

# KINSEALY TO PORTMARNOCK WALKING AND CYCLING SCHEME

## Non-Statutory Public Consultation Report

08 July 2025

Comhairle Contae  
Fhine Gall  
Fingal County  
Council



# Document Information

## GENERAL INFORMATION

**Client:** Fingal County Council  
**Project Title:** Kinsealy to Portmarnock Walking and Cycling Scheme  
**Report Title:** Non-Statutory Public Consultation Report  
**File Name:** 23406-BTL-XX-KNS-RP-CE-00001

## HISTORY OF CHANGES

DOCUMENT REVISION				DOCUMENT VERIFICATION			
Issue Date (DD/MM/YY)	Revision	Suitability	Author(s) (initials)	Checker(s) (Initials)	Reviewer(s) As per PMP (initials)	Approver(s) as per PMP (initials)	Peer Review (initials or N/A)
21/02/2025	P01	S2	DM/MM		MM	RC	N/A
28/05/2025	P02	S3	MM		MM	RC	N/A
08/07/2025	P03	S4	MM		MM	RC	N/A

## Table of Contents

---

<b>1. STRUCTURE OF REPORT.....</b>	<b>4</b>
Chapter 2: Introduction .....	4
Chapter 3: Feedback from Public Consultation.....	4
Chapter 4: Conclusion and Recommendations .....	4
<b>2. INTRODUCTION .....</b>	<b>4</b>
2.1. Background .....	4
2.2. The Scheme Objectives.....	5
2.3. The Scheme .....	6
2.4. Policy Context .....	6
<b>3. FEEDBACK FROM PUBLIC CONSULTATION .....</b>	<b>10</b>
3.1 Non-Statutory public consultation activities and engagement.....	10
3.2 Summary of Feedback Received.....	12
3.3 Common themes received from the public consultation .....	17
<b>4. CONCLUSION AND RECOMMENDATION .....</b>	<b>25</b>
Next Steps.....	25
<b>APPENDIX A .....</b>	<b>26</b>
<b>APPENDIX B .....</b>	<b>33</b>

# 1. STRUCTURE OF REPORT

## Chapter 2: Introduction

This section explains the purpose of the report, gives a brief overview of the consultation process, and provides background information on the project and its goals, as well as how they align with Government and Local policies.

## Chapter 3: Feedback from Public Consultation

This chapter summarises the events that took place before, during, and after the public consultation. It also addresses the main concerns raised by the public during this process.

## Chapter 4: Conclusion and Recommendations

This final chapter provides a summary of the report and outlines the next steps.

# 2. INTRODUCTION

This report provides a detailed account of the first phase of public consultation conducted for the proposed walking and cycling facilities from Kinsealy to Portmarnock Station. The consultation aimed to gather feedback and insights from the public to guide the development of this important infrastructure project.

This report explains the consultation that was done, captures the public's feedback and provides recommendations for the project's next stages. We believe that the community's active participation will play a crucial role in shaping a sustainable and user-friendly route that enhances the quality of life for all residents and visitors.

The formal consultation took place between Monday, 2 December 2024, and Friday, 10 January 2025. During this period, we held a public meeting at Malahide Library on Wednesday, 11 December 2024, from 18:00 to 19:45, where community members could share their thoughts and suggestions. We also collected feedback through online submissions and postal responses, ensuring a wide range of perspectives and insights were considered.

In the following sections, this report explores the background of the project, the details of the proposed plan, and how government and local council objectives have influenced the scheme. The goal is to offer a clear understanding of the project's context and the criteria used to determine the best option.

## 2.1. Background

As part of the options selection process, several potential options were developed based on the information gathered during the data collection phase, as well as the constraints and opportunities within the study area. Engineering expertise was applied to identify which options were feasible and could move forward to the assessment stage. These options were developed using guidelines from the National Investment Framework for Transportation Projects (NIFTI), the Cycle Design Manual (CDM) and the Design Manual for Urban Roads and Streets (DMURS).

The options were then compared using Multi-Criteria Analysis (MCA) following the methodology set out in the "Transport Appraisal Framework" from the Department of Transport (DTTAS), published in June 2023. Evaluating transport projects requires considering a variety of criteria for a thorough appraisal. The seven main criteria used for both quantitative and qualitative assessments are:

**1) Transport User Benefits and Other Economic Impacts:** This looks at direct benefits to transport users (pedestrians, cyclists, public transport users and motorists), like reduced travel time and costs, as well as broader economic effects such as job creation and economic growth.

**2) Accessibility Impacts:** This assesses how the project enhances access to essential services and destinations for different population groups, improving connectivity and social inclusion.

**3) Social Impacts:** This considers the effects on community well-being, including health benefits from increased physical activity and improved quality of life.

**4) Land Use Impacts:** This examines how the project affects land use patterns, including changes in property values, development opportunities, and urban sprawl.

**5) Safety Impacts:** This evaluates the project's potential to reduce accidents and improve safety for all transport users, contributing to a safer travel environment.

**6) Climate Change Impacts:** This assesses the project's role in reducing greenhouse gas emissions and its alignment with climate change mitigation objectives.

**7) Local Environmental Impacts:** This considers effects on the local environment, including air quality, noise pollution, and impacts on natural habitats and biodiversity.

By analysing these criteria, the most balanced option can be identified, taking into account economic, social, and environmental factors, leading to a more sustainable and beneficial transport project.

## 2.2. The Scheme Objectives

The main objectives of the scheme are as follows:

- To provide safe and accessible cycling and walking facilities;
- To bridge the gap in existing cycling and walking facilities;
- To increase the permeability and connectivity from the DART station to nearby residential areas;
- To promote a shift from car dependency to sustainable transport modes, supporting climate action goals;
- To improve the local environment by reducing traffic congestion, noise, and air pollution;

## 2.3. The Scheme

The Emerging Preferred Route that was recommended in the Options Selection report was presented to the public as part of the public consultation process. The scheme provides high quality walking and cycling facilities from Kinsealy to Portmarnock. It proposes to make the existing cycle track along Chapel Road a shared space for two-way cycling and pedestrians. Existing cycle tracks within Newpark Estate would be widened to 3 meters and a new greenway is proposed to connect this estate to Station Road. The junction of Station Road/R124 would be significantly improved to provide increased road safety, visibility and safe crossings for pedestrians and cyclists. Station Road would be widened to provide traffic lanes of an adequate width, footpaths on both sides and a two-way cycle track on the northern side. A new active travel bridge over the railway line was proposed which would allow cyclists to continue along Station Road until they reach the DART station and connect to the existing cycle tracks there.

