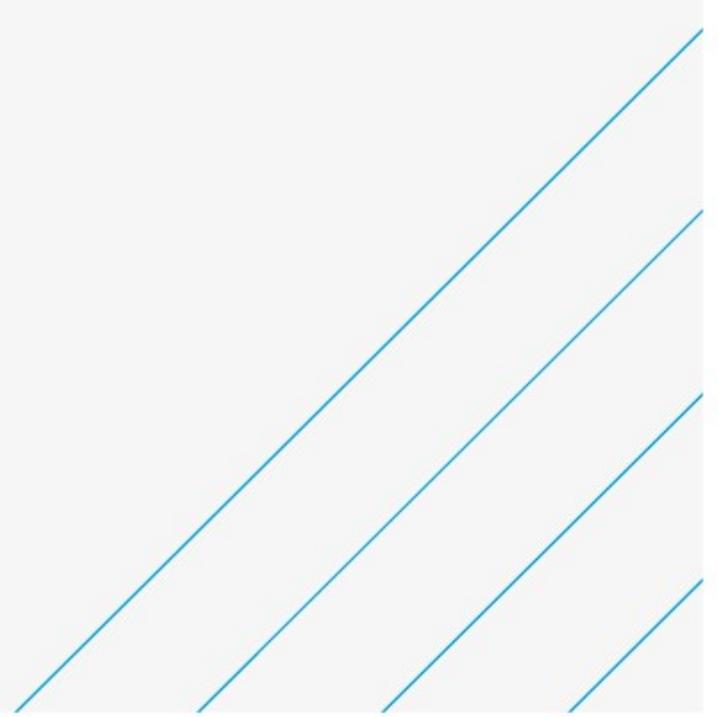


Sutton to Malahide Pedestrian and Cycle Scheme

Preferred Layout – Draft Preliminary Design
2022 Public Consultation Report

Fingal County Council

For Information



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Client signoff

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1. Introduction

1.1. Purpose of this Public Consultation Report

This Public Consultation Report provides a summary of the Sutton to Malahide Pedestrian and Cycle Scheme public consultation process undertaken during March, April and May of 2022. This report documents a summary analysis of the questionnaire responses and submissions made on the proposed layout of the Scheme as presented during the public consultation process. It does not document stakeholder and landowner consultation that took place outside of this period and process. The remainder of this chapter provides an overview of the Scheme and the associated vision, purpose and benefits. Chapter 2 provides an overview of the public consultation process and the strategy implemented. Chapter 3 summarises the public engagement through websites, webinars and information evenings. Chapters 4 and 5 provide a summary of the questionnaire and submission responses and finally Chapter 6 provides an update on the next steps involved in progressing the Scheme.

1.2. Scheme Overview

The Sutton to Malahide Pedestrian and Cycle Scheme (the Scheme) is a proposed high quality, safe and attractive coastal walking and cycling route linking Sutton to Malahide via Baldoyle and Portmarnock. It is being progressed by Fingal County Council (FCC) with support from the National Transport Authority (NTA).

The Scheme extent is shown in Figure 1-1. The Scheme will connect with the recently constructed Baldoyle to Portmarnock Greenway and will build upon the success of that Scheme by linking more communities together. The Scheme is envisaged to become a key part of the local transport network connecting people living along the route to village centres, community and educational facilities, workplaces, and public transport interchanges. It is designed to cater for users of all abilities by providing a safe, healthy, attractive, and sustainable travel environment that will benefit residents and visitors to Fingal.

Figure 1-1 - Scheme Overview



1.3. Scheme Vision

The vision for the Sutton to Malahide Pedestrian and Cycle Scheme is for it to form part of the NTA Greater Dublin Area Cycle Network, an interconnected and comprehensive pedestrian and cycle network. The scheme is also an objective on a wider regional and national scale where it is identified within the Greater Dublin Area Cycle Network Plan to form part of route FG1/N5. This route will also form part of the TII National Cycle Network. As such the Scheme will connect directly to the following:

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

1.4. Scheme Purpose

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

1.5. Scheme Benefits

The Scheme will have a range of benefits, some of which are noted in the following graphic:

Figure 1-2 - Scheme Benefits



2. Purpose of Public Consultation

2.1. Importance of Public Consultation

Public Consultation is an important aspect of the design process. It offers an opportunity for end users of a scheme to provide feedback on proposals and integrate with the design process. This feedback allows the Design Team to assess aspects of the design based on the input and contributions made by the public. The Sutton to Malahide Pedestrian and Cycle Scheme offers an opportunity to provide a landmark leisure and utility route facilitating recreation and commuting trips that could lead to a noteworthy modal shift within the Scheme area. Thus, contributions from the public are instrumental in this Scheme's overall success.

2.2. Public Consultation Overview

Public consultation on the proposed layout of the Scheme was held through a number of online webinars and a public information evening which were undertaken during March, April and May of 2022.

The primary purpose of this public consultation process was to present the proposed layout to obtain feedback on both general Scheme concerns and local issues and opportunities that may require attention.

Public consultation on the proposed layout is particularly helpful in building awareness of the Scheme and facilitates designers by ensuring that they are aware of community needs throughout the development of the Scheme. 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.

2.3. Previous Public Consultation

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

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

2.4. Ongoing Stakeholder Consultation

Consultation has also been undertaken and will continue with stakeholders including the National Transport Authority (NTA), The National Parks and Wildlife Service (NPWS), Irish Rail, local elected members, residents, business owners and numerous utility service providers.

2.5. Ongoing Engagement with Landowners

The proposed scheme will potentially impact circa 50 private properties along its route. Initial landowner engagement commenced with a number of the affected parties in December 2021 to inform them of the ongoing development of the Scheme and the resulting impact on their lands and boundaries.

3. Overview of Public Engagement

3.1. Strategy

The Public Consultation focused on three key engagement areas as follows:

- Hosting a dedicated information page on Fingal County Council’s website (link provided in Section 3.2);
- Hosting a dedicated consultation page on Fingal County Council’s website, to facilitate viewing of scheme material and uploading of submissions (link provided in Section 3.2);
- Hosting online public webinars;
- Hosting one public information evening; and
- Commencing engagement with potentially affected landowners.

The consultation was open for a six-week period from March 24th to May 9th with submissions from the public permitted over the same period.

The public consultation was advertised through various media channels including a leaflet drop (Appendix A), a social media drive, newspaper advertisement and via the Fingal County Council website and consultation portal. Specific details of the Scheme and the public consultation were advertised in the papers on the dates specified below:

- Irish Independent, 24th March 2022;
- The Herald, 24th March 2022;
- Northside People East, 30th March 2022;
- The Gazette, 24th March 2022; and
- Fingal Independent, 30th March 2022.

Fingal County Council monitored the usage of dedicated social media pages and feeds where advertisement drives proved to be very successful as represented through the following results over the public consultation period. Some social media definitions are also provided:

- 45,749 twitter impressions of the visualisation animation of the Portmarnock section;
- Twitter: Total 126,580 impressions, 7,000 engagements, 596 likes;
- Facebook: 81,251 impressions, 4.9k engagements, 265 likes;
- Instagram: 6,237 impressions, 65 likes; and,
- LinkedIn: 264 likes.
- Social Media Definitions:
 - Engagements: Number of interactions the content received from users (likes, comments, shares, saves, etc.);
 - Impressions: Number of times the content was displayed.

Consultation material placed on display across the various platforms included:

- Scheme Layout Engineering Drawings;
- Scheme Layout Landscape Drawings (at Malahide New Street / The Green, Stand Road at Velvet Strand, Portmarnock Village and Baldoyle Promenade);
- Perspective Landscape Sketches;
- Scheme Visualisation and Animation Videos;
- Scheme Summary Report;
- Site Specific Option Reports;
- Scheme Information Leaflet;
- Frequently Asked Questions; and,
- Project Timeline.

3.2. Online Websites

A dedicated information webpage for the Sutton to Malahide Pedestrian and Cycle Scheme (<https://www.fingal.ie/suttontomalahide>) was developed on the Fingal County Council website which provided links to the information leaflet; details on the information evening and webinars; links to the consultation portal; access to view the perspective landscape sketches, visualisation, animation videos and links to the projected timeline and frequently asked questions.

A dedicated webpage was set up on the Fingal Consultation website (<https://consult.fingal.ie/en/consultation/sutton-malahide-pedestrian-and-cycle-scheme-non-statutory-public-consultation>) which also hosted the consultation material as listed in bullet points noted in Section 3.1 above.

The Fingal Consultation page facilitated the public with a means of making a submission on the Scheme. A total of 141 submissions were made by the public via this medium.

The websites hosted an online survey questionnaire (Appendix B) related to respondent demographics, questions about the Scheme and active travel questions relating to how respondents currently utilise these modes.

3.3. Webinars

Two webinars were conducted on the 7th and 12th of April which were open for the public to attend. These webinars included presentations on the overall Scheme as well as a presentation on some specific areas and details of the Scheme. Following these presentations, a Question & Answer (Q&A) session was held with questions from the public answered by the project team. See below information related to these webinars

- Webinar 1: 91 people registered, over 190 views.
- Webinar 2: 54 people registered, over 80 views.

Recordings of the two webinar sessions along with a series of route visualisation renders were uploaded to Fingal County Council's YouTube channel and can be found at [Webinar 1](#)¹ and [Webinar 2](#)².

3.4. Information Evening

A public information evening was held on Wednesday 30th March 2022 at the Links Suite in Portmarnock Hotel and Golf Links. The Scheme Layout Engineering Drawings, Scheme Layout Landscape Drawings and Perspective Landscape Sketches were on display. The evening was facilitated by representatives of Fingal County Council and Atkins. Approximately 100 people attended this event.

¹ Link to full video: https://youtu.be/RL_jcqZTYoc

² Link to full video: <https://youtu.be/C67jTlv3nIU>

4. Questionnaire Survey Response Summary

The following sections outline a summary of the questionnaire survey responses and the submissions received . The Questionnaire was broken into the following three sections:

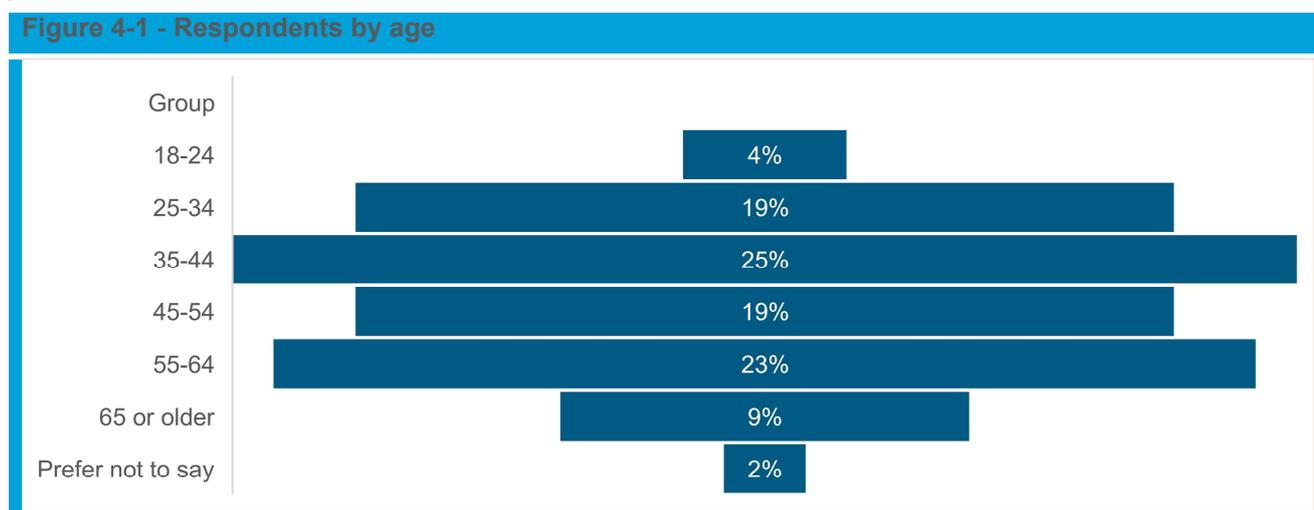
- Section 1: Registration;
- Section 2: Scheme Questions; and
- Section 3: Walking and Cycling Questions.

Responses to these sections is summarised over the following pages.

4.1. Section 1: Registration

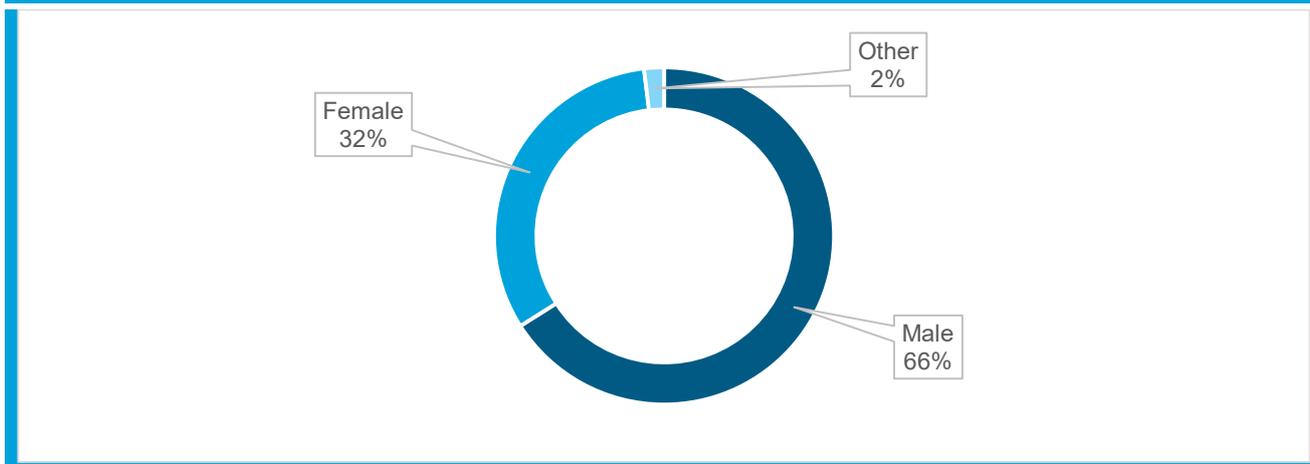
A Registration Form was provided as a precursor to the Survey Questionnaire. The form consisted of 5 questions relating to basic information about the person making the submission and their consent for the information to be used to understand demographic trends.

The questionnaire received 53 submissions. The following graphs outline the respondents' age and gender profiles.



