary Schools
    - Post Primary Schools
    - Youthreach Schools
    - Special Schools
  - Railway**
    - Railway Stations
    - Railway Line
  - Roads**
    - Motorway
    - Regional
    - Minor
    - Established Track/Path

References:  
 OpenStreetMap Contributors, Environmental Protection Agency,  
 National Monuments Service, National Inventory of Architectural  
 Heritage, National Parks and Wildlife Service

Date: 11-03-2020 Drawn By: TD Revision: A





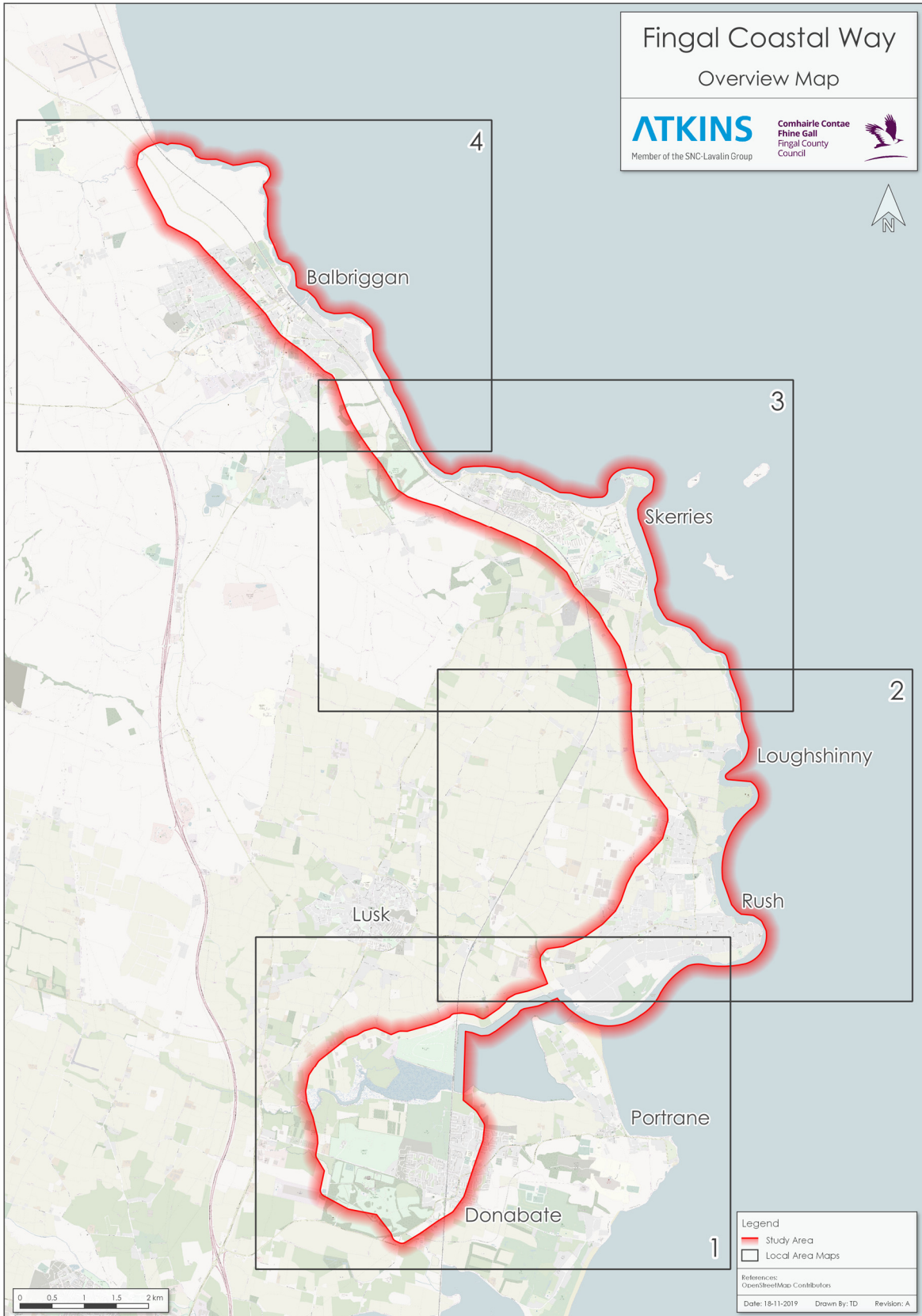
# Appendix E. Overview Maps

# Fingal Coastal Way

## Overview Map

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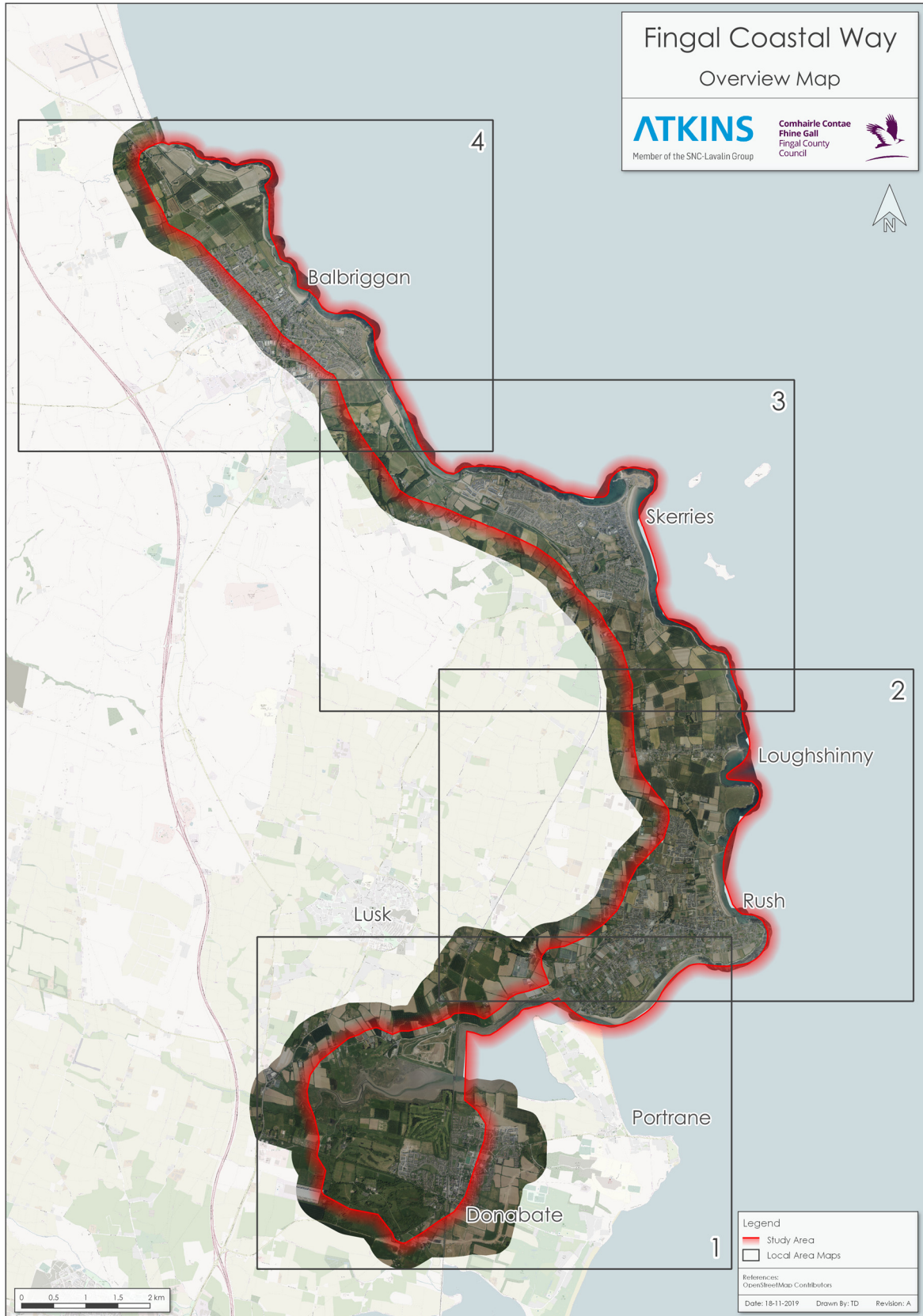