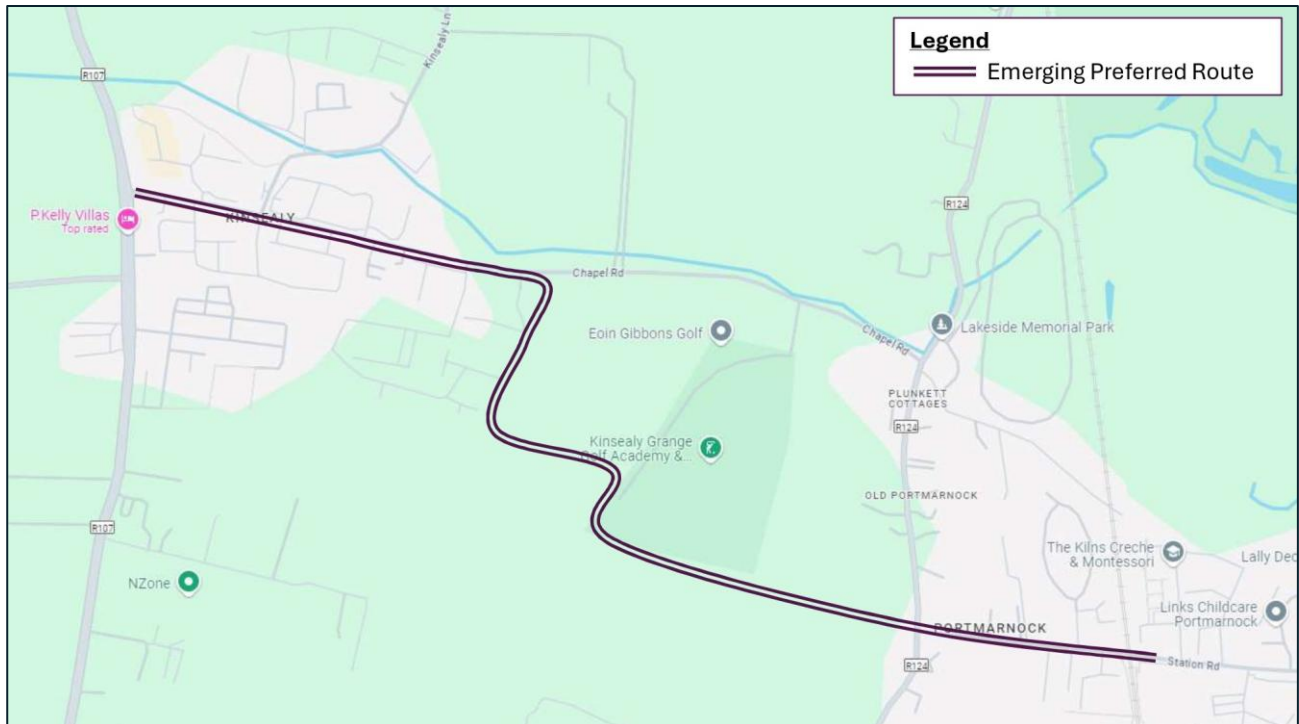


FIGURE 2-1 – SCHEME LOCATION

## 2.4. Policy Context

### 2.4.1. Fingal Development Plan 2023-2029

The County Development Plan guides future growth and development in the County. The Fingal Development Plan sets out the policy objectives and the overall strategy for the proper planning and sustainable development of the County over the plan period from 2023 to 2029. The Plan sets out an approach centred on the core principle of sustainability with a focus on creating vibrant, liveable, climate resilient communities. This Plan is consistent with the 'National Development Plan' (2021-2030) and the Regional Spatial and Economy Strategy (2019-2031).

The plan defines sustainable travel as one of the key strategies to reduce carbon emissions from transport. The focus is to provide high quality infrastructure for pedestrian and cyclists with the aim that car trip can be reduced. To achieve that, the Plan sets out policies. The most relevant for this scheme were listed below:

- Policy CAP3: Promote sustainable settlement and transport strategies within the county and identify measures, including targets for modal shift, to reduce energy use, GHG emissions and adaptation to climate change.



- Policy CMP1: Support the decarbonisation of motorised transport and facilitate modal shift to walking, cycling and public transport and taking account of National and Regional policy and guidance, while supporting an efficient and effective transport system.
- Policy CMP5: Promote best practice mobility management and travel planning through the requirement for proactive mobility strategies for developments focussed on prioritising sustainable modes of travel including walking, cycling and public transport.
- Policy CMP7: Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies.
- Policy CMP9: Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive.
- Policy CMO6: Maintain and improve the pedestrian and cyclist environment and promote the development of a network of pedestrian/cycle routes which link residential areas with schools, employment, recreational destinations and public transport stops to create a pedestrian/cyclist environment that is safe, accessible to all in accordance with best accessibility practice.
- Policy CMO8: Prepare an Active Travel Strategy to encourage active travel and modal shift to sustainable transport modes.
- Policy CMO11: Support the provision of walking and cycling infrastructure, including bike parking, bike repair and support services, to increase footfall and economic activity in town and village centres while reducing emissions and improving quality of life.
- Policy CMP13: Promote and facilitate a network of pedestrian and cycle routes and public realm that is universally accessible for all ages and abilities in accordance with best accessibility practice.
- Policy CMP15: Promote walking and cycling for school trips through support and engagement with the 'Safe Routes to School' and the 'Green Schools Travel Programme'.
- Policy CMP17: Support and facilitate behavioural change initiatives to achieve modal shift towards more sustainable modes and continue to seek funding from relevant funding agencies to advance sustainable mobility schemes and initiatives across the County.

Considering the above policies, it is worth mentioning that the Kinsealy project is aligned with them as they intend to provide walking and cycling facilities for the community. Those improvements seek to enhance the quality of life and contribute to the sustainable growth of the County.

#### **2.4.2. Fingal County Council Climate Change Action Plan 2019-2024**

Fingal County Council's Climate Action Plan sets out how the Council will improve energy efficiency and reduce greenhouse gas emissions in its own buildings and operations, while making the County a more climate-resilient region, with engaged and informed citizens. This will be achieved by a range of ongoing and planned actions in five key areas which will be continuously monitored, evaluated, and updated to 2030 and beyond.

The key targets set out in the plan are as follows:

- 33% improvement in the Council's energy efficiency by 2020.
- Make Dublin a climate-resilient region by reducing the impacts of future climate change-related events.
- 40% reduction in the Council's greenhouse gas emissions by 2030.
- Actively engage and inform our citizens on climate change.

To fulfil those targets, five key actions areas were defined on the Plan i.e transport, flood resilience, nature-based solutions, resource management and energy & buildings. This scheme will support the transport element of this plan, as it provides a high-quality design of the streets with the aim of making the streets more attractive for pedestrians and cyclists. That improvement has the potential to encourage the modal shift from cars to active travel, which will result in a reduction of greenhouse gas emissions.

### 2.4.3. Kinsaley Local Area Plan 2019

Pursuant to Section 20 of the Planning and Development Act 2000 (as amended) notice is hereby given that Fingal County Council, being the Planning Authority for the area, has prepared a Local Area Plan (LAP) for Kinsaley 2019 Co. Dublin. With focus on the Pedestrian and Cycle Route objectives, the LAP intends to:

- Maintain and improve existing footpaths and ensure that new footpaths are provided as part of a connected permeable network throughout the village.
- Facilitate the recommendations of the Cycleway/Footpath Network Development in the Kinsaley Environs- Feasibility and Concept Study taking cognisance of the objectives of the LAP.
- Facilitate the delivery of a comprehensive network of safe and attractive cycle and pedestrian routes facilitating commuting, educational, housing and leisure trips connecting key attraction points within the village to the wider hinterland.
- Facilitate the provision of footpaths along the main arteries of the Malahide Road, Chapel Road and Baskin Lane.
- Provide enhanced pedestrian and cycle connectivity to the existing and proposed schools.