- The largest response was from the 35-44 age group category, accounting for 25% of respondents.
- A good response was received across all age groups, with the lowest responses received from those within the 25-64 and 65 or older age categories.

Figure 4-2 - Respondents by gender



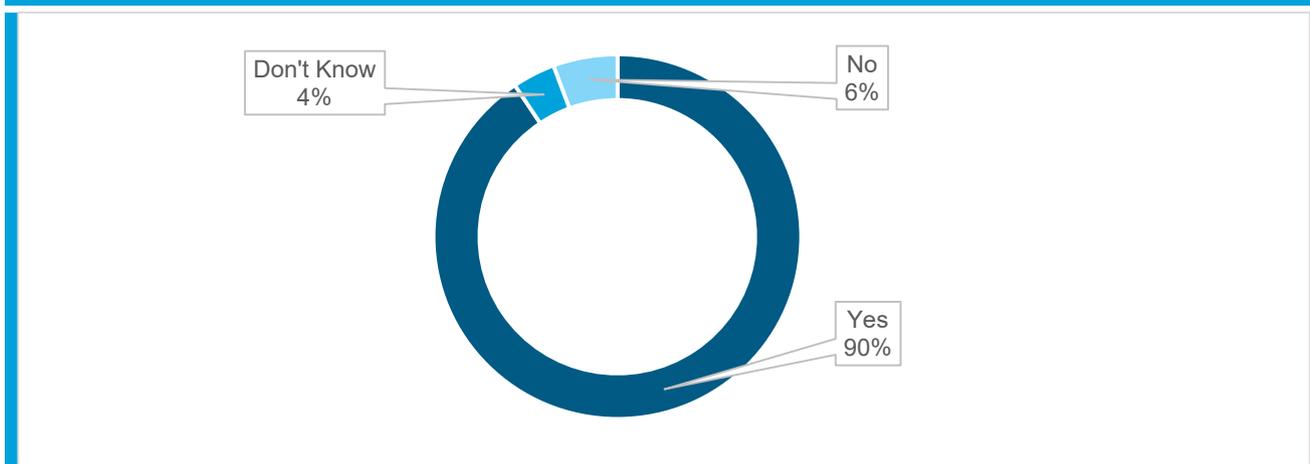
- Women accounted for a third of the overall responses received.
- Recent research looking at how to reduce the cycling gender gap conducted by Sustrans in the UK has shown that in general women cycle less due to concerns regarding safety (road safety and personal safety) and inadequate cycling infrastructure³.
- Delivery of the scheme would significantly address these issues.

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 requirements. Respondents were required to give consent to Progress to Section 2 of the questionnaire. ..

4.2. Section 2: Scheme Questions:

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

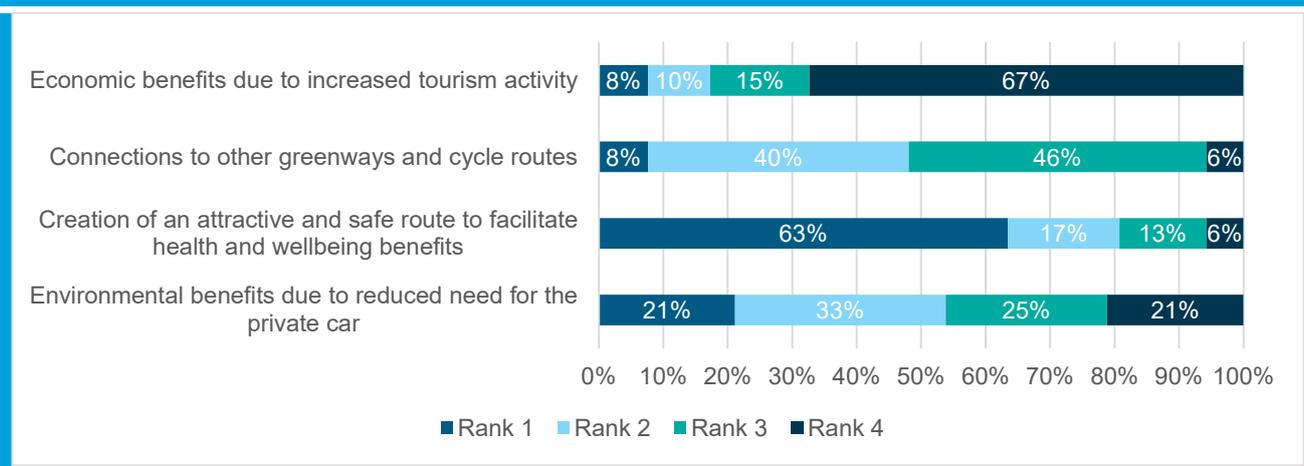
Figure 4-3 - Scheme acceptance



- The response shows that a very high percentage (90%) of respondents either want to see a Scheme developed or believe there is a real need for the Scheme to be developed.
- This demonstrates that there is a wide public appreciation for prioritising sustainable modes of travel and related schemes.

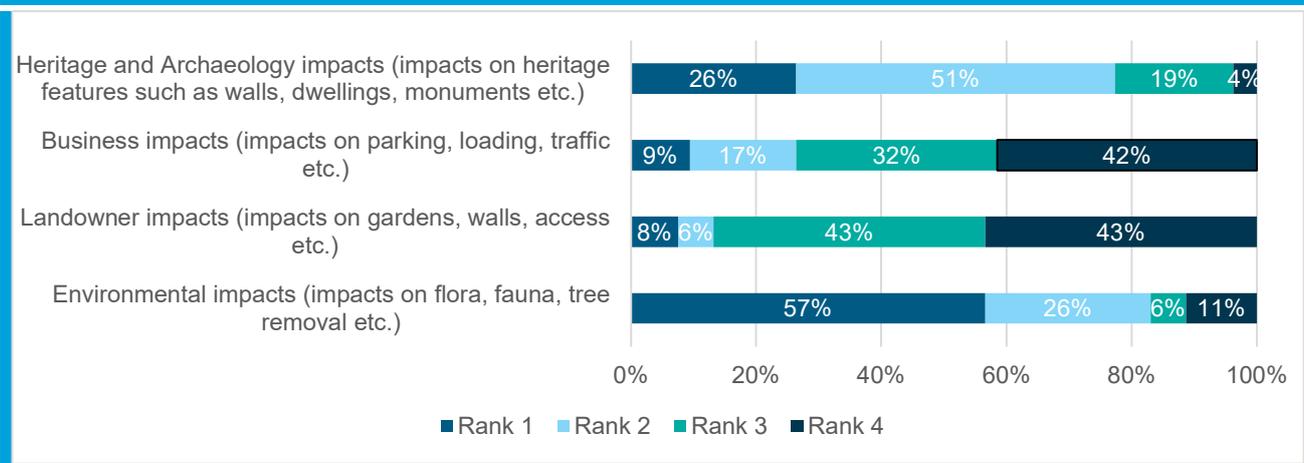
³ <https://www.sustrans.org.uk/media/2930/2930.pdf>

Figure 4-4 – Scheme benefits ranked
Rank 1 = Most important, Rank 4 = Least important



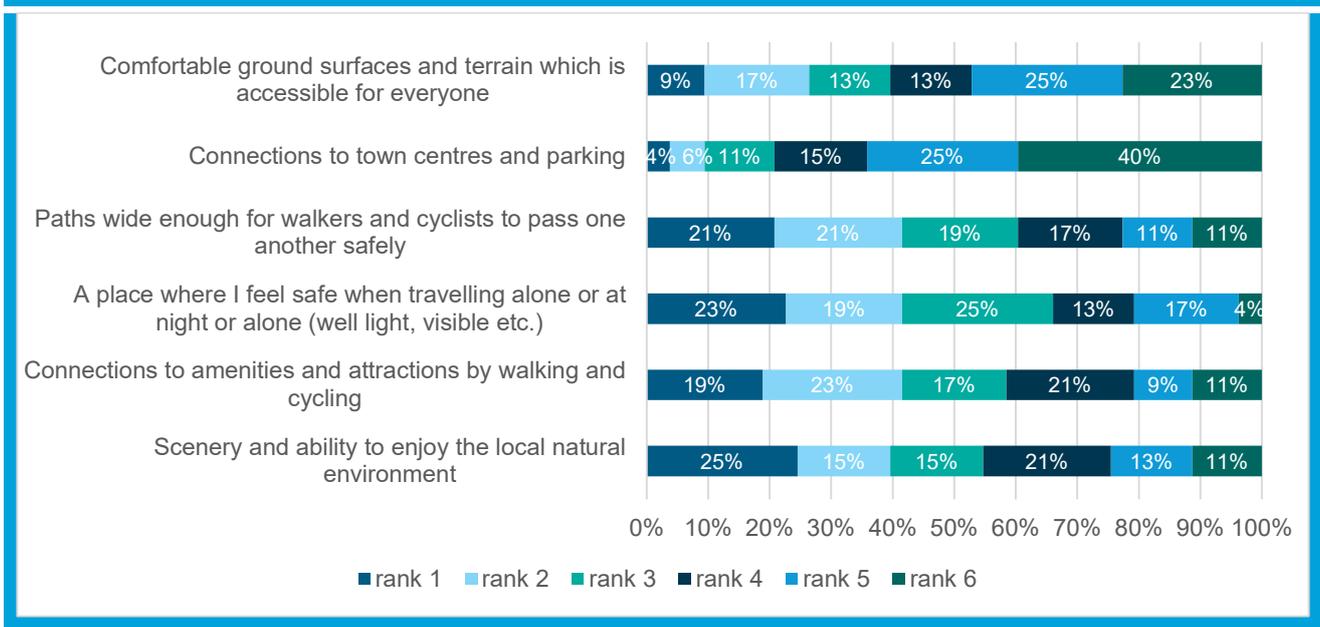
- From the responses received (63%), a *safe and attractive route that facilitates health benefits to be achieved* was seen as the most important aspect of the Scheme to people.
- Economic benefits were the least important to respondents with 67% of respondents ranking this as least important.

Figure 4-5 – Scheme impact to the user
Rank 1 = Most important, Rank 4 = Least important



- The response received to this question indicates a strong desire, (83%) for the Scheme to be sympathetic in terms of its impact on its receiving environment including Green Infrastructure and Heritage.
- The survey indicates that landowner and business impacts are not ranked as important as environmental, heritage and archaeological impacts for most respondents indicating that business and landowner impacts are limited. However, it is acknowledged that these impacts remain important issues for those directly impacted, i.e. the affected property owners.

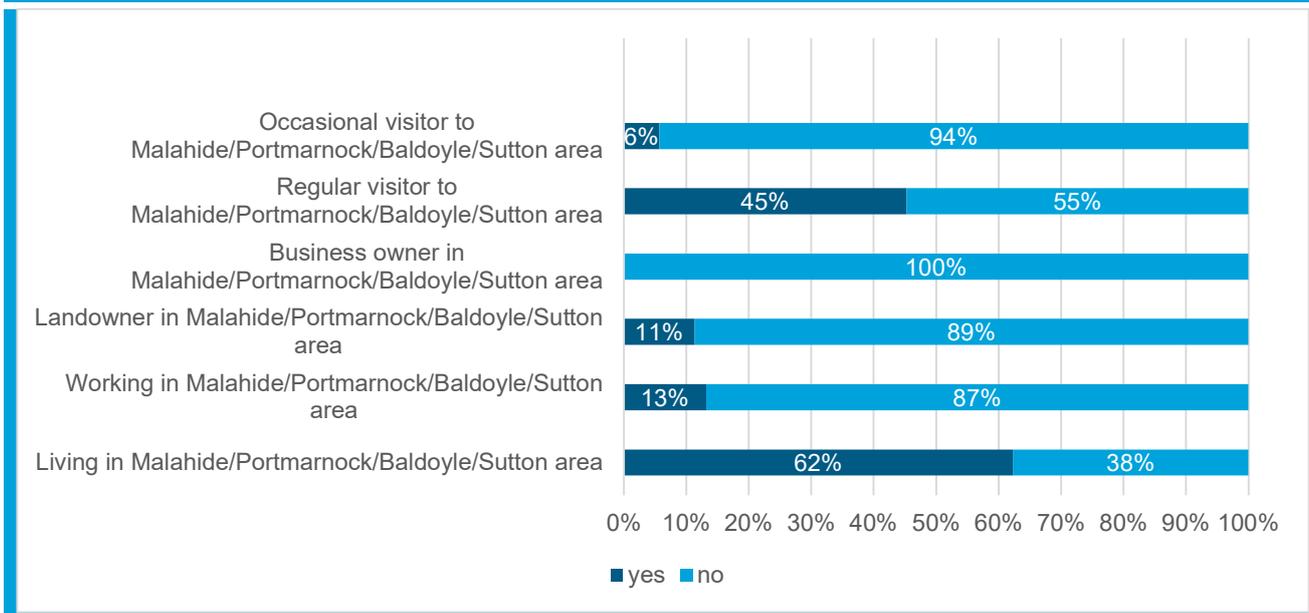
Figure 4-6 – Design and safety considerations
Rank 1 = Most important, Rank 6 = Least important



- There are no clear preferences in terms of importance of design and safety concerns suggesting that the respondents place a relatively equal view of all these considerations.
- However, safe passing space, good personnel security, good connections to other schemes and a scenic environment are elements that appear to be most valued.