# Fingal Coastal Way

## Overview Map

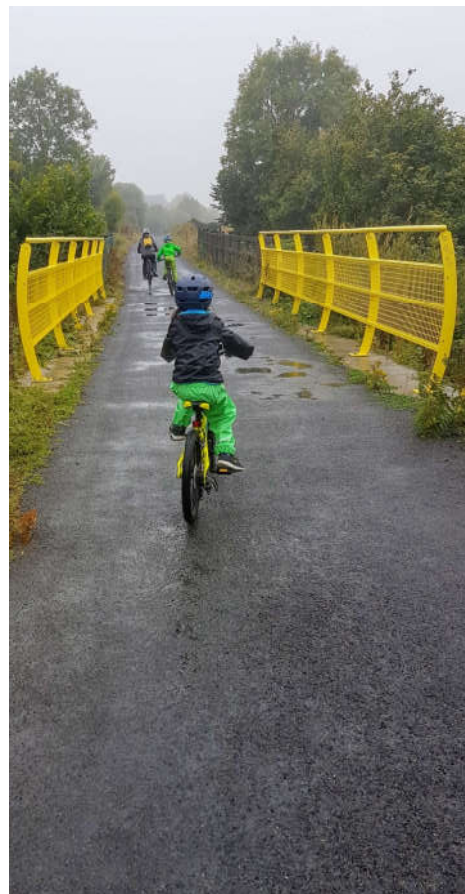
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Council



# Appendix F. Mood Boards





## Frequently Asked Questions

### At what stage is the Fingal Coastal Way project?

- The Fingal Coastal Way is currently at Constraints Review Stage. This involves collection of information and data about both opportunities and constraints within the identified Fingal Coastal Way study area.

### What are Opportunities and Constraints?

- Opportunities include features that could make any potential route attractive or useful for recreation, tourism and connectivity, such as heritage sites, parks or areas that offer scenic views.
- Constraints can consist of sensitive environmental areas or landmarks or other economic or engineering limitations.

### What is the purpose of this public engagement event?

- The purpose of this event is to inform local people of Fingal County Council's intention to develop the Fingal Coastal Way. We hope to gain local knowledge, to identify requirements and concerns of the local communities, and to highlight the benefits and potential impacts of the proposed scheme.

### What is the next stage?

- The next stage of the Fingal Coastal Way is termed the Route Optioneering Process. This will involve a review of the opportunities and constraints, and all the local information gathered from this public engagement process in order to identify potential route options. Each potential route will be assessed in order to determine an appropriate and balanced emerging preferred route option.

### When will a planning application be submitted?

- There is a significant amount of work to be undertaken in order to identify an emerging preferred route of approximately 32km, including design, environmental assessments and public consultation. It is currently programmed for this work to be completed over a 2-year period. As such it is envisaged that a planning application is likely to be submitted by Q1 – 2022.

### When will the Fingal Coastal Way be constructed?

- There is no specific timeline identified for the construction of the Fingal Coastal Way. Given the extensive length of this ambitious project it is likely that the route will be progressed in sections, to be determined subsequent to attaining a successful planning application.





# Fingal Coastal Way



25  
BLIANA  
YEARS

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# Appendix G. Presentation



# Fingal Coastal Way



Opportunities & Constraints Public Engagement Events  
26<sup>th</sup>, 27<sup>th</sup> and 28<sup>th</sup> November 2019

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## Overview (1)

Fingal County Council is proposing to develop the Fingal Coastal Way, which will provide a high quality, safe, attractive and environmentally sympathetic coastal walking and cycling route to serve Newbridge Demesne, Donabate, Rush, Loughshinny, Skerries and Balbriggan and the wider North Fingal area.