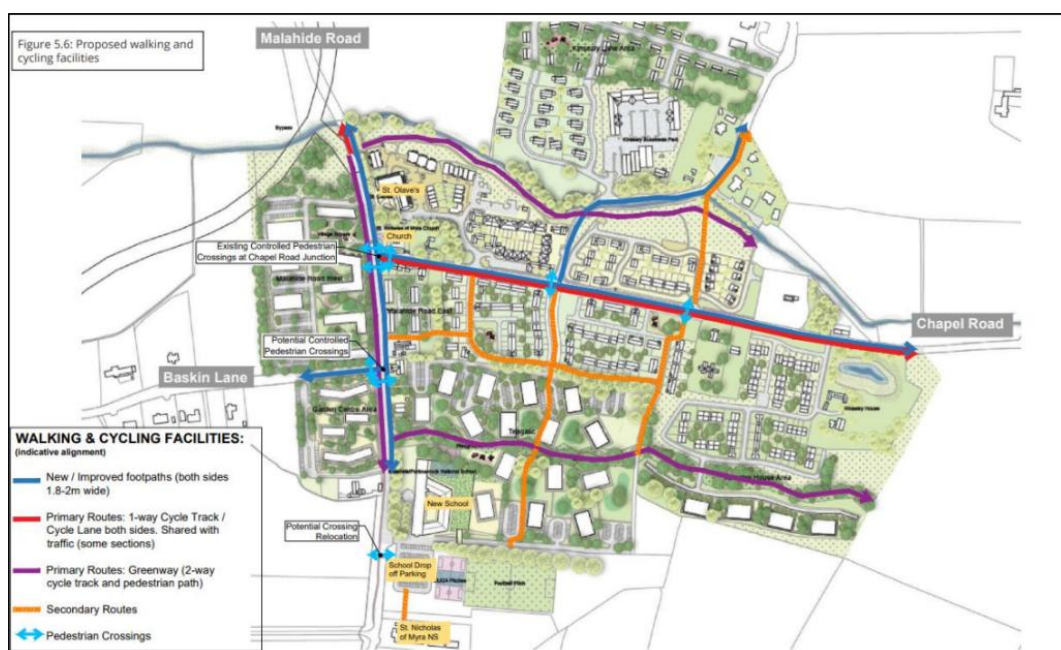


FIGURE 2-2: PROPOSED WALKING AND CYCLING FACILITIES

The preferred option for the route between Kinsealy and Portmarnock proposes to complete the active travel network in line with the Kinsealy Local Area Plan (LAP).

### 2.4.4. GDA Cycle Network Plan 2022

The Irish Government, the NTA and various State Agencies are committed to ensuring that cycling as a transport mode is supported, enhanced, and exploited, to achieve strategic objectives and reach national goals. The figure below shows the proposed cycle routes that are part of the Cycle Network Plan within Swords, Malahide, and Portmarnock. It is important to note that Station Road and Chapel Road are part of the Kinsealy scheme and is also included in the Cycle Network Plan as a Primary Network. Therefore, this project will create a link to connect Kinsealy's community to the main cycle arteries while Kinsealy lane is upgraded as a feeder route.



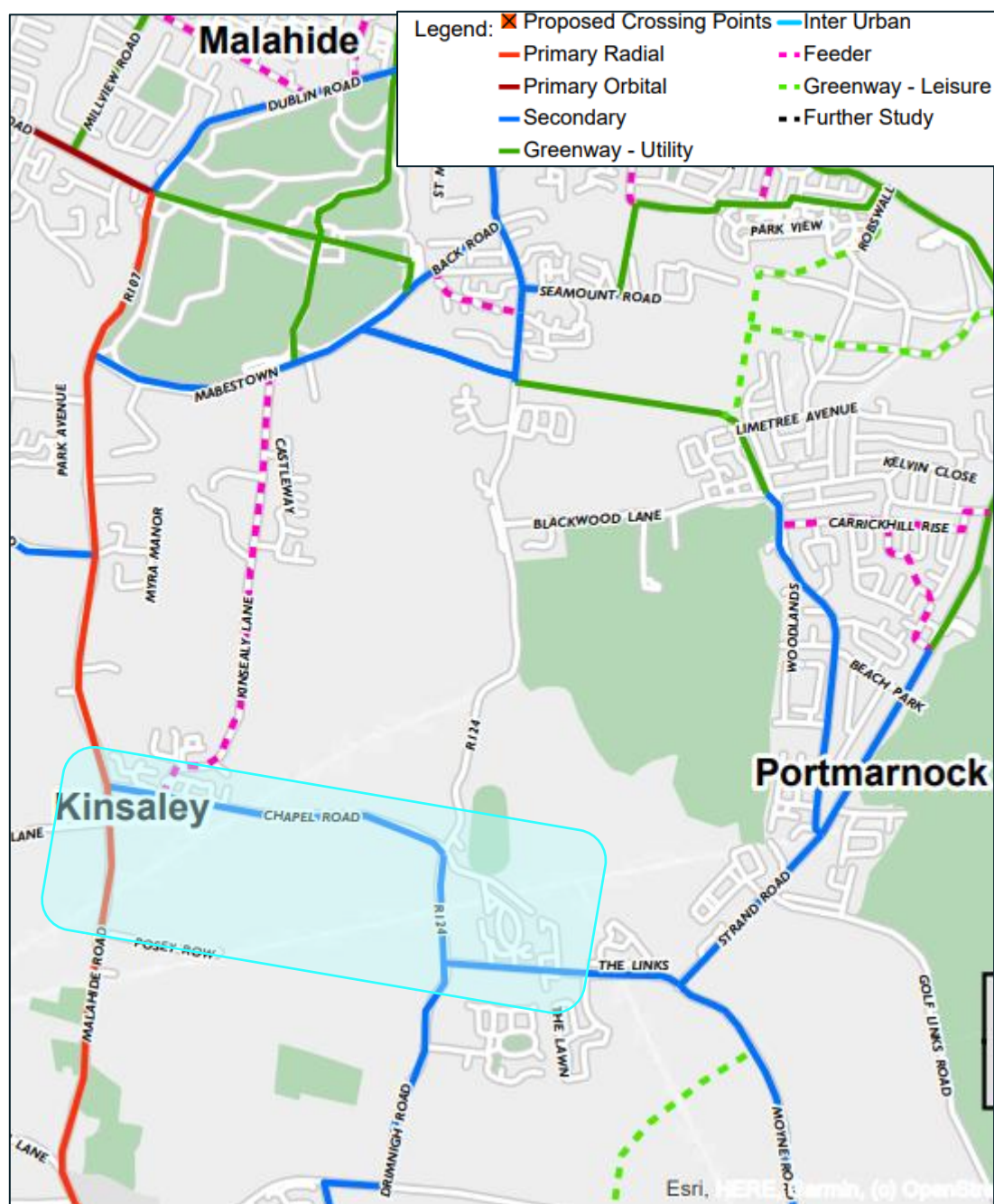


FIGURE 2-3: SWORDS, MALAHIDE AND PORTMARNOCK CYCLE NETWORK PLAN (SOURCE: 2022 GDA CYCLE NETWORK)

### 3. FEEDBACK FROM PUBLIC CONSULTATION

Section 3 of this report contains an overview of the feedback and issues raised in submissions through the public consultation process.