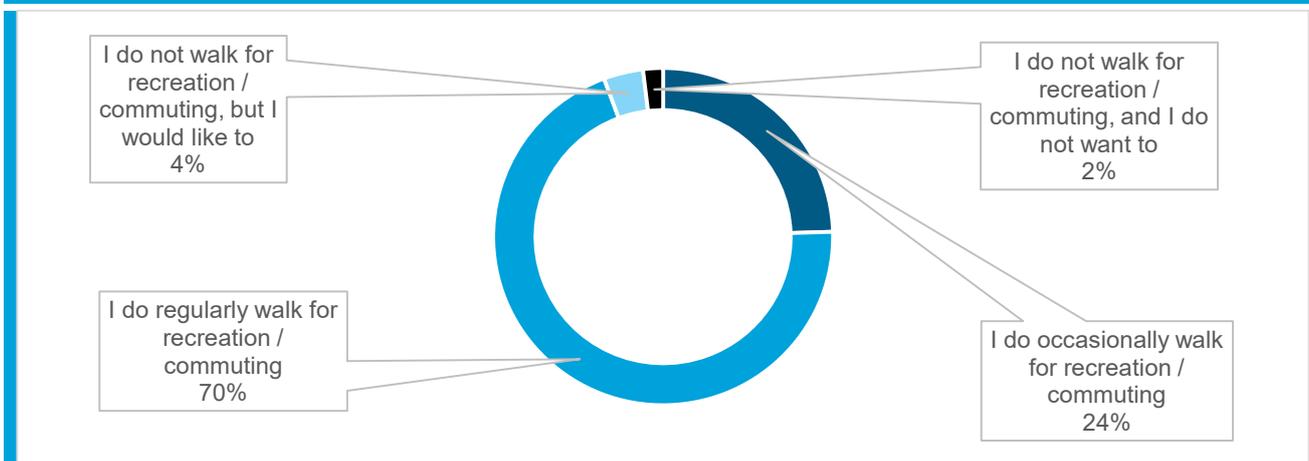
4.3. Section 3: Active Travel Questions:

Figure 4-7 - User categorisation



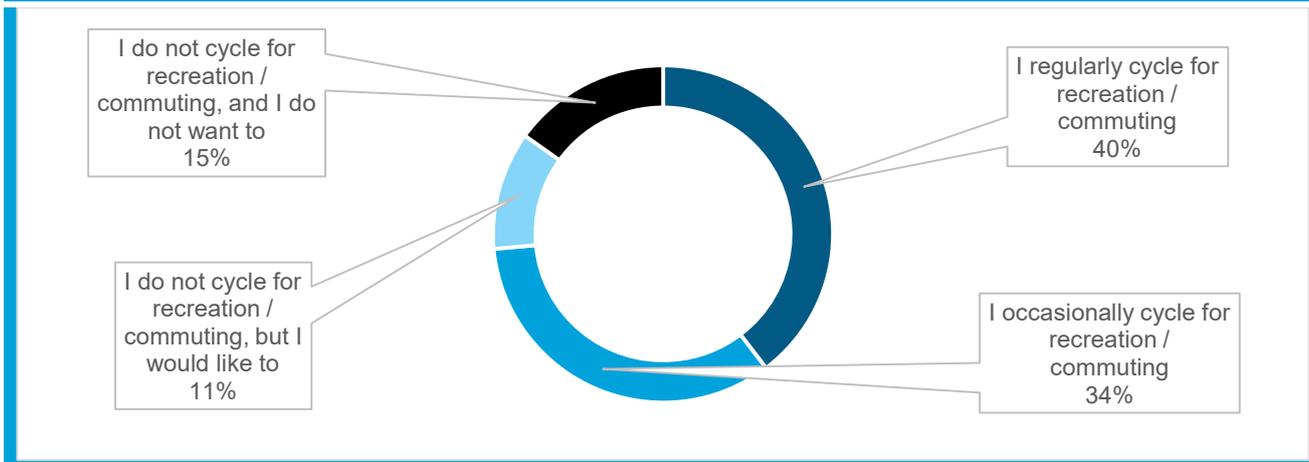
- Most respondents classified themselves as either living in the area (62%), or regularly visiting the area (45%)
- As such, this reflects and ensures that the people directly affected by the Scheme’s implementation and development are inputting feedback during this important design phase.
- It is noteworthy that there were no responses received from the business community.

Figure 4-8 – User walking characteristics



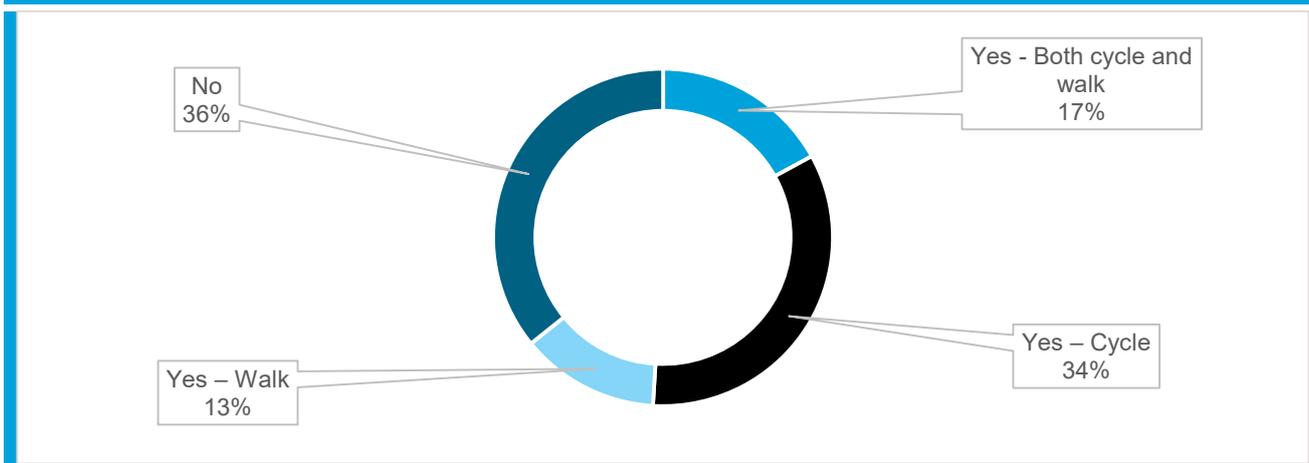
- The regular and occasional walking groups represent 94% of respondents demonstrating that a majority walk for recreational or commuting purposes.
- The Scheme will clearly facilitate existing users to keep walking regularly whilst there is some potential for respondents who occasionally walk to become more regular walkers.

Figure 4-9 – User cycling characteristics



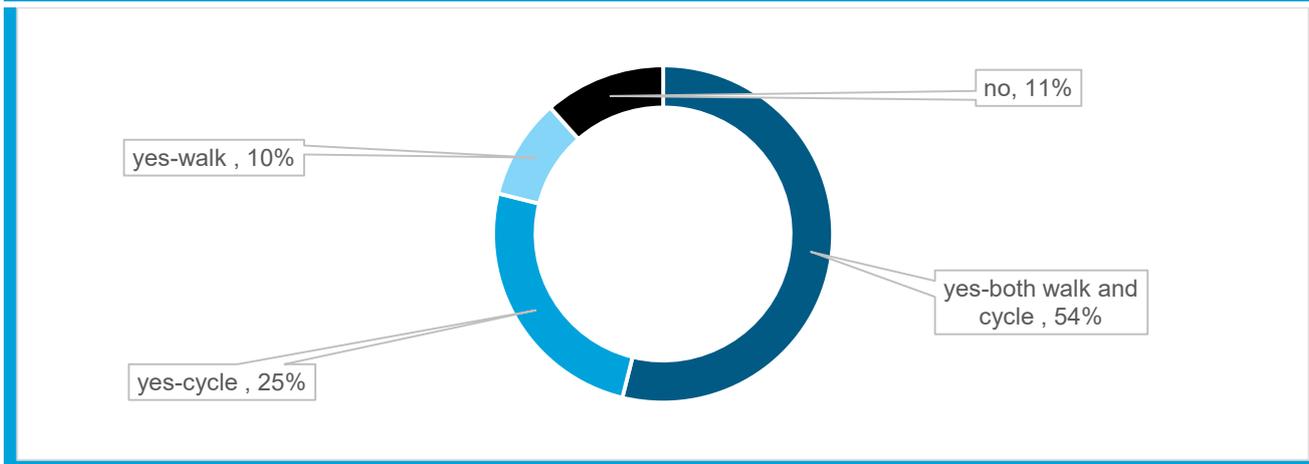
- The regular and occasional cyclist groups represent 74% of respondents demonstrating that a majority cycle.
- The Scheme will clearly facilitate existing users to keep cycling regularly whilst there is significant potential to increase numbers of those who occasionally cycle.

Figure 4-10 - Are you a current user of the Baldoyle Greenway?



- This demonstrates that the Baldoyle to Portmarnock Greenway is currently utilised by the majority (64%) of respondents.

Figure 4-11 - Would the Scheme encourage you to use it?



- The survey indicates that a significant majority (89%) of users intend to use the proposed Sutton to Malahide Pedestrian and Cycle Scheme.

5. Submissions Received Response Summary

The following section provides details in relation to submissions received from members of the public. 141 submission were received and considered. These 141 submissions consisted of those received via the online Fingal Consultation Portal and post.

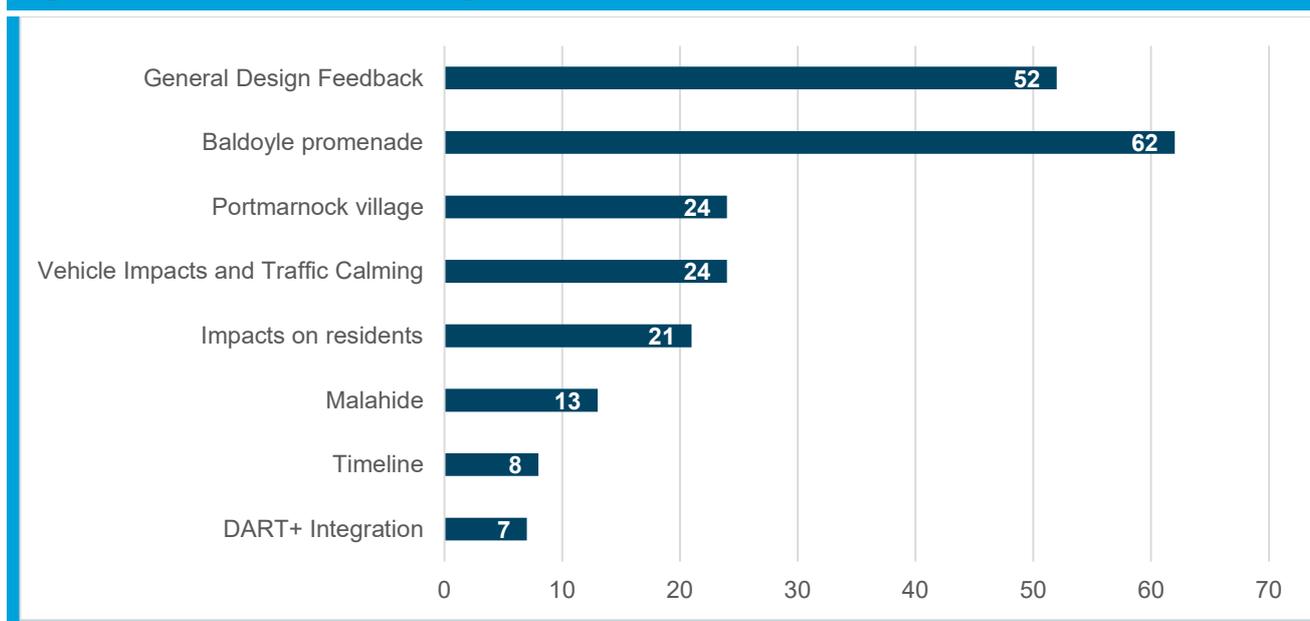
5.1. Submission Themes

Within each of the 141 submissions, there were a number of themes which were extracted to understand issues and concerns raised by the public. Recurring issues were identified and collated to facilitate the development of a number of themes and sub-themes. The themes derived from this process are presented below.

- Theme 1: General Design Feedback
- Theme 2: Baldoyle Promenade
- Theme 3: Portmarnock Village
- Theme 4: Vehicle Impacts and Traffic Calming
- Theme 5: Impacts on Residents
- Theme 6: Malahide
- Theme 7: Development Timeline
- Theme 8: DART+ Integration

A breakdown of the submissions in terms of the number of responses per theme is presented in Figure 5-1 below. It should be noted that any one submission may relate to multiple themes.

Figure 5-1 - Consultation Results by Theme Occurrence



- The most common issues highlighted related to the promenade in Baldoyle with a total of 62 submissions highlighting issues with the proposed design. These mainly related to the potential landscape features, segregation of the route and potential flooding concerns.
- This is closely followed by 52 general design issue responses that related to the overall Scheme. These comments were mainly related to segregation, continuity of route, compliance with standards and parking.
- The next level of responses ranged from 21 to 24 responses and related to Portmarnock Village, impacts on residents and impacts on vehicles and traffic calming.
- In general, comments received were positive about the Scheme and its proposals with many offering constructive comments to enhance and improve the Scheme for users.

5.2. Detailed Summaries and Responses

5.2.1. Theme 1: General Design Feedback

52 submissions contained either general feedback or specific feedback on the Scheme. General feedback related to concerns regarding the overall design philosophy whilst specific feedback related to site specific design concerns. The following sub-themes cover the main concerns collated within this theme.

5.2.1.1. Design Compliance

Summary Comment

Several submissions related to the Scheme's design and the standards prescribed within the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual (NCM). In particular, feedback was received on design compliance at several pinch points located along the Scheme. The primary pinch points highlighted by respondents are within Malahide, Portmarnock Village and along Baldoyle Promenade. Each of these areas is represented by an individual Theme addressed later in this report, however a general response to this submission theme is provided as follows.

Response

Fingal County Council are obliged to design all urban roads and streets with a speed limit of 60km/h or less in accordance with DMURS and the NCM. As such, the Scheme has been designed to the standards and best practice outlined within DMURS and the NCM.

The proposed design presented during the public consultation will be further reviewed to consider all submissions and any updates or changes to national design guidance.

5.2.1.2. Segregated Cycle Lanes

Summary Comment

Responses presented feedback on the proposed design's use of 'shared paths' i.e., a facility designed to accommodate both pedestrians and cyclists in the one space. The consensus among respondents was largely opposed to the use of shared paths with a preference for the use of continuous cycle facilities segregated from pedestrians. Methods suggested to achieve segregation include the application of delineation using kerbs and dividers to physically separate pedestrians and cyclists.

Response

As is the case with most active travel schemes, it is not possible to provide a fully segregated route. This is particularly true of schemes which seek to retrofit facilities into existing transport corridors where there are numerous environmental, engineering and economical constraints which lead to a lack of physical space.

As such, there will inevitably be locations where there will be some element of sharing required with pedestrians. A typical scenario where sharing between pedestrians and cyclists is required is when a scheme transitions from one link type to another, e.g. from a two-way cycle track to a one-way cycle track.

In relation to the Scheme, a review of the proposed locations where shared paths are proposed is being undertaken. The review includes looking at measures to remove the need for the proposed sharing or to co-locate some of the shared areas. Other extensive lengths of shared path in locations such as Baldoyle Promenade are also being reviewed.

Notwithstanding, shared areas retained in the Scheme will be designed in accordance with best practice noted in the NCM.