## Overview (2)

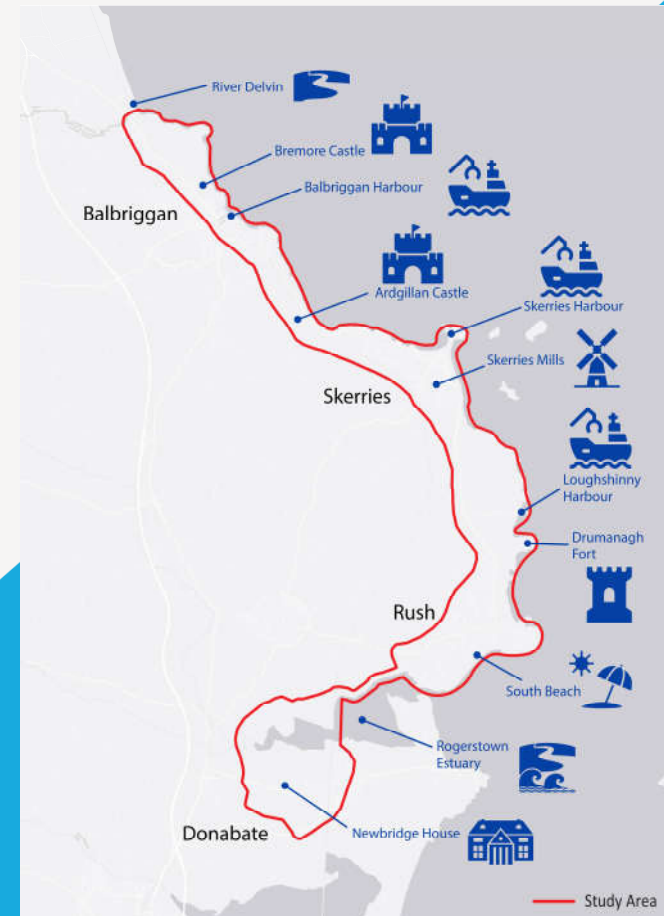
The proposed Rural and Urban Greenway will encourage tourism and recreation while offering an attractive alternative transport choice for school children and commuters, bringing significant environmental, economic and health benefits to the wider community.

The proposed scheme is at an early stage with key opportunities and constraints being collated by the project team prior to the development of potential route options. Fingal County Council would welcome any comments you might have on the proposal,



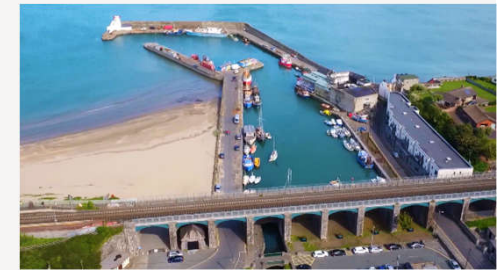
## Overview (3)

- Over 30km of new greenway from Donabate to County border north of Balbriggan
- Links to Broadmeadow Way in south and future greenway to Newgrange in north
- Drive tourism in North County Dublin with high quality, attractive walking and cycling route
- Provide links to local trip attractors, e.g. train stations, Newbridge House, Bremore Castle, Ardgillan Castle, Drumanagh Fort etc.



## Scheme Benefits

- Respects environment and heritage
- Improves recreation
- Promotes physical activity, health and wellbeing
- Improves connectivity between key towns and villages
- Provides safe and attractive walking and cycling route
- Facilitates links to train stations
- Encourages tourism
- Supports local economy