#### 3.1 Non-Statutory public consultation activities and engagement

The public were made aware of the Kinsealy to Portmarnock Walking and Cycling Scheme consultation through a range of activities including printed project materials (posters and leaflets in English and Irish – see Figure 3-1), County Council website content and social media content. Full details are outlined in Table 3-1.

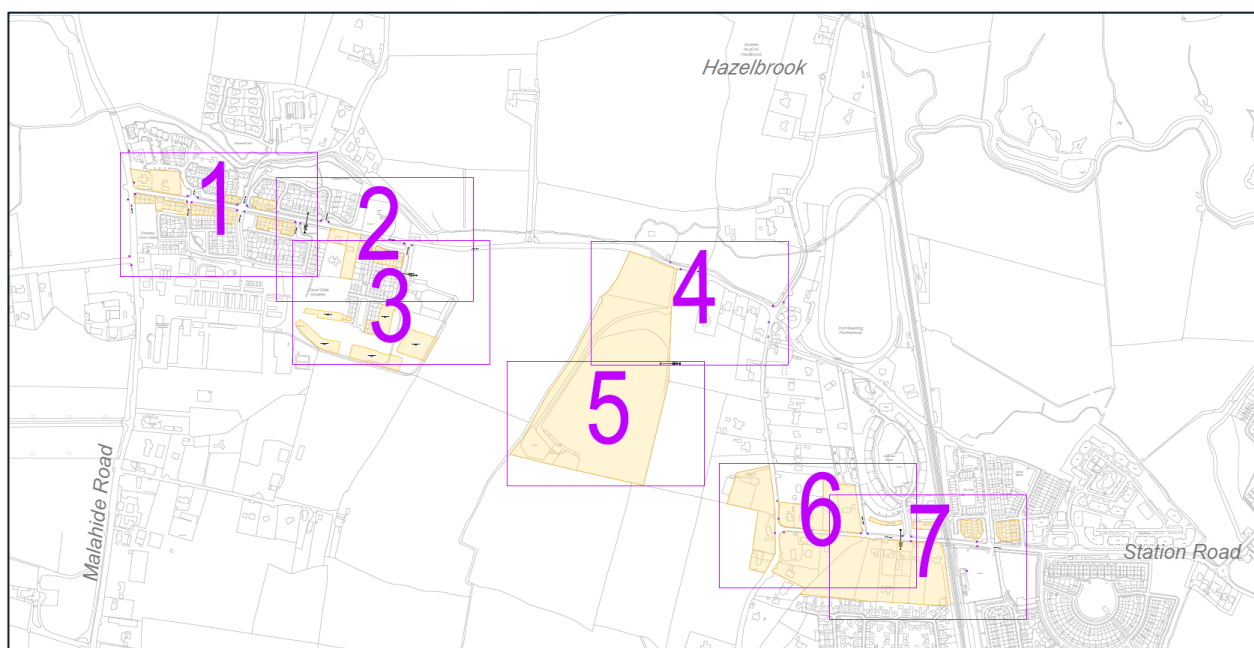


FIGURE 3-1: IMAGES OF THE POSTER AND FLYER IN ENGLISH

Awareness raising activities	Quantity
Leaflet mail drop – A consultation leaflet was created including a project map, summary explanation of the scheme, a QR code to the consultation page, and an overview of consultation events. This was distributed to all premises within the catchment area shown in Figure 2.1. Locations included: residents, housing estates, businesses and all affected parties along Chapel Road, R124, Malahide Road and Station Road	Approx. 300
Leaflets hand distributed – The same leaflets were issued to FCC staff and Local Councillors for distribution.	Approx 50
On-Street Posters – Project posters with the QR code, a brief scheme overview and details of the in-person Public Consultation were placed across the site area in various locations.	10 locations
Malahide Public Library In Person Consultation – An in person consultation was held on 11 December 2024 at the Malahide Hall Library. Drawings were laid out to facilitate discussions. A suggestion box formed part of the consultation.	2 hours 6 Submissions in Suggestion Box

Letter to affected landowners and businesses – letters to residents/business were posted to those whose private land may be affected by the emerging referred route.	Approx. 25 residents Approx. 25 businesses
Print media: An article on the project was printed in the Northside People East Newspaper on 4 December 2024. Regular posts were put up on Facebook, Instagram and X, promoting the consultation and encouraging submissions.	
Fingal County Council web page – FCC host a webpage for public consultations, this page provided an opportunity for the public to note any concerns/comments regarding the proposed scheme via post, email or online. In addition, the FCC web page acted as a repository of all materials and information related to the emerging preferred route	

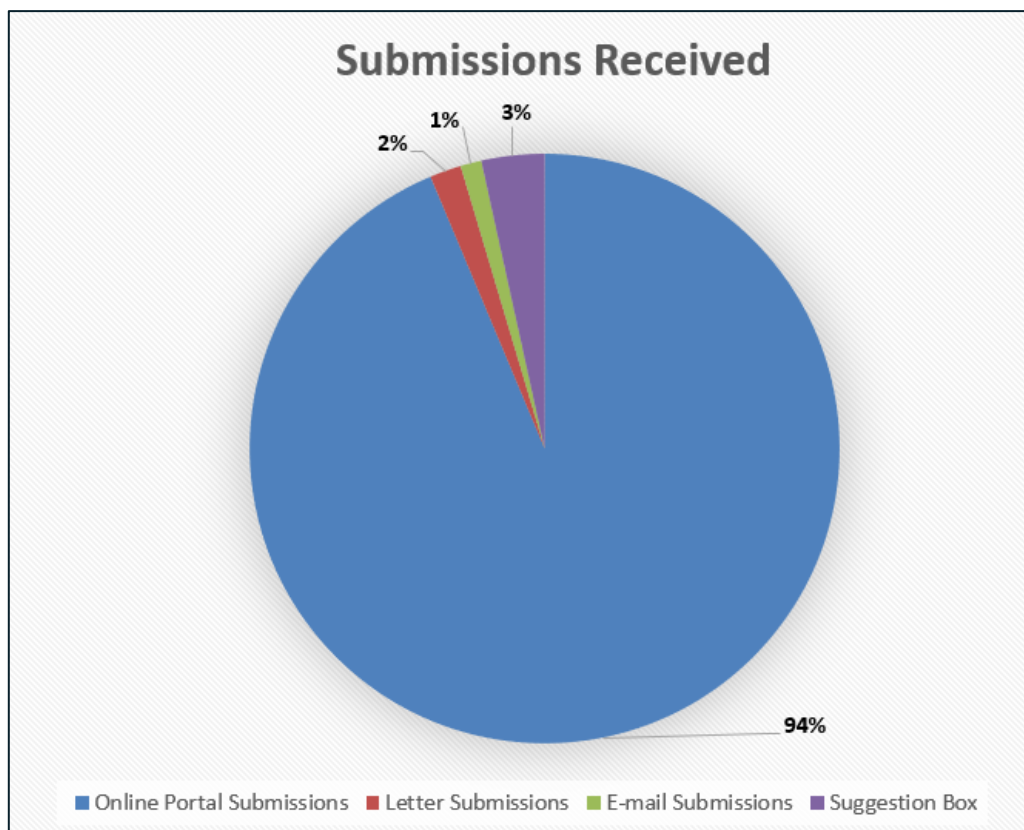
**TABLE 3-1: SUMMARY OF CONSULTATION ACTIVITIES**