5.2.1.3. Maintain Cycle Continuity

Summary Comment

Feedback was received in relation to concerns regarding the continuity of the proposed cycle facilities. Particular concerns were raised about crossing point locations where the route is required to transition from one side of the road to another or where the Scheme transitions from one link type to another i.e. from a two-way cycle track located on the landward side to a one-way cycle lane on both sides of the road

Response

The Scheme proposes retrofitting of over 8.2km of new pedestrian and cycle facilities along the existing R106 Regional Road which traverses numerous areas of differing characteristics. These characteristics range from urban villages, suburban areas, heritage sites, business properties, amenity sites and environmental landscapes. These characteristics inherently influence the selection of link types and design of the Scheme. As such it would not be reasonable to expect the Scheme to have the same link type from one end to the other. Transitions from one side of the road to the other and from one link type to another are inevitable to provide a scheme that is safe

for all users with the highest feasible quality of service, designed in accordance with best practice per the National Cycle Manual, and also displays due regard to the environment, heritage and built environment context and characteristics of the area.

Currently, along the extent of the Scheme there are a total of 5 transitions from one side of the road to the other or from one link type to another (not including minor shared path extents at crossings and bus stops). Over a 10km route length (combined length of 8.2 km for the Scheme and 1.8km for the existing Baldoyle to Portmarnock Greenway) this equates to an average of just under 1 transition every 1.25km. Given the scale of the Scheme and its characteristics this is considered a reasonable level of transition. Notwithstanding, the Design Team are looking at ways to improve this and efforts will be applied to reduce these where possible, practicable and safe. Crossing points will be designed to give priority to pedestrians and cyclists including detection measures for these users at traffic signals.

5.2.1.4. Bicycle Parking

Summary Comment

Concern was shown about the lack of bicycle parking facilities indicated across the Scheme drawings, particularly in the Scheme locations of Malahide, Portmarnock and Baldoyle.

Response

The provision of bicycle parking facilities is an important aspect of the Scheme that will need to be addressed to ensure end-to-end convenience for users with the provision of high-quality parking near destinations such as services, facilities, amenities, village centres, etc.

Further analysis and design will be undertaken and ultimately a Bicycle Parking Plan for the full Scheme will be developed to identify suitable means to provide bicycle parking. This will include locations, type and quantity.

5.2.2. Theme 2: Baldoyle Promenade and Strand Road

The largest number of submissions (62) related to the Scheme's impact on and in the vicinity of Baldoyle Promenade. The submissions received regarding this area highlighted some perceived potential drawbacks in the proposed design. The following sub-themes cover the main concerns collated within this theme.

5.2.2.1. Shared Path along the Promenade

Summary Comment

The largest number of submissions in this theme comprised of concerns regarding the proposed shared path along over 1km of the Baldoyle Promenade with a minimum width of c.4.7m and a maximum width of c.7.0m. There was a consensus amongst respondents that this shared path could not provide a high-quality cycle facility by sharing the space with pedestrians. Specifically, these submissions expressed concern regarding the mixing of large volumes of cyclists and pedestrians, and the impacts that this could potentially have on safety and comfort of users.

Response

A Shared Path provision was considered for the Baldoyle Promenade mainly due to the significant amenity value potential of the promenade given its direct coastal setting and scenic views. As such, it was considered that there was a high potential for pedestrians and cyclists to congregate and that this should be facilitated by affording a wide space for all users, not giving any one user type priority over the other within this space and through the provision of seating, planting and other landscape features provide a space that would be respectful and sensitive to the coastal setting and scenery.

It is acknowledged that as this route facilitates progression to Sutton DART Station so there is not only a strong recreational usage but also a strong utility usage that should be considered.

On this basis, the Design Team will consider the potential of a segregated pedestrian and cycle facility along the Baldoyle Promenade, subject to appropriate widths being achievable.

5.2.2.2. Proposed use of landscape features along the promenade

Summary Comment

A significant number of responses indicated an opposition towards the incorporation of landscape features, such as furniture, planters etc that could potentially impede the progression of pedestrians and cyclists along the route and also impede the current views of the bay enjoyed by residents.

Response

The landscaping features shown in the artistic renders and video showcases were developed to gauge the public's response to such features and garner feedback on the proposed revitalisation effort for Baldoyle Promenade.

Based on this feedback, it is clear that respondents are not opposed to enhancement of the promenade with higher quality materials and landscape features as long as movement and views are not impeded.

In combination with the review of segregated pedestrian and cycle provision, the type and extent of landscape features will be reviewed by the Design Team.

5.2.2.3. Retention of the inner sea wall

Summary Comment

A number of submissions focussed on the potential of retaining the existing inner sea wall. The primary concerns revolved around its potential flood defence ability and its aesthetic significance.

Response

To provide the highest feasible quality of service, the repositioning of the wall to increase the available width of the promenade is required. This will increase the width available from c.3.7m to c.5.3m at its narrowest point and from c.4.9m to c.7.0m at its widest.

A study will be undertaken to determine the feasibility of taking down the existing inner wall and rebuilding it at the new location. If unfeasible, a new wall of similar quality, geometry and construction will be built.

Current access to the estuary at the existing slipways will be maintained.

Additional openings within the wall will be provided to facilitate access for crossings and bus stops. These will be limited in terms of width and number, and in addition appropriate flood control measures will be incorporated.

5.2.2.4. Preservation of green space

Summary Comment

Submissions were received concerning the Scheme's impact on green space located within Baldoyle, primarily the green space located adjacent the junction of Main Street and Strand Road. A preference was expressed by respondents to maintain this space and use it to highlight the cultural and historical significance of Baldoyle and the surrounding Baldoyle Estuary.

Response

It is noted that there are green spaces located in the vicinity of Baldoyle such as the Main Street /Strand Road junction and Baldoyle Community Centre. The layout of the Scheme will be reviewed to minimise impact on these green spaces.

5.2.2.5. Current condition of the Promenade

Summary Comment

Submissions raised concern as to the current condition of the Baldoyle Promenade and noted the condition of the in-situ concrete walkway as being poor and the prevalence of dog fouling and littering currently found along the walkway.

Response

The surface condition of the promenade will be upgraded as part of the scheme to ensure it provides a smooth surface to ensure comfort attractiveness and safety.

Regarding the issue of dog fouling, a plan for ancillary scheme facilitates, such as bins, is likely to be developed later in the design life cycle to help tackle this issue.

5.2.2.6. Potential for an alternative route

Summary Comment

Several submissions noted that consideration of an alternative route could help mitigate the impacts of the Scheme on approach to the houses in the vicinity of Sutton Station. These included, routing the cycleway along Warrenhouse Road and a proposal to extend the promenade along the coast towards Burrow Road through the provision in part of a boardwalk structure.

Response

In terms of an alternative route option along Warrenhouse Road, this would not fulfil a primary objective of the Scheme to link to Sutton Station. Therefore, development of the Scheme along Strand Road / Station Road at this location is essential.

A study of options along the pinch point in the vicinity of Sutton Station has been undertaken and this included consideration of a boardwalk structure along the coast that would link the Promenade to Burrow Road. However, this option was discounted on environmental issues pertaining to direct loss of protected habitat from the Special Area of Conservation (SAC) and disturbance issues from users that would likely impact on migratory birds associated with the Special Protection Area (SPA).

5.2.3. Theme 3: Portmarnock Village

24 submissions were received regarding Portmarnock Village, these submissions revolved around parking, delivery vehicle concerns and pinch points within the village. The following sub-themes cover the main concerns collated within this theme.

5.2.3.1. Parking Concerns

Summary Comment

Concern was raised amongst respondents in relation to the proposed removal of parking from Portmarnock Village centre and the economic risks associated with this. Responses came from both local businesses and residents. Concern was raised about the removal of a disabled parking space and its impact on users. Bicycle parking was also a concern raised in this sub-theme, with a lack of bicycle parking shown in the design of the Scheme highlighted

Response

There is a proposed reduction of on-street parking within Portmarnock Village. This has been necessary to provide a Scheme with the highest feasible quality of service through the village and to meet design standard requirements.

A parking study was undertaken in March 2022 within Portmarnock Village to gain a better understanding of the capacity and occupancy levels associated with on-street and off-street parking areas. Initial reviews indicate there is a level of underutilisation in some off-street car parking areas that can offset the anticipated loss of on-street car parking.

It is anticipated that the Scheme will induce a level of mode shift from the private car to the active travel modes of walking and cycling. As such, it is anticipated that there will be a corresponding shift to a need for bicycle parking rather than car parking. As such a Bicycle Parking Plan for Portmarnock and the entire extents of the Scheme will be developed to identify suitable provisions of bicycle parking including locations, type and quantity.

Furthermore, an Age Friendly Plan will be developed to include identification of suitable locations for disabled and age friendly parking spaces.

5.2.3.2. Delivery Concerns

Summary Comment

Concern was raised as to the Scheme's impact on goods delivery and accessibility and its potential effect on local business in Portmarnock.

Response

The Scheme does not propose to remove any loading bays and where they exist, they will be maintained and formalised to tie in appropriately with the Scheme. Where loading may currently be undertaken informally, this will be discussed with the affected parties and appropriate measures will be implemented if feasible.

5.2.3.3. Village width pinch points

Summary Comment

Concern was expressed about the viability of the Scheme given the limited street width available in Portmarnock Village. Alternative routes were recommended to avoid this pinch point.

Response

The Feasibility Study undertaken in 2017 considered alternative routes to the east and west of Portmarnock Village. The study identified the preferred route to be along the village main street. Issues pertaining to the other options included flood issues, environmental issues and safety issues related to proximity to golf courses and associated hazards i.e. potential for pedestrians and cyclists to be struck by a golf ball.

Furthermore, a design optioneering study was undertaken on the route through Portmarnock Village itself. This study recommended the provision of a one-way cycle track on both sides of the street with removal of car parking to provide a pedestrian and cycle facility with the highest feasible level of service. This option forms the basis of the Scheme design through Portmarnock Village.

The design through Portmarnock Village is still under review to refine the design at vehicle access points, bus stops, crossings and bike parking facilities. Notwithstanding the constraints in Portmarnock Village, there is generally sufficient space within the village street corridor, with the exception some pinch points where land take will be required, to accommodate the proposed facilities in line with the desirable minimum widths.

5.2.4. Theme 4: Impacts on Vehicles and Traffic Calming

24 Submissions contained specific feedback on the Scheme's impacts on vehicle traffic, parking or recommendations for vehicle traffic calming. The following sub-themes cover the main concerns collated within this theme.

5.2.4.1. 30 km/hr Speed Limit

Summary Comment

A number of submissions recommended the reduction in the speed limit to 30km/hr at Scheme pinch points and in urban areas such as Malahide, Portmarnock and Baldoyle.

Response

The promotion of lower speeds within urban areas and other relevant locations is fully supported by the Design Team.

At certain locations along the Scheme, primarily on approach to and through the urban centres, the Scheme has been designed to encourage a 30km/h speed environment. It would therefore be intended that these areas which are currently set at 50km/h would be reduced to 30km/h.

Appropriate speed limits will be proposed as the scheme progresses.

5.2.4.2. HGV Ban

Summary Comment

Several submissions were received which focused on the partial ban (restriction) of heavy goods vehicles (HGVs) along the Scheme or an outright ban on HGVs within the Scheme's vicinity. This suggestion is based on the potential hazardous environment that could be created through the mixing of a likely increased level of pedestrians and cyclists with the current level of HGV transport modes.

Response

It is considered that an outright ban on HGVs along the entire Scheme extents would not be practicable. However, it is also considered that there could be some merit in applying site specific turning movement bans at certain locations. This could include bans on left turns where feasible or where there is an increased risk of conflict with pedestrians and cyclists and where suitable alternative movements and or routes exist. A review to identify potential locations will be undertaken as part of the design review.

Current HGV movements will be considered in an area wide context taking cognisance of Active Travel projects in the area.

5.2.4.3. Impacts on Car Parking

Summary Comment

Submissions relating to parking concentrated on opposition to the proposed relocation and removal of car parking. There are some specific parking issues identified such as at Portmarnock and Robswall, these are addressed in Theme 3: Portmarnock Village and Theme 6: Malahide respectively. A general response is provided below.

Response

There will be a reduction in on street parking at certain locations such Portmarnock Village and on the southern approach to Malahide. This has been necessary to provide a Scheme with the highest feasible quality of service through these locations. However, where possible, parking has been provided elsewhere and in particular, along the section between the Portmarnock Martello Tower and Malahide. Across the Scheme there is a net increase in the number of on-street / on-road car parking spaces.

It should be noted that it is anticipated that the Scheme will induce a level of mode shift from the private car to the active travel modes of walking and cycling. As such, it is anticipated that there will be a corresponding shift to a need for bicycle parking rather than car parking. As such a Bicycle Parking Plan for Portmarnock and the entire extents of the Scheme will be developed to identify suitable provisions of bicycle parking including locations, type and quantity.

5.2.5. Theme 5: Impacts on Residents

A total of 21 submissions contained specific feedback relating to the proposed Scheme impact on residents. The feedback received revolved around concerns related to:

- Direct land acquisition;
- Impact on property during the construction phase: and
- Property access and egress once the Scheme is completed.

The following sub-themes cover the main concerns collated within this theme.

5.2.5.1. Direct Land Take

Summary Comment

Several submissions were received concerning land acquisition of private gardens to facilitate the Scheme route. A number of these submissions cited concerns such as loss of privacy, loss of turning space and loss of mature / developed garden features.

Response

Land and property owners who are directly affected by the potential land acquisition have already been contacted by Fingal County Council using the contact details held by Land Registry. Meetings were arranged to discuss the Scheme impacts prior to the Public Consultation and to allow Fingal County Council and the Design Team to understand the concerns and issues that land and property owners are facing. Initial steps to address concerns are being undertaken including a review of the Scheme proposal. Further meetings and consultation between the Design Team, Fingal County Council and the affected land and property owners will continue throughout the design finalisation and planning phases of the Scheme and specific issues will be addressed on a case-by-case basis.

5.2.5.2. Impacts during the Construction Phase

Summary Comment

Several submissions were received citing the negative impact on residents during the construction phase. Concerns were expressed with regards to the type of heavy machinery required to complete the Scheme development.

Response

Due to the scale of the Scheme development, some adverse impacts on residents during the construction phase are unavoidable. However, Fingal County Council will employ mitigation measures to reduce the overall impact on residents.

This will involve the phasing of construction along the route; an appropriate traffic management plan with notice of any proposed road closures and proposed hours of construction activity. This will be the responsibility of the successful contractor and all proposals and arrangement will need to be approved by Fingal County Council and, where appropriate, An Garda Síochána.