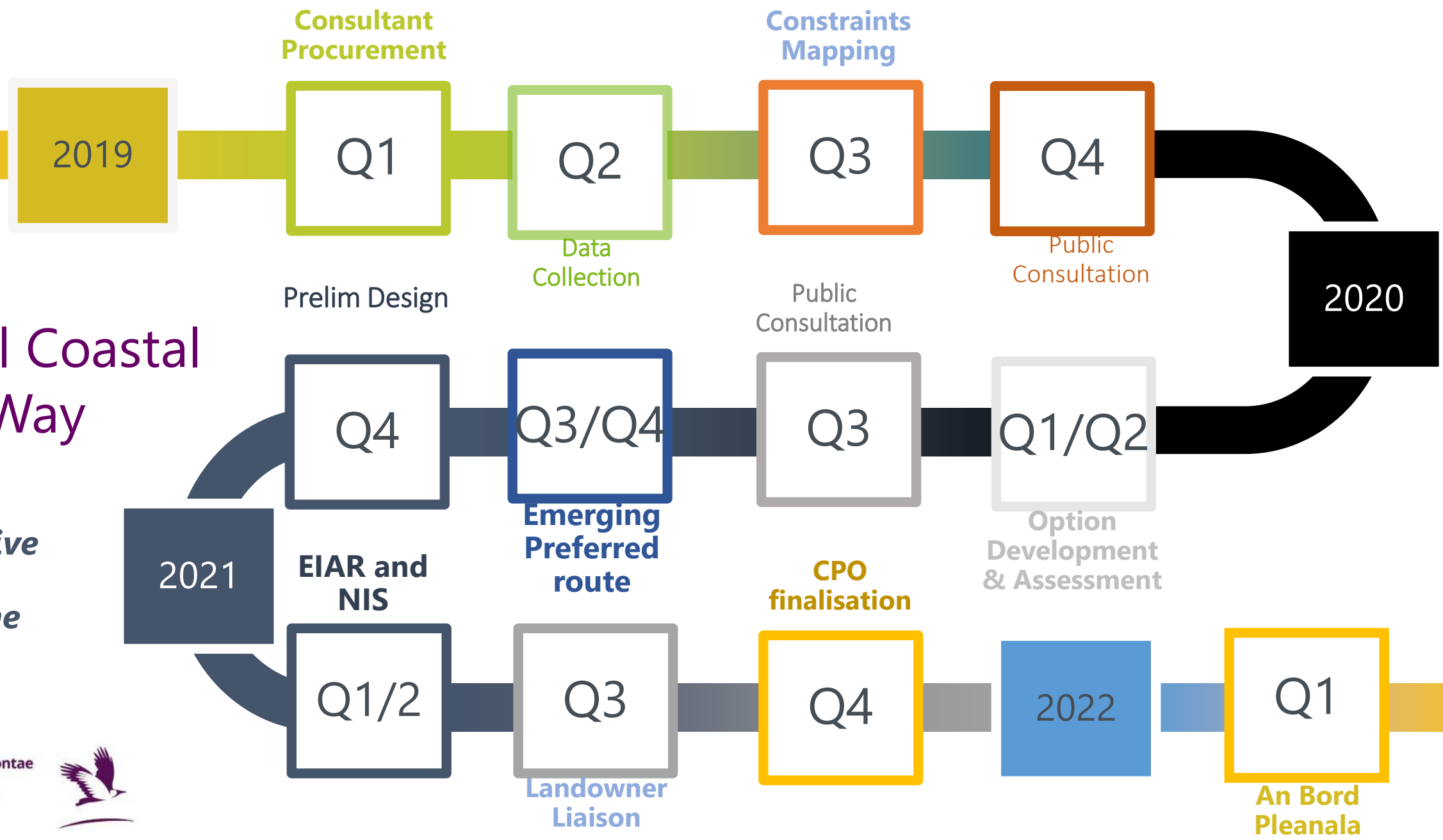
## Study Area and Key Constraints

- Route will serve Balbriggan, Skerries, Loughshinny, Rush and Donabate and surrounding area
- Intended to be coastal route as far as practicable
- Key constraints include:
  - Rogerstown Estuary crossing
  - Routes through towns
  - Landtake
  - Historic areas and archaeology
  - Environmental impacts



# Fingal Coastal Way

## Indicative Project Timeline





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

Tel: +353 1 810 8000

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