**FIGURE 3-2: MAP OF LOCATIONS WHERE LEAFLETS WERE DELIVERED**

### 3.2 Summary of Feedback Received

A total of 174 submissions were received during the public consultation. 163 submissions were received on the online portal (<https://consult.fingal.ie/en/node/35664/submissions>), 3 submissions were received by post, 2 e-mails were sent to FCC officials and 6 handwritten submissions were received at the public consultation (via the suggestion box).



**FIGURE 3-3: PERCENTAGE REPRESENTATION OF SUBMISSIONS RECEIVED**

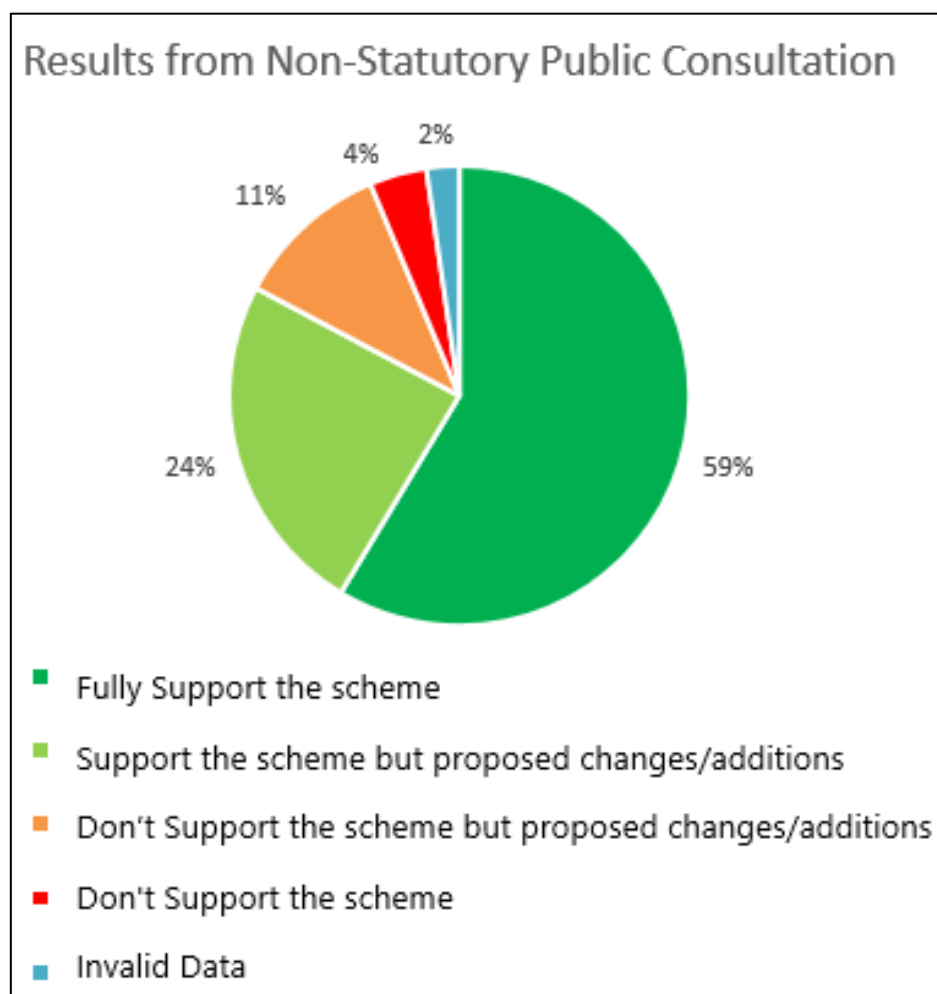
The consultation platforms offered an opportunity for the public to provide comments. As there were no structured questionnaires to guide the input of information, the comments have been analysed and categorized according to the following themes:

- Fully Support the scheme
- Support the scheme but proposed changes/additions
- Don't Support the scheme but proposed changes/additions
- Don't Support the scheme
- Invalid Data

Out of the 174 respondents, 102 indicated their support for the progression of the project. An additional 42 respondents supported the scheme but proposed changes or additions. Meanwhile, 19 respondents did not support the scheme but suggested changes or additions. Seven respondents were opposed to the entire scheme without any additional propositions, and there were four submissions of invalid data where it was unclear if they supported the scheme or not.

Category	No. of Submissions
Fully Support the scheme	102
Support the scheme but proposed changes/additions	42
Don't Support the scheme but proposed changes/additions	19
Don't Support the scheme	7
Invalid Data	4
<b>Total</b>	<b>174</b>

**TABLE 3-2: SUMMARY OF SUBMISSIONS**



**FIGURE 3-4: PERCENTAGE REPRESENTATION OF SUBMISSIONS**

In general, **83% of the respondents indicated their support** for the scheme. Meanwhile, **15% of the respondents did not support** the scheme.

Numerous respondents provided valuable feedback with their submissions. This report aims to capture their feedback and address the critical or frequently mentioned requests.



### 3.2.1. Fully Support the scheme

The majority of participants highlighted the importance of improving the current situation in Kinsealy and Portmarnock, emphasising the urgent need to improve safety for pedestrians and cyclists. From the submissions, 102 respondents agreed that this project represents a crucial and highly beneficial solution and were in full support of the scheme.