Specific impacts due to construction will be reviewed on a case-by-case basis and where considered appropriate and feasible, Fingal County Council will seek to provide alternative arrangements to facilitate residents regarding access, parking or other relevant matters. Given the scale of this project, a construction management plan and full-time project liaison engineers will be provided during the construction phase.

5.2.5.3. Property Access

Summary Comment

Property access was a major concern cited by residents. The concern relates to the perceived additional safety hazard presented by driving or reversing vehicles across a two-way cycle track into private dwellings and the additional challenges this brings to residents' normal everyday driving routines.

Response

The Scheme has been designed to facilitate residents to negotiate the access to their property across the two-way cycle track in two stages. Upon exiting their property, residents will yield to cyclists on the two-way cycle track. Once it is safe to move, residents will progress across the cycle track towards the edge of the carriageway. Residents will then access the road in their usual manner. A similar process will be followed when accessing their property. At some locations a 3.0m wide space is provided between the road edge and the two-way cycle track for additional comfort when undertaking this two-stage process.

At property accesses where there is insufficient space to turn a vehicle within a driveway, the intended access and egress movement is for vehicles to reverse in and to drive out.

At these locations specific driver training will be offered to affected residents. This measure was implemented in Dún Laoghaire by Dún Laoghaire-Rathdown County Council where the Coastal Mobility Route was implemented in 2020. This measure has proved very successful and was welcomed amongst residents who had never accessed nor egressed their property in this manner.

5.2.6. Theme 6: Malahide

13 submissions provided feedback and suggestions by the community and residents of Malahide on a series of local issues including connections to other schemes, parking concerns and shared path areas. The following sub-themes cover the main concerns collated within this theme.

5.2.6.1. Scheme Facilities

Summary Comment

Suggestions for ancillary facilities that could be considered to improve the overall user experience were given. These included the addition of water fountains, bicycle parking and heritage information signs.

Response

A Bicycle Parking Plan will be developed for the full extents of the Scheme to identify suitable provisions of bicycle parking including locations, type and quantity.

The potential for other facilities and features will be reviewed by the Design Team in partnership with the Scheme Landscape Architect.

5.2.6.2. Scheme Connections

Summary Comment

Feedback and suggestions regarding Scheme connections to existing and proposed cycle infrastructure projects were raised and in particular queries were raised on the Schemes connection to the proposed Broadmeadow Way at Bisset Strand via a tunnel under the railway underpass.

Response

The current proposed shuttle system through the existing underpass opening will continue to be the preferred layout to facilitate connection with the Broadmeadow Way.

5.2.6.3. Parking Concerns

Summary Comment

Feedback was given in relation to parking alterations in the Malahide area. Particular concern was raised about the proposed relocation of informal on road parking along the Coast Road to the entrance to the Robswall residential area. Concerns raised amongst respondents in relation to this proposed car parking relate to the potential for reduced visibility and an increase in conflicting traffic movements. Loss of parking will be supplemented with alternative parking at the entrance to Robs Wall housing estate.

Response

The provision of car parking spaces in the vicinity of the entrance to the Robswall residential area is modest and seeks to formalise the informal parking that occurs along the Coast Road in the vicinity of High Rock and Low Rock and the removal of this is being supplemented with new parking at the entrance to Robs Wall housing estate. The road carriageway will be straightened and narrowed in this location. Sight lines and forward visibility have been checked and are of the appropriate standard in line with the Design Manual for Urban Roads and Streets (DMURS). As such it is not envisaged that there will be any increased risk of conflicts at this location due to the proposed car parking bays.

5.2.6.4. Shared Paths

Summary Comment

Concern was raised in relation to the use of shared path provision between pedestrians and cyclists along the section of the Scheme that advances behind the Malahide Tennis Courts. The consensus amongst respondents was that this proposal was not fit for purpose and the volumes of both cyclist and pedestrian traffic utilising this path would create a hazardous environment for both.

Response

A Shared Path provision was considered for this section mainly due to the physical width constraints along this corridor and the proximity of this section to the Malahide Estuary Special Area of Conservation and Special Protection Area.

In addition, the significant amenity value potential of the link given its direct coastal setting and scenic views suggest that there may be a high potential for pedestrians and cyclists to congregate and that this should be facilitated by affording a wide space for all users, not giving any one user type priority over the other within this space.

Notwithstanding, it is acknowledged that as this route facilitates movement directly within Malahide and as such will likely to be a confluence point where a higher concentration of pedestrian and cyclist numbers could arise. In this context, there is potential that a shared path may not provide sufficient quality of service to both user types and may not meet the needs of users in particular those related to comfort and safety.

On this basis the Design Team will consider, through an options study, the potential for segregated pedestrian and cycle options along this section.

5.2.7. Theme 7: Development Timeline

A total of 8 submissions were received outlining issues with the Scheme development timeline.

Summary Comment

There were suggestions within this theme that the Scheme development timeline should be accelerated and that the use of temporary infrastructure elements at strategic locations along the proposed route could be considered to realise this.

Response

In order to reach completion and opening of the Scheme there are many milestones to be achieved. The first of these is to submit a planning application to An Bord Pleanála. The current programme indicates that a planning application can be submitted in early 2024. The timeframe for decision by An Bord Pleanála can take between one to two years, and construction of any initial phase is likely to take a minimum of a further two years.

Furthermore, the construction of this Scheme will be complex and challenging involving a scheme length of 8.2km that crosses a live railway, passes a protected Special Area of Conservation (SAC) and Special Protection Area (SPA) and other sensitive habitats and through a number of busy urban areas. Construction will be undertaken in the most sensitive manner possible, and the exact phasing of works will be dependent on the detailed design and environmental assessment of the Scheme. For a Scheme of this scale and complexity, a construction period of two years will be required at a minimum for any initial phase.

In terms of temporary infrastructure and the implementation of same, the Active Travel Team in Fingal County Council are responsible for delivery of schemes of this nature, and they have a programme of works upon which they are implementing within the County.

5.2.8. Theme 8: DART+ Integration and Sutton Cross

7 Submissions were received in relation to the Schemes integration with Irish Rail's DART+ plan.

Summary Comment

The DART+ plan will increase both the duration and frequency at which the level crossing at Sutton Station remains closed. As the plan currently stands the level crossing will remain closed for upwards of 30 minutes per hour during peak hours. Concern was given particularly by commuters as to the viability of the Scheme given these anticipated circumstances.

Response

FCC have had initial engagement with Irish Rail regarding their proposals. Further consultation is envisaged which will allow further consideration and understanding of their proposals impact on the Scheme.

6. Conclusion and Next Steps

6.1. Conclusion

The key findings of this Public Consultation process indicate that there is significant support for the Sutton to Malahide Pedestrian and Cycle Scheme.

However, concerns were raised regarding the Scheme design and the impact on residents and businesses and how this could be improved in general and at specific locations.

The issues raised will be thoroughly reviewed and considered in the progression of the Scheme design prior to the submission of any planning application to An Bord Pleanála.

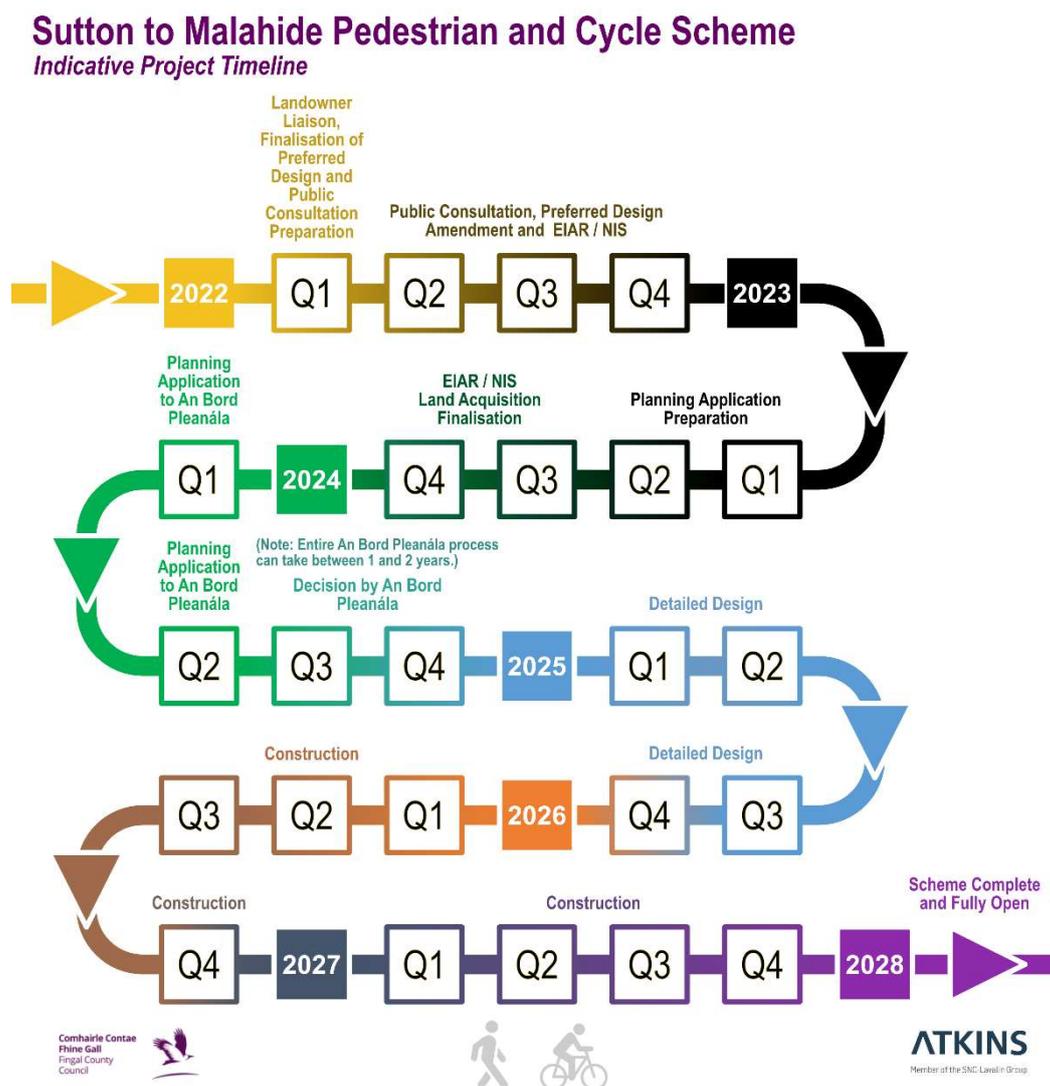
6.2. Next Steps

This public engagement exercise was undertaken during the months of March, April and May 2022. Currently, as of Q1 2023 a review of the preliminary design is being undertaken.

The design will be finalised over the coming months with a view to progressing an EIAR for submission to An Bord Pleanála.

In particular, accommodation works design will be undertaken to address and work through the concerns of landowners along the route and continued engagement will take place with affected landowners.

Figure 6-1: Indicative Project Timeline



Appendices



Appendix A. Leaflet

Sutton to Malahide Pedestrian & Cycle Scheme

Public Consultation on Preferred Route

This scheme will provide a pedestrian and cycle route from Sutton to Malahide, through Baldoyle and Portmarnock. The scheme is funded by the National Transport Authority and will form a key part of the Greater Dublin Area Cycle Network.

The scheme design will allow people of all ages and mobility levels to travel safely between these coastal towns while enjoying the scenic coastline along the route. Following a previous feasibility study and route option public consultation, Fingal County Council is now seeking your feedback as we finalise the preliminary design in advance of a planning application in 2023.

We want your feedback as we finalise the preliminary design in advance of a planning application in 2023.

Why is this scheme needed?

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

- Connects local communities;
- Provides attractive recreation space;
- Creates a safer sustainable transport route to schools and businesses;
- Provides tourism amenity to benefit the local economy;

- Promotes positive climate & health options;
- Links the wider pedestrian & cycle network.

How can I get involved?

Fingal County Council is inviting everyone to view and comment on the Preferred Route as part of a Public Consultation, taking place from 24 March to 09 May.

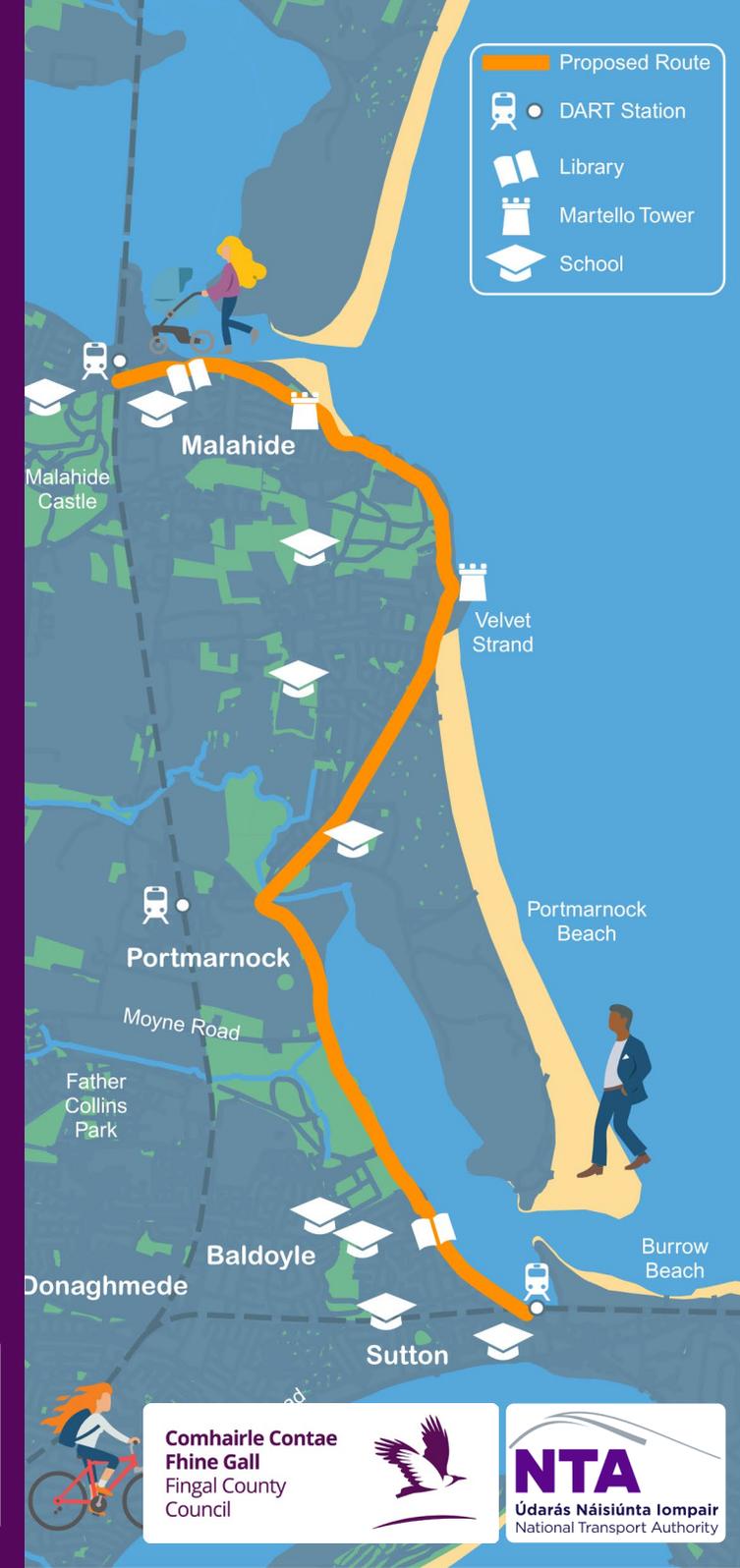
Tell us what you think. Make a submission online or by post. Visit <https://consult.fingal.ie> where you'll find our plans, drawings and a questionnaire.