Feedback was received from residents, associations, councillors, staff of surrounding creches, schools and nursing homes. Below are snippets encompassing the general comments received from those that fully support the scheme:

From FIN-C778-8:

*"I strongly support the proposed development of a walkway and cycle lane connecting Kinsealy Woods to Portmarnock Dart Station. This project is absolutely vital for the following reasons:*

- Safe Green Route for Commuters:*
- The walkway and cycle lane will provide a safe and environmentally friendly route for residents commuting to the train station for work, reducing reliance on car journeys and promoting sustainable travel.*
- Improved Access to Schools and Creches:*
- The proposal ensures safe passage for families traveling to creches and schools in Portmarnock, greatly enhancing safety for children and reducing parental dependence on vehicles.*
- Reduction of Traffic Congestion on Chapel Road:*
- By providing a viable alternative for local travel, the project will alleviate traffic congestion on Chapel Road, improving the quality of life for all road users.*

*This development will have a profound impact on the community, promoting sustainability, safety, and connectivity. I strongly urge that the council prioritise this essential project for the benefit of all residents."*

From FIN-C778-23:

*"As a resident in Newpark, I fully support and welcome the proposed preferred route. Chapel road has faced huge increases in resident numbers in recent years with the development of large housing estates on either side of the road and the local infrastructure has not been upgraded to match this development.*

- Currently, there is no safe pedestrian or cycling access to Portmarnock from Kinsealy.*
- Hundreds of families and people living on Chapel Road are dependent on cars to drop children to crèches/schools in Portmarnock and to get access to a train station only a short distance away (less than 2k by road and c. 1km via fields to Station Road connection). This is highly unsatisfactory especially in circumstances where there is very limited carparking at the station.*
- Chapel road traffic congestion needs to be alleviated and this preferred route provides a sustainable option for people to leave cars at home and use safe routes to access public infrastructure.*
- With the existing lack of infrastructure, people risk their lives everyday walking or cycling on treacherous Chapel Road which has limited paths, cycleways, streetlights, and poor drainage.*
- Limited parking at Portmarnock train station means Chapel Road residents have limited options for commuting into work and additional stress on family members to drop/pick up from train station at peak hours.*
- Chapel road residents should be able to choose walking and cycling to help support positive climate change and reductions in carbon emissions.*
- Kinsealy and Chapel Road is a fast-growing area and proper infrastructure such as this proposed pathway/cycleway is overdue and urgent.*
- Fingal County council have failed to deliver to date appropriate local infrastructure and this cycleway/pathway is well overdue.*
- Station road is a hazard and dangerous in its existing state. Cars can barely fit side by side on the existing road. Large vehicles mount pavements on a regular basis causing risk of injury and death to cyclists and pedestrians. Expanding Station Road is an essential and overdue capital investment by Fingal County Council that needs to happen as a priority.*

- *The preferred route via the fields is a safe and welcome route to Portmarnock train station and hugely welcomed by Kinsealy residents as it will provide easy walking/cycling access via Newpark estate and the established pathways in place."*

Support from Organisation (Fingal Active Travel Group) FIN-C778-29:

*Fingal Active Travel Group is a sub-group of registered charity, Dublin Cycling Campaign (Registered Charity Number (RCN): 20102029). We strongly believe that Fingal should be an area that promotes active travel within liveable villages, suburban and urban centres. Fingal County Council's ongoing public consultation regarding the proposed changes in the Kinsealy area is a significant step forward in creating safer, more accessible, and environmentally friendly communities.*

- *We support this initiative which will make a huge difference to residents of Kinsealy & also for people on bikes from Malahide & beyond getting safe access to the Portmarnock Greenway.*
- *Chapel Road traffic congestion needs to be alleviated, and this preferred route offers a sustainable option for residents to leave their cars at home and use safe routes to access public infrastructure.*
- *Currently, there is no safe pedestrian or cycling access to Portmarnock from Kinsealy, significantly affecting the local population. Families on Chapel Road rely heavily on cars to transport children to crèches and schools in Portmarnock.*
- *The proposed route alleviates traffic congestion by providing a sustainable solution that encourages walking and cycling, supporting positive climate change initiatives and reducing carbon emissions. Research shows that access to public routes and greenways significantly reduces car journeys.*
- *Kinsealy and Chapel Road are fast-growing areas, and proper infrastructure, such as the proposed pathway/cycleway, is urgent and overdue.*
- *Station Road is currently hazardous, with narrow passages and large vehicles regularly mounting pavements, endangering cyclists and pedestrians. Expanding Station Road must become a priority for Fingal County Council.*
- *The preferred route through the fields to Portmarnock train station is a safe and welcome addition, providing Kinsealy residents with easy access via Newpark Estate and existing pathways.*
- *This consultation is highly welcomed, and the planned route is long overdue. The proposed pathway/cycleway needs to be progressed urgently to provide Chapel Road residents with safe access to Portmarnock train station."*

Points extracted from those that support the project which are not captured above:

- General Support to urgently implement the project.
- Suggestion to at least progress with the Greenway section if CPOs are an issue along Station Road.
- Improve lighting along the route.
- Project benefits being compared to similar projects i.e. Portmarnock-Baldoyle active travel connectivity.
- Parents with prams/buggies support the scheme.

### **3.2.2. Support the scheme but proposed changes/additions**

42 respondents supported the scheme but proposed changes/additions to the proposed scheme. These are listed and addressed accordingly (response in blue italic) in **Appendix A**.

### **3.2.3. Don't Support the scheme but proposed changes/additions**

19 respondents did not support the scheme and proposed changes/additions to the proposed scheme. These are listed and addressed accordingly (response in blue italic) in **Appendix A**.

### 3.2.4. Don't Support the scheme

There were 7 respondents which did not support the scheme for the following reasons:

- Inferred the scheme would cause undue damage to residents and road users.
- Opposition from residents such as The Kilns development or those along the greenway section.
- Removal of trees during construction.
- Property owners objected to the proposed land acquisition.
- Division of agricultural land and possible impact on Greater Dublin Drainage Scheme.

### 3.2.5. Invalid Data

These respondents did not express their support or dissatisfaction for the scheme, instead their comments were related to the following:

- Additional information on the scheme  
*All information related to the emerging preferred route such as the route drawings and report were available on the website -no further information can be provided at this stage.*
- Raised concerns on Embodied Carbon During Construction, Displacement of Embodied Carbon, Traffic Analysis Supporting the Business Case, Vehicle Displacement Estimates, Carbon Reduction Projections, and Value for Money Assessment.  
*Some of these studies have been conducted during the development of strategic development plans which resulted in the need for this scheme.*
- Suggested removing trees to prevent shadows on the roadway.

### 3.2.6. Data integrity

- An analysis of possible duplicate responses was undertaken to determine the integrity of submission data. Across all consultation platforms, it was found that one name appeared more than once although the submissions highlighted different topics of concern which were logged as 2 separate submissions.
- It is noted that one submission (FIN-C778-84) from the Newpark residents included a petition signed by 738 people to support the need for a walkway/cycleway to Portmarnock. Additionally, they included the feedback of two surveys they conducted. One which indicated that out of 215 respondents, 181 residents indicated they would use the active travel facilities if it was provided, 33 would consider leaving their car at home and 1 would not use the route. The other survey indicated that out of 187 respondents, 83 travel daily to Portmarnock Train Station by car, 83 travel a couple times a week, 11 on weekends and 10 never go to the station (FIN-C778-2). While the volume of support is noted here it was only counted as one submission in the figures mentioned above.
- Submissions suggesting similar changes/additions were tallied, the frequency at which a change/addition was proposed was recorded and addressed in Appendix A.

### 3.3 Common themes received from the public consultation

Based on the recurrence of similar suggestions, this section addresses common themes that have been mentioned frequently (more than 5 times).

#### 3.3.1 Theme 1: CPO along Station Road

Several submissions expressed concerns about the initial design proposal, specifically its impact on private properties along the northern side of Station Road, most commonly at The Kilns housing development. Key concerns that were raised included encroaching retaining structures, reduced privacy, security, and the implications of compulsory purchase orders. To address these concerns, suggestions were made to relocate the cycle facilities to the southern side of the road, thereby mitigating the impact on northern properties.

Moreover, there were additional suggestions regarding the placement of active travel facilities on the southern side of Station Road. It was suggested that this location would facilitate a better connection to the existing Baldoyle Cycle Track, which is also situated on the southern side.

#### Response:

To address these issues, a comprehensive review of the options outlined in the Options Assessment Report was undertaken. This involved evaluating alternative routes that were suggested during the public consultation. Various configurations were considered, including options that placed cycle tracks and footpaths on the northern and southern sides of the road, as well as options that involved road realignment and varying degrees of land acquisition.

A hybrid approach is now recommended as the most appropriate solution with different solutions proposed for the western and eastern sections of Station Road, which are based on the specific constraints of each section.

For the western side of the Station Road (from the existing pedestrian crossing near Seabrook Manor entrance to the Station Road/R124 junction), the proposed route remains the same as was presented in the public consultation, with the cycle track located on the northern side of the road, this avoids a costly realignment of the road and minimises the impacts on the larger more mature trees that are on the southern side of the road.

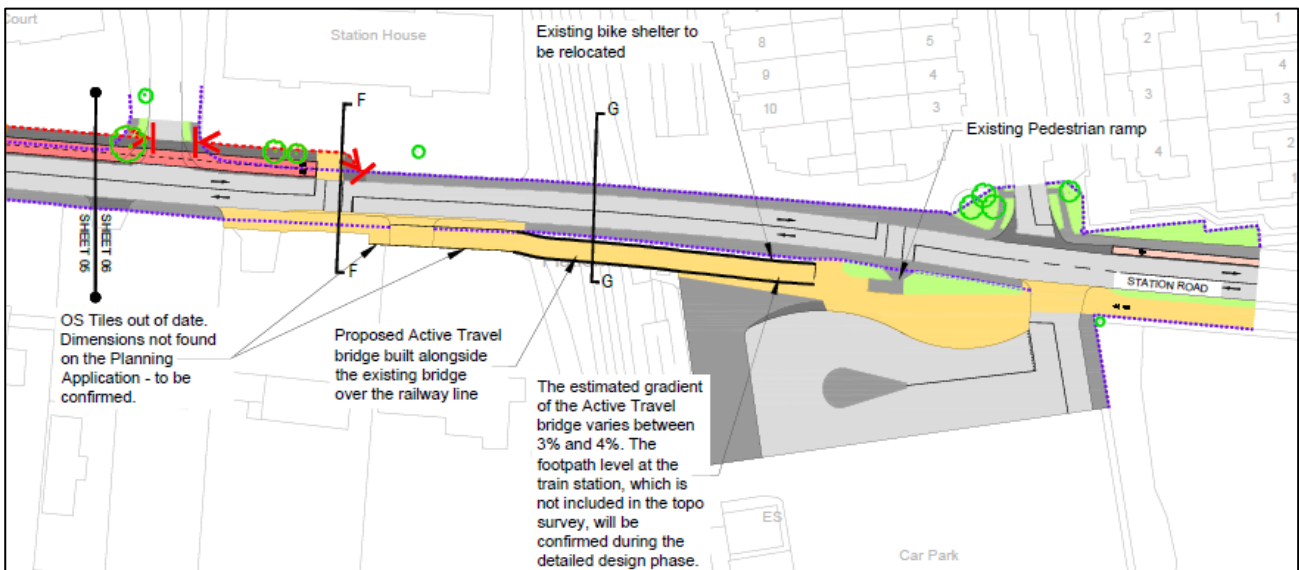
For the eastern section of Station Road (from the existing pedestrian crossing near Seabrook Manor entrance to the end of the scheme at the Kilns entrance), where the majority of the submissions related, it is now recommended to construct the cycle track on the southern side of the road, this will reduce the impact on private properties on the northern side of the road and instead would impact on the urban realm area outside the recently constructed residential building and on lands owned by Irish Rail. An upgraded toucan crossing would be provided to allow cyclists to cross between the paths on opposite sides of the road.

This approach still meets the scheme's objectives but reduces the impacts on private properties. It reduces the extent of land acquisition on the northern side and requires only partial acquisition on the southern side to ensure adequate footpath width. Additionally, placing the cycle track on the southern side near the DART Station provides a seamless connection to the Portmarnock to Baldoyle Greenway.

The specifics of this hybrid approach are illustrated in Figure 3-5 and Figure 3-6. For clearer images, please refer to sheet 5 of 6 and 6 of 6 of the drawings provided in Appendix B.



**FIGURE 3-5: LAYOUT ALONG STATION ROAD WITH ACTIVE TRAVEL FACILITIES ON THE NORTHERN SIDE**



**FIGURE 3-6: LAYOUT ALONG STATION ROAD WITH ACTIVE TRAVEL FACILITIES SWITCHING TO THE SOUTHERN SIDE AT EXISTING CROSSING OUTSIDE STATION HOUSE**



## Theme 2: Impact of bollards along Chapel Road outside Chapel Cottages

Residents of Chapel Cottages along Chapel Road expressed objections to the proposed installation of bollards. Their concerns were that the presence of bollards could lead to high-speed cyclists or groups of pedestrians outside their doorsteps, posing a potential inconvenience when they open their doors. Additionally, residents currently use the footpath for parking, and the proposed design would remove this option without providing an alternative solution for parking this close to their entrances.

### Response:

Parked cars can block footpaths and present obstacles to pedestrians at this location. Providing bollards would have improved the facilities for pedestrians and would also allow less confident cyclists to cycle on a shared space rather than mix with traffic on the road.

However, the concerns of the residents are noted and in order to maintain convenient parking and access to these properties it is no longer recommended to install these bollards. Given that no additional work is required along this section of the route, and active travel facilities are already in place between the cottages and the Cooper's Wood/Chapel Road junction, the scheme will be shortened and will now commence at the Cooper's Wood/Chapel Road junction. Refer to sheet 1 of 6 in Appendix B. If convenient alternative parking becomes available in the future, the installation of bollards to prevent parking on this footpath should be considered at that time.

### Theme 3: Concerns along Greenway

12 supportive submissions were concerned about the lack of passive surveillance on the greenway section, highlighting that the absence of regular monitoring could lead to a feeling of isolation for users of the route. This sense of isolation could potentially create a corridor for anti-social behaviour, making the area less safe for pedestrians and cyclists.

Additionally, landowners requested consideration of the long-term plans for the land to ensure the proposed route does not conflict with future residential, commercial, or infrastructural developments. Furthermore, the route must be compatible with the Greater Dublin Drainage Scheme, ensuring that new construction does not interfere with the scheme's effectiveness and that the pathway is integrated with existing and planned drainage infrastructure.