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

When making a postal submission please make it clear that it is for the Sutton to Malahide Pedestrian & Cycle Scheme. State your name, address and where relevant, the body or organisation you represent.

Submissions must be received no later than 23.59hrs, 09 May 2022.

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



Comhairle Contae
Fhine Gall
Fingal County
Council



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Scéim Coisithe agus Rothaíochta ó Chill Fhionntain go Mullach Íde

Comhairliúchán Poiblí ar an Rogha Bealaí

Soláthróidh an scéim seo bealach coisithe agus rothar ó Chill Fhionntain go Mullach Íde, trí Bhaile Dúill agus Port Mearnóg. Tá an scéim maoinithe ag an Údarás Náisiúnta Iompair agus beidh sí mar chuid lárnach de Líonra Rothaíochta Mhórcheantar Bhaile Átha Cliath.

Tabharfaidh dearadh na scéime deis do dhaoine de gach aois agus leibhéal soghluaisteachta taisteal go sábháilte idir na bailte cois cósta seo agus taitneamh a bhaint as an gcósta sárscéimhe feadh an bhealaigh. Tar éis staidéar féidearthachta roimhe seo agus comhairliúchán poiblí ar rogha bealaigh, tá aiseolas á lorg ag Comhairle Contae Fhine Gall anois agus muid ag tabhairt an réamhdhearadh chun críche roimh iarratas pleanála in 2023.

Ba mhaith linn do chuid aiseolais a fháil agus an réamhdhearadh á thabhairt chun críche againn roimh iarratas pleanála i 2023.

Cén fáth a bhfuil gá leis an scéim seo?

Rachaidh an Scéim seo chun sochair an phobail áitiúil, gnóanna, agus, an timpeallacht:

- Nascann sé pobail áitiúla
- Soláthraíonn sé spás áineasa tarraingteach
- Soláthraíonn sé bealach iompair inbhuanaithe do scoileanna agus gnóanna
- Soláthraíonn sé taitneamhacht turasóireachta chun leasa an gheilleagair áitiúil

- Cuireann sé roghanna dearfacha aeráide agus sláinte chun cinn
- Nascann sé an gréasán coisithe agus rothaíochta níos leithne

Conas is féidir liom a bheith páirteach ann?

Tá cuireadh á thabhairt ag Comhairle Contae Fhine Gall do gach duine chun féachaint ar an Rogha Bealaí mar chuid de chomhairliúchán poiblí, a bheidh ar siúl ón 24ú Márta go dtí an 9ú Bealtaine, agus tuairim a thabhairt air. Inis dúinn cad a cheapann tú trí chuairt a thabhairt ar <https://consult.fingal.ie/en/browse> áit a gheobhaidh tú ár bpleananna, líníochtaí agus ceistneoir.

Is féidir leat aighneacht a dhéanamh freisin tríd an bpost ag:

Oifigeach Feidhmiúcháin Sinsearach,
An Roinn Pleanála agus Bonneagair Straitéisigh,
Comhairle Contae Fhine Gall, Áras an Chontae,
An Phríomhshráid, Sord, Bhaile Átha Cliath,
K67 X8Y2

Agus aighneacht á déanamh agat cuir in iúl go soiléir gur le Scéim Coisithe agus Rothaíochta Chill Fhionntain go Mullach Íde a bhaineann sé. Luaigh d'ainm, do sheoladh agus nuair is cuí, an comhlacht nó an eagraíocht a ndéanann tú ionadaíocht air.

Ní mór aighneachtaí a bheith faighte tráth nach déanaí ná 23.59 uair, 09 Bealtaine 2022.

Below: Artist's impressions of the Scheme at Sutton, Baldoyle, Portmarnock, Malahide (top to bottom).

Tuairimí ealaíontóirí den Scéim ag Sutton, Baile Dúill, Port Mearnóg, Mullach Íde (bun go barr).



Comhairle Contae
Fhine Gall
Fingal County
Council



NTA
Údarás Náisiúnta Iompair
National Transport Authority

Appendix B. Questionnaire

The Sutton to Malahide Pedestrian and Cycle Scheme



Advisory Note on Data Protection

The outcome of this survey will assist in informing work undertaken on the Sutton to Malahide Pedestrian and Cycle Scheme. It should be noted that no information gathered in this survey will be attributed to any one individual, company or enterprise in any reports stemming from this process.

We may use your contact details as provided in this survey, to update you on the project in the course of this public consultation. You will have an option to opt-out of receiving further communications if you wish.

Any personal data supplied on this form shall be processed in accordance with the principles laid out in the General Data Protection Regulations (GDPR) and the Data Protection Act 2018. Personal data is any information that can identify a living individual. These laws exist to ensure that your data is managed safely and used responsibly.

Any information, which you submit will be kept securely and will not be disclosed or shared with other parties (unless required by law) or stated in our privacy policy.

Preferred Scheme Public Consultation Questionnaire

The following Questionnaire is broken down into the following three sections:

- Section 1: Registration
- Section 2: Scheme Questions
- Section 3: Walking and Cycling Questions

The approximate completion time for this Questionnaire is 5-10 minutes.

In order to assist you, it is advisable that you review scheme documentation available on the public consultation website prior to completing this Questionnaire.



Section 1: Registration

1. What is your name? (Optional)

2. What is your e-mail address or contact number? (Optional)

3. What is your age group?

- 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. Consent and Registration.

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

I consent and wish to be registered.



Section 2: Preferred Scheme Questions

6. Are you generally in favour of a Sutton to Malahide Pedestrian and Cycle Scheme?

- Yes
- No
- Don't know

7. How important are the following potential benefits of the scheme to you? Rank from 1 (most important) to 4 (least important):

- Environmental benefits due to reduced need for the private car
- Creation of an attractive and safe route to facilitate health and wellbeing benefits
- Connections to other greenways and cycle routes
- Economic benefits due to increased tourism activity

Please provide any additional comments.

--

8. How important are the following potential impacts of the scheme to you? Rank from 1 (most important) to 4 (least important):

- Environmental impacts (impacts on flora, fauna, tree removal etc.)
- Landowner impacts (impacts on gardens, walls, access etc.)
- Business impacts (impacts on parking, loading, traffic etc.)
- Heritage and Archaeology impacts (impacts on heritage features such as walls, dwellings, monuments etc.)

Please provide any additional comments.

--



**9. How important are the following design and safety considerations of the scheme to you?
Rank from 1 (most important) to 6 (least important)**

- Scenery and ability to enjoy the local natural environment
- Connections to amenities and attractions by walking and cycling
- A place where I feel safe when travelling alone or at night or alone (well light, visible etc.)
- Paths wide enough for walkers and cyclists to pass one another safely
- Connections to town centres and parking
- Comfortable ground surfaces and terrain which is accessible for everyone

Please provide any additional comments.



Section 3: Active Travel Questions

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

- Living in Malahide/Portmarnock/Baldoyle/Sutton area
- Working in Malahide/Portmarnock/Baldoyle/Sutton area
- Landowner in Malahide/Portmarnock/Baldoyle/Sutton area
- Business owner in Malahide/Portmarnock/Baldoyle/Sutton area
- Regular visitor to Malahide/Portmarnock/Baldoyle/Sutton area
- Occasional visitor to Malahide/Portmarnock/Baldoyle/Sutton area
- Other (provide details below)

--

11. In terms of walking, which of the following statements best describes you?

- I do not walk for recreation / commuting, but I would like to
- I do not walk for recreation / commuting, and I do not want to
- I do occasionally walk for recreation / commuting
- I do regularly walk for recreation / commuting

12. In terms of cycling, which of the following statements best describes you?

- I do not cycle for recreation / commuting, but I would like to
- I do not cycle for recreation / commuting, and I do not want to
- I occasionally cycle for recreation / commuting
- I regularly cycle for recreation / commuting



13. Are you a current user of the route along the proposed Scheme extents?

- Yes – Cycle
- Yes – Walk
- Yes - Both
- No

14. Would the development of the Sutton to Malahide Pedestrian and Cycle Scheme encourage you to use it?

- Yes – Cycle
- Yes – Walk
- Yes - Both
- No
- N/A

15. If you are a child, or the guardian of a child, how likely are you to use / let your child use the scheme to travel to school, sports, recreational facilities etc.? (Optional)

- Very Likely
- Likely
- Unlikely
- Very Unlikely

16. Is there anything else you would like to share with us with regards to the Sutton to Malahide Pedestrian and Cycle Scheme

END



Appendix C. Frequently Asked Questions

The Sutton to Malahide Pedestrian & Cycle Scheme



Frequently Asked Questions (Page 1 of 3)

What is it?

The Sutton to Malahide Pedestrian and Cycle Scheme is a high quality pedestrian and cycle route that is being developed by Fingal County Council with support from the National Transport Authority. It will connect Sutton, Malahide, Baldoyle and Portmarnock. The Proposed Scheme will improve accessibility and connectivity between these four towns and villages and provide an attractive route for walking and cycling. It will be designed to be used for recreation and leisure purposes and travel to local schools, train stations, sports clubs and commuting.

Everyone will be able to enjoy the full length of the Sutton to Malahide Pedestrian and Cycle Scheme. It will be designed so that people of all ages and mobility levels can travel safely on foot, by scooter, by wheelchair and bike, and will offer a route separated from on road vehicles for maximum safety and comfort.

What stage is the project at?

The Proposed Scheme is now at the Preliminary Design Stage and is being presented for Public Consultation. Following your feedback during this exercise, further design and assessment, including an environmental impact assessment, will be undertaken on the finalised scheme. A planning submission is expected to be made to An Bord Pleanála in 2023. This careful design, planning and development process allows us to provide a route of the highest quality which considers the needs of all users as much as possible.

What is the purpose of this public consultation?

The purpose of this consultation process is to present to the public the Proposed Scheme design that has been developed so far and to collect your feedback through submissions and an online questionnaire. This feedback will then be used to inform the design team of any design changes prior to submitting to An Bord Pleanála for approval. It also allows us to best understand the views and needs of those who will use the scheme.

When will The Sutton to Malahide Pedestrian and Cycle Scheme be open?

In order to reach completion and opening of the Proposed Scheme there are many milestones to be achieved. The first of these is to submit a planning application to An Bord Pleanála. The current programme indicates that a planning application can be submitted in 2023. The timeframe for decision by An Bord Pleanála can be up to two years, and construction is likely to take a further two years.



The Sutton to Malahide Pedestrian & Cycle Scheme



Frequently Asked Questions (Page 2 of 3)

How will the scheme be built and how long will it take for construction?

This is a complex and challenging scheme of over 8km involving works across a live railway, through a protected Special Area of Conservation, other sensitive habitats and a number of busy urban areas. Construction will be undertaken in the most sensitive manner possible, and the exact phasing of works will be dependent on the detailed design and environmental assessment of the Proposed Scheme. However, for a scheme of this scale and complexity, a construction period of two years is likely.

How will impacts on affected properties be addressed?

The Proposed Scheme aims to avoid impacting private property however impacts on some properties will be unavoidable where, for example, there are width constraints and there is no feasible alternative. In most cases this will involve procuring a narrow strip of the front garden of affected properties through negotiated land acquisition or Compulsory Purchase Order (CPO). In these cases, the Proposed Scheme seeks to minimise impacts and only procure land where strictly necessary. It is the preference that such land acquisition is undertaken through negotiation with the land owner, and we have already contacted landowners who may be affected by this scheme to begin those conversations. Accommodation works are agreed with individual landowners at the detailed design stage, however the options available may vary depending on the location and proximity to environmental and heritage features. If you are concerned that your property is likely to be affected by the scheme and have not yet been contacted by someone from our project team, please contact us using the contact details on the consultation portal website.

Will public lighting and CCTV be proposed for the scheme?

Lighting will be provided along the entire Proposed Scheme. This will include the provision of new lighting standards and the upgrade of existing lighting standards where possible. The lighting will be designed to be sensitive to ecology such as bats, birds and other mammals. The lighting standards will also be sympathetic to the local heritage context of the route. The Proposed Scheme will also be future proofed to allow for the possible future provision of CCTV.

How will the Proposed Scheme connect with other existing or proposed cycle schemes?

The route will form a key part of the NTA's Greater Dublin Area Cycle Network and will link into existing walking and cycling facilities at the Baldoyle to Portmarnock Greenway and onwards to the Sutton to Sandycove Scheme and the Clontarf-City Centre Cycle Routes. Fingal County Council is also progressing the Broadmeadow Way across Malahide Estuary and the Fingal Coastal Way from Donabate to Balbriggan.

Is there any landscaping proposed for the scheme?

We welcome in particular the views of the local community on how the scheme can potentially contribute to an improved public realm along the route.

Public realm proposals have been developed for Baldoyle Promenade, Portmarnock Village, Velvet Strand Promenade as well as The Green, Strand Court and Strand Street in Malahide. These proposals will include a mix of seating, planters, new trees, bicycle racks, street lighting and other street furniture. There will be a consistent theme throughout the landscape proposals in terms of high quality materials to fit into the receiving sensitive environments.



The Sutton to Malahide Pedestrian & Cycle Scheme



Frequently Asked Questions (Page 3 of 3)

Will there be any impact to the environment?

The Proposed Scheme design has been developed to avoid or minimise impacts on the environment wherever this can reasonably be achieved. The scheme designers and environmental consultants are working closely together, and the finalised scheme design will likely go through a formal Environmental Impact Assessment and Appropriate Assessment process as part of the planning application to An Bord Pleanála. These assessments will be underpinned by recent environmental surveys, historic data and information collated over several years. The designers have also been especially conscious to develop a scheme design that avoids or minimises negative impacts on local businesses and properties, green areas, existing grass verges, hedgerows and trees.



Is there scope to provide a segregated cycling provision along the promenade at Baldoyle?

Some people have looked at the scheme virtual video and queried if there is space for cyclists and pedestrians along the promenade at Baldoyle. The video is a visual concept and the final format at this location will be subject to more detailed engineering and design to ensure a safe and comfortable environment for all users.

The section of the route along Baldoyle Promenade is proposed to comprise of a wide shared cycle / footpath arrangement. This area will maintain a minimum 3.5m wide through route for pedestrians and cyclists and will also incorporate seating and planting at regular intervals. The planting and seating elements will be positioned in a staggered arrangement along the edges of the shared path to create interest along this relative straight section and offer opportunities for stopping and appreciating the surroundings and amenity of Baldoyle Estuary.

Notwithstanding, it is acknowledged that there is also a commuter function to the route along Baldoyle Promenade particularly in its connection with Sutton Station. With the proposed set back of the low wall along the promenade closer to the street carriageway, there would be scope to provide a segregated two way cycle track with adjacent footpath along the majority of the promenade that could potentially better serve the commuter aspect along this section.

Depending on feedback obtained during the course of the public consultation period, the potential for this alternative option and its impact on the integration of landscape proposals and features along the promenade will be explored further.

Appendix D. Scheme Summary Report

Sutton to Malahide Pedestrian and Cycle Scheme

Scheme Summary Report

Fingal County Council

March 2022

Public Consultation



Notice

This document and its contents have been prepared and are intended solely as information for Fingal County Council and use in relation to The Sutton to Malahide Pedestrian and Cycle Scheme.

WS Atkins Ireland Limited assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

This document has 24 pages including the cover.

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Client signoff

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What is the Sutton to Malahide Pedestrian and Cycle Scheme?

Scheme Overview

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

Figure 1 - Scheme Overview



Scheme Vision

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

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

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

Scheme Purpose

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

How this will be achieved

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

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

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



Scheme Benefits

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

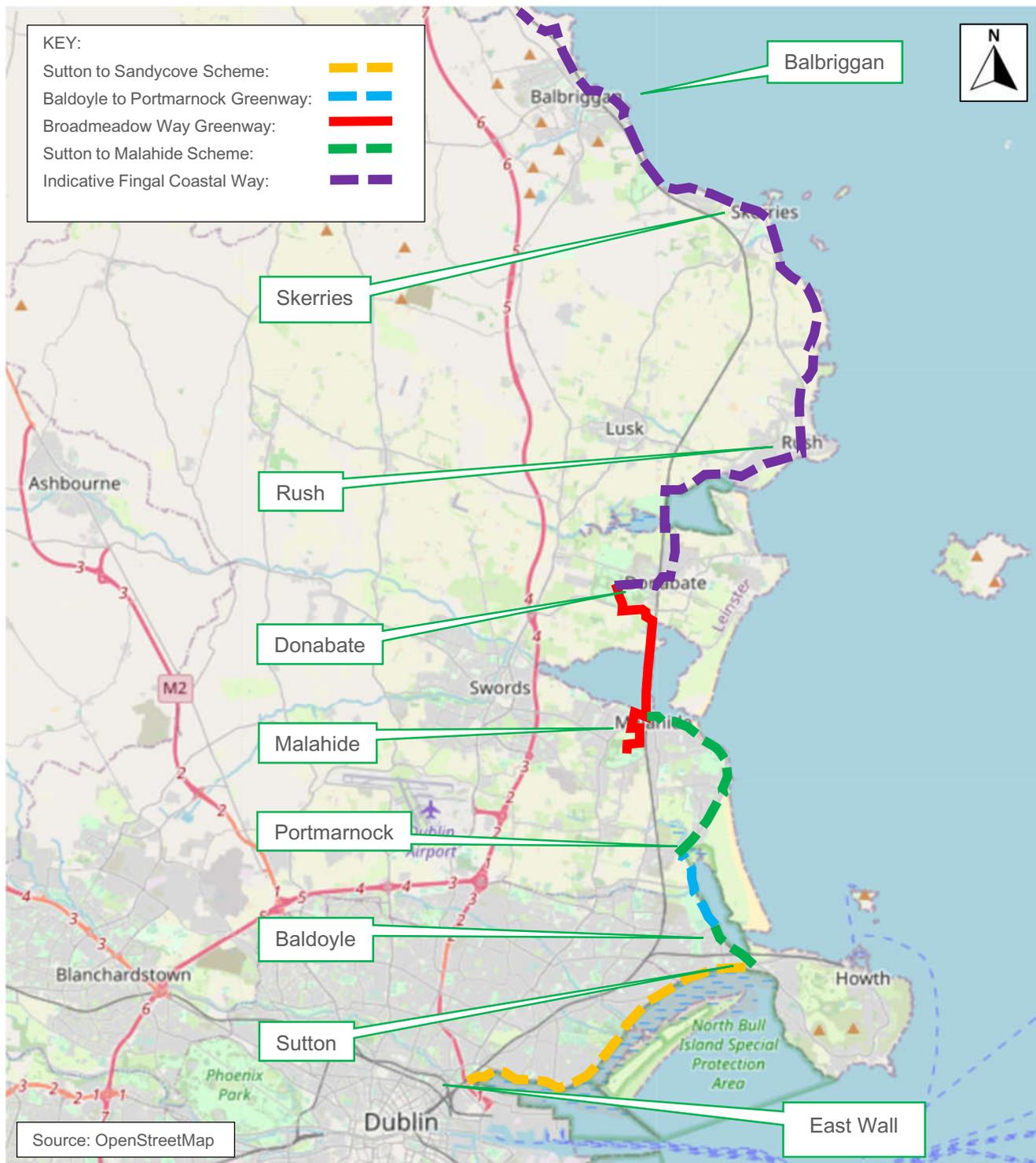
Figure 2 - Scheme Benefits



Integration with other Relevant Schemes

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

Figure 3 - Integration with Other Relevant Schemes



Project Overview

Commencement of work on the scheme

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

Figure 4 - Scheme Overview



Constraints and Optioneering

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

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

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

The Route

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

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

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

Link Types Considered

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

Figure 5 - Link Types



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

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



Link Type 02: Two-Way Cycle Track

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



Link Type 03: Boardwalk

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



Link Type 04: One-way Cycle Tracks

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



Link Type 05: Shared Street

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



Link Type 06: Shared Path

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

Public Consultation

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

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

Stakeholder Consultation

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

Link Type Optioneering

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

Figure 6 – Optioneering Criteria



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

Development of the Scheme Layout

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

What's happening now?

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

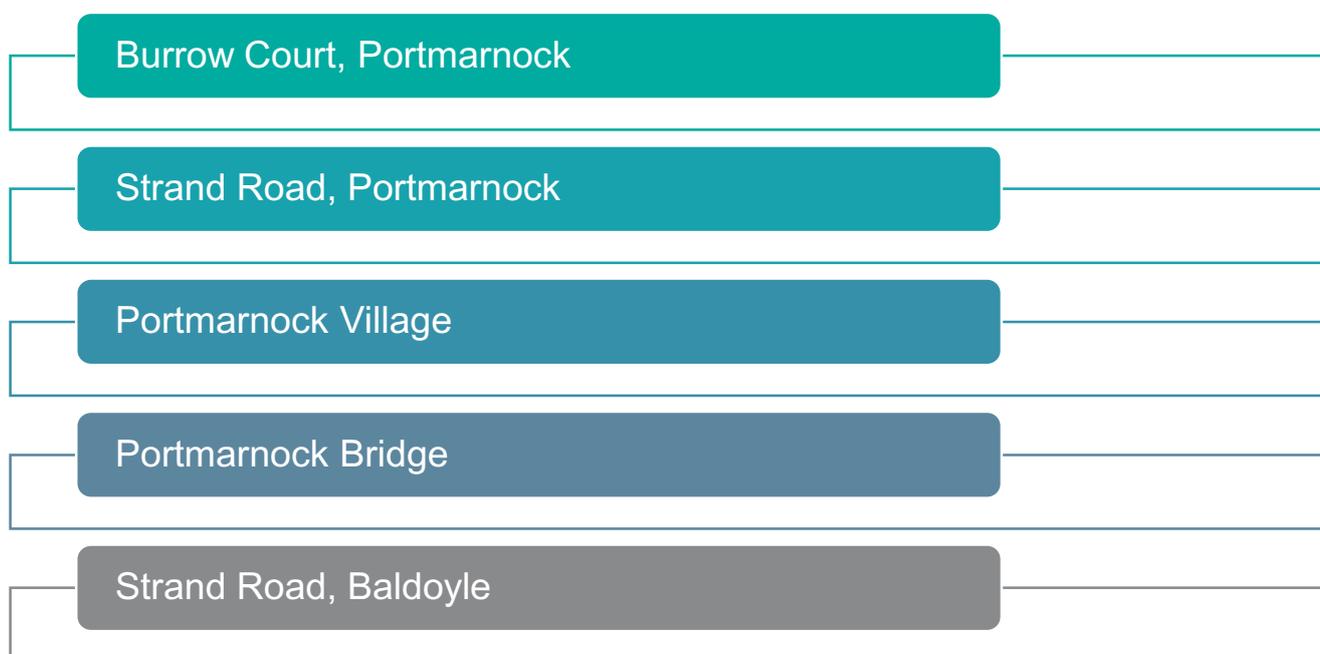
Engagement with Landowners

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

Additional Design Optioneering

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

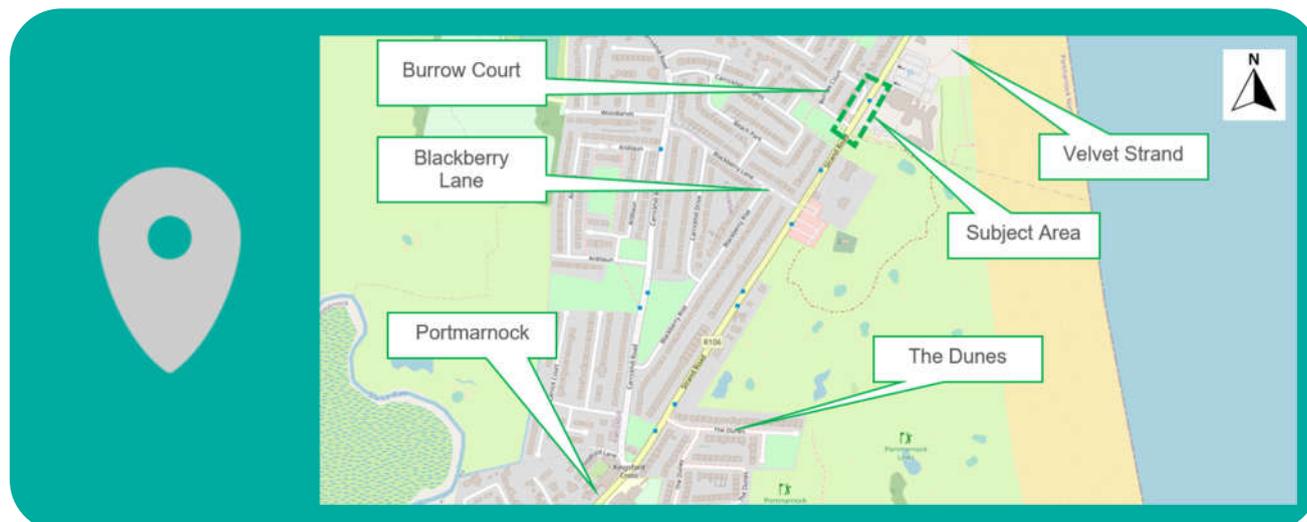
Figure 7 – Additional design Optioneering Locations



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

Burrow Court, Portmarnock

Figure 8 - Burrow Court Optioneering



Optioneering Purpose

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



Options Considered

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

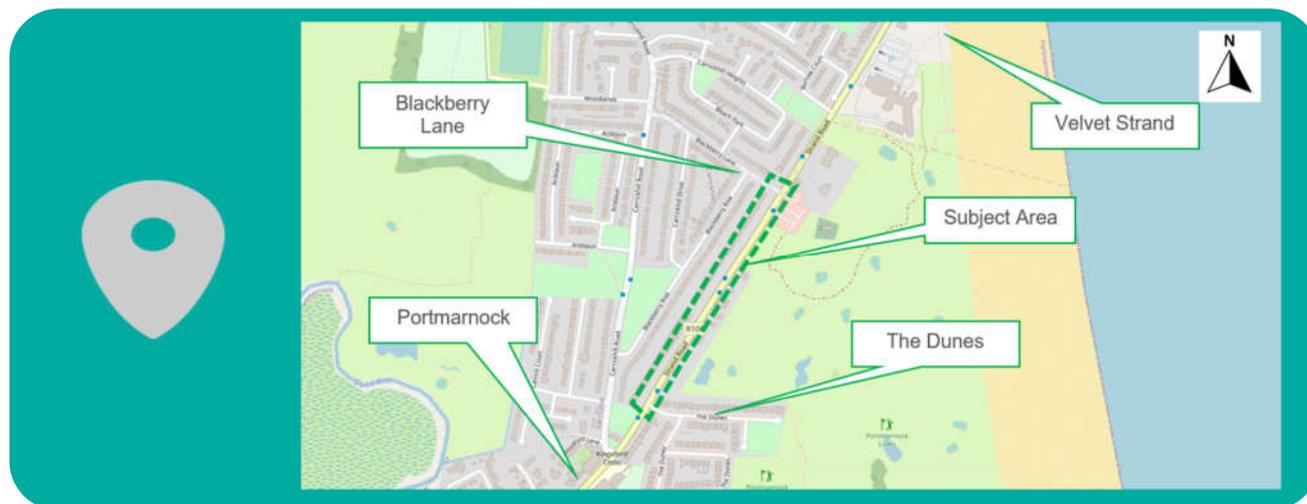


Option Selected

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

Strand Road, Portmarnock

Figure 9 – Strand Road, Portmarnock Optioneering



Optioneering Purpose

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



Options Considered

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



Option Selected

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

Portmarnock Village

Figure 10 – Portmarnock Village Optioneering



Optioneering Purpose

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



Options Considered

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

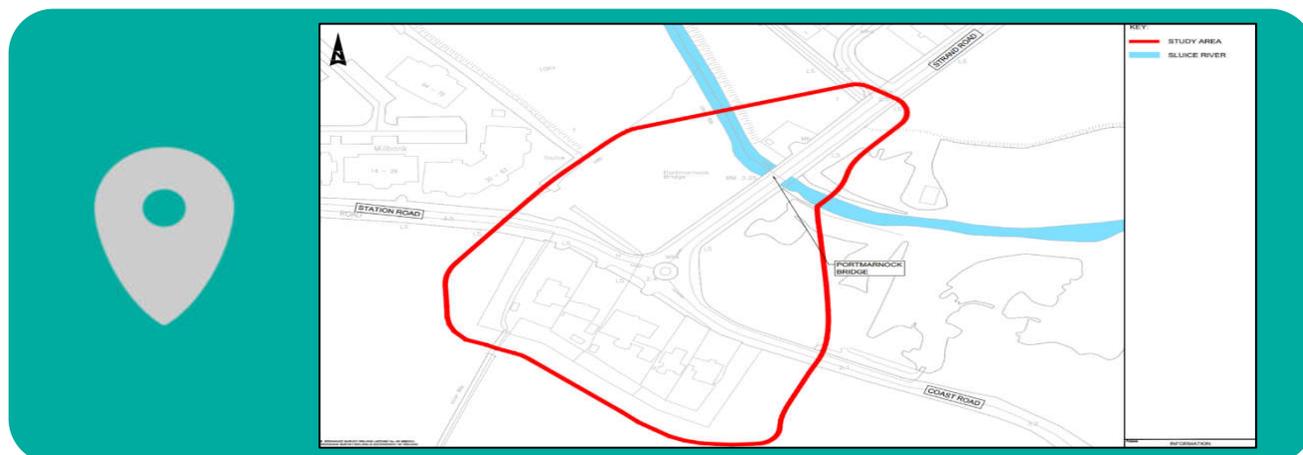


Option Selected

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

Portmarnock Bridge

Figure 11 – Portmarnock Bridge Optioneering



Optioneering Purpose

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



Options Considered

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

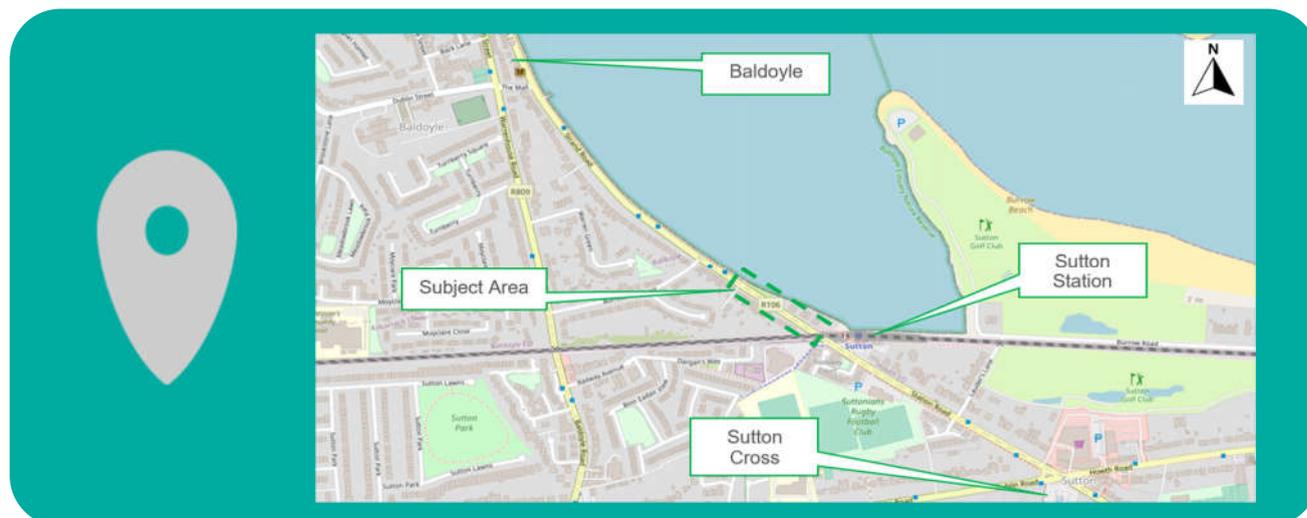


Option Selected

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

Station Road, Sutton

Figure 12 – Station Road, Sutton Optioneering



Optioneering Purpose



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

Options Considered



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

Option Selected



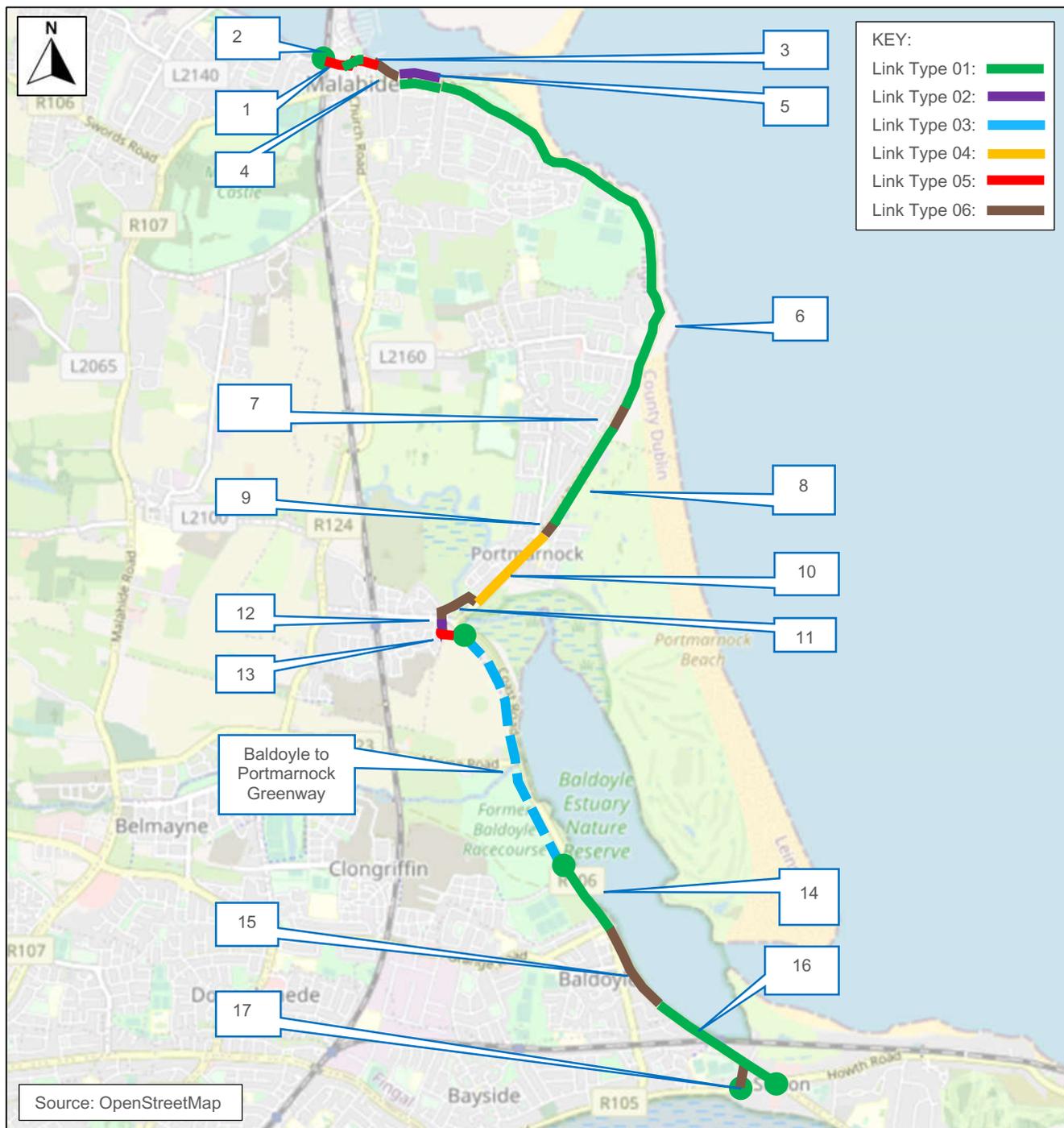
- It is recommended that Option 3, a Utilising Station Road with land take on both sides, is the proposed option to be progressed because:
 - Is the most balanced option across the MCA criteria in terms of capital expenditure, land take and access impacts to adjoining properties; and
 - Has reduced environmental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

Proposed Scheme Layout

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

Overall Proposed Scheme

Figure 13 - Overall Proposed Scheme



Environmental

Surveys

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

Tree Retention

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

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

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

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

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

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

Landscape Plans

Malahide

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

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

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

Velvet Strand

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

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

Portmarnock Village

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

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

Baldoyle Promenade

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

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

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

What's happening next?

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

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

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

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

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

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

Undertaking the Statutory Processes

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

Submission of an Application to An Bord Pleanála

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

Summary

Scheme Roadmap

For scheme roadmap see conclusion and next steps in Sutton to Malahide Pedestrian and Cycle Scheme Preferred Layout – Draft Preliminary Design - Public Consultation Report.

(5158418DG0113, Section 6 Conclusions and Next Steps, Figure 6-1: Indicative Project Timeline.)

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Appendix E. Scheme Infographic

Sutton to Malahide Pedestrian and Cycle Scheme



Public Engagement Overview

At a glance



STRATEGY

The consultation was open for a six-week period from March 24th to May 9th 2022 with submissions from the public permitted over the same period.

Consultation materials included concept sketches, scheme animation video, proposed scheme drawings, frequently asked questions, the indicative scheme timeline, scheme summary report and public notices.

Consultation website hosted by Fingal County Council:

<https://consult.fingal.ie/en/consultation/sutton-malahide-pedestrian-and-cycle-scheme-non-statutory-public-consultation>

100+ attendees at the public information evening in March at the Portmarnock Hotel And Golf Links

50+ attendees at the public information webinars

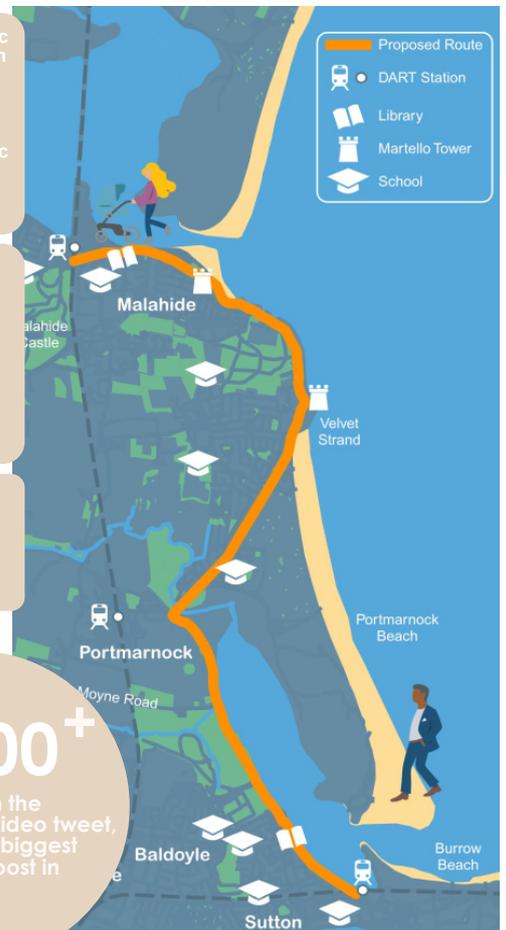
141 submissions received via portal and mail

53 respondents via the online questionnaire

45 meetings held with landowners/residents and community leaders along the Scheme

45,000+

impressions on the Portmarnock video tweet, this was FCC's biggest Social media post in March



Twitter: 126,000+ impressions

Facebook: 81,000+ impressions

Instagram: 6,200+ impressions

LinkedIn: 264 likes



Sutton to Malahide Pedestrian and Cycle Scheme

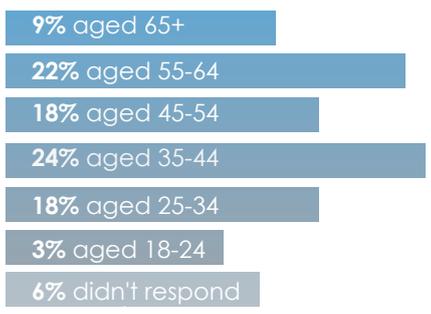
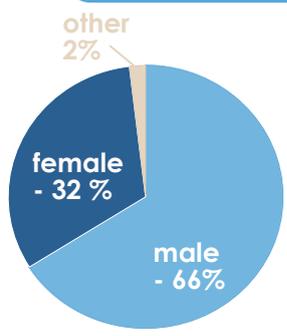


Key Findings at a glance

DEMOGRAPHIC BREAKDOWN

Of the 53 respondents, **32%** identified as female, **66%** identified as male and **1%** identified as other.

45% of the respondents are younger than 44 years, while **49%** are older than 45 years.



CONCERNS RAISED IN RELATION TO THE SCHEME

- o The proposed shared path along the Baldoyle Promenade and the type of landscape features shown.
- o The continuity of the Scheme, in terms of the change in pedestrian / cycle provision at certain locations i.e how it passes bus stops and crossings etc. and in terms of where and when the Scheme is proposed to change from one side of the road to the other.
- o The removal of car parking at certain locations and in relation to the provision of new car parking at other locations.
- o The viability of the Scheme at certain locations where the availability of road space is restricted.

These concerns along with all other concerns expressed by the public and stakeholder are being reviewed by Fingal County Council.

90% of respondents are generally in favour of the scheme

62% of respondents are residents in the general scheme area

70% of respondents regularly walk for recreation and commuting

40% of respondents regularly cycle for recreation and commuting

45% of respondents regularly visit the general scheme area

57% of respondents indicated a strong desire for the Scheme to be sympathetic in terms of its impact on the receiving environment, Green Infrastructure and Heritage

63% of respondents indicated that a safe and attractive route that facilitates health benefits was the most important aspect of the Scheme

64% of respondents currently utilise the Baldoyle to Portmarnock Greenway

89% of respondents will use the Sutton to Malahide Greenway once built



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