One participant did not support the greenway due to concerns of the route's impact on natural habitats, including trees, wildlife and ecosystems.

Out of the 102 submissions that fully supported the scheme without comments, an additional 42 submissions backed the scheme with proposed changes. 12 of these 42 submissions expressed concerns specifically about the greenway. Overall, the consensus indicates strong general support for the greenway as a suitable proposal.

#### Response:

The Options Assessment Report, which was shared during the public consultation, considers various possible routes between Kinsealy and Portmarnock. The assessment considered the advantages and disadvantages of each option. Additionally, alternative routes suggested during the public consultation were assessed. The evaluation aimed to address the concerns raised while balancing the need for safety, environmental preservation, and practical implementation.

After careful consideration, the recommended route remains the Greenway through agricultural land. This recommendation is based on several key factors:

**Environmental Preservation:** The greenway route avoids felling large numbers of existing mature trees compared to the route along Chapel Road and the R124. This consideration is crucial for maintaining local biodiversity and natural habitats. Additionally, initial environmental studies conducted did not indicate any impact on endangered habitats in the vicinity of the greenway route.

**Land acquisition and garden retention:** This route requires significantly fewer Compulsory Purchase Orders (CPO) on residential properties, ensuring that gardens remain intact and preserved.

**Cost and Construction Efficiency:** The greenway's construction is significantly more cost-effective compared to the expenses associated with road realignment and CPOs along Chapel Road or the R124 for alternative options.

**Minimising Disruption:** By not running along Chapel Road and the R124, the Greenway route prevents disruption to traffic during construction, except at the junctions with the greenway connecting to Chapel Road and the R124.

**Agricultural Land Management:** Connectivity between plots of agricultural land can be managed with controlled gates for farmers, addressing concerns about the division of agricultural land. Additionally, the green space and absence of traffic management needs allow for quick construction.

**Safety and Surveillance:** By incorporating CCTV along the Greenway, the route can offer a safer environment for cyclists and pedestrians. This measure mitigates concerns about isolation and anti-social behaviour by ensuring continuous surveillance.

Considering these factors, the Greenway through agricultural land offers a balanced solution that addresses safety, environmental, and practical concerns. Therefore, it is recommended that this option proceeds to the preliminary design phase. During this phase, separated pedestrian and cycle facilities and increased lane widths will be considered to further enhance the route's safety and usability.

By moving forward with this recommendation, we aim to create a route that is safe, environmentally friendly, and minimally disruptive, while addressing the concerns raised during the public consultation.

### Theme 3: Use the Old Road instead of Station Road

Suggestions were made to use Old Road for cycle lanes and footpaths as an alternative to disrupting properties along Station Road. This proposal from the public aimed to mitigate the impact on residents and property owners along Station Road by redirecting the cycle and pedestrian traffic to the Old Road which is less densely populated and has fewer properties directly adjacent to it.

#### Response:

The Options Assessment Report, which was shared during the public consultation, considers various possible routes between Kinsealy and Portmarnock. The assessment considered the advantages and disadvantages of each option. Old Road was considered and was found to have more drawbacks, especially for vulnerable road users such as pedestrians and cyclists. Old Road is too narrow for segregated cycle lanes, forcing pedestrians and cyclists to share space with cars. Additionally, it passes under a narrow bridge and through housing estates and educational facilities (The Kilns and The Kilns Creche & Montessori) before reaching Station Road. The main challenge with this route is that cyclists need to navigate through the estate, where the shared road space requires them to merge with traffic, making it less safe. Additionally, this option does not rectify the existing safety issues on Station Road. As a result, Old Road was not chosen as the preferred route.

Station Road has been recommended as the preferred route for active travel facilities, as it offers a safer, more direct and more enjoyable experience for everyone with separate lanes for cyclists and dedicated footpaths. It also provides a major safety improvement on Station Road and the junction with the R124. The planned upgrade of lane widths along Station Road directly addresses public safety concerns about the roads being too narrow for large vehicles. It is also proposed to upgrade and signalise the junction with safe pedestrian crossings and improved sightlines in all directions. While the preferred route involves acquiring some land from residential properties, it prioritises preserving large trees, to minimise the environmental impact. Additionally, this route provides a direct connection to the Baldoyle Cycle Track, greatly improving accessibility and connectivity for the community.

### 3.3.2 Theme 4: Further active travel routes should be implemented

Numerous suggestions for an extension to the proposed scheme such as:

- North-south connections into Dublin along the R107 (Malahide Road)
- South of the scheme along the R124 (Drumnigh Road) – including Drumnigh Manor Road (Drumnigh Woods/Manor housing estates, Baskin Lane Junction etc.)
- Kinsealy Lane
- North of the scheme along the R124 (Drumnigh Road) – including Lakeside Memorial Park

#### Response:

We appreciate the community's input and the valuable suggestions for extending the proposed scheme. The North-South connections along the R107 (Malahide Road) are included in the Greater Dublin Area Cycle Network Plan, and it is intended to progress this section in the coming years. However, these connections cannot be implemented under the current contract due to scope and timing constraints.

Similarly, extensions of the scheme to areas such as Drumnigh Road (both north and south), Kinsealy Lane, and Lakeside Memorial Park cannot be considered under the present contract. While these extensions are important and will be reviewed for future planning, they are beyond the scope of the current project.



## Theme 5: Separate Cycle and Pedestrian Facilities

During the public consultation, several suggestions were made to maintain or implement separate facilities for cyclists and pedestrians to enhance safety and usability.

Two (2) suggestions were made to maintain the existing separate cycle and pedestrian paths along a section on the south of Chapel Road, extending from just beyond Chapel Cottages to the entrance of Cooper Woods. Five (5) suggestions were received to implement separate paths for cyclists and pedestrians along the greenway, ensuring that they do not share the same space.

### Response:

Based on the feedback, it is recommended to maintain the existing footpath and cycle lanes along the specified section on the south of Chapel Road. This section extends from just beyond Chapel Cottages to the entrance of Cooper Woods. Consequently, the scheme will commence at the Cooper's Wood/Chapel Road junction, aligning with the latest Construction Design and Management (CDM) regulations.

Additionally, the importance of keeping cycle and pedestrian facilities distinct along the greenway is acknowledged. As such, the preliminary design phase will consider implementing separate paths for cyclists and pedestrians. This approach aims to provide a safer and more efficient experience for all users, ensuring that cyclists and pedestrians can enjoy the greenway without the risk of conflicts.

## 4. CONCLUSION AND RECOMMENDATION

Based on the feedback received from the public it can be concluded that most respondents believe the upgraded cycle network and pedestrian facilities will benefit the local area by improving connectivity, encouraging active transport, and enhancing road safety. The public consultation process has reinforced the need for this scheme and confirmed its relevance. Several concerns raised by the public have been addressed in Appendix A or explored further in Section 2.

It is recommended that the Emerging Preferred Route (EPR) presented to the public be refined during the preliminary design stage, noting the following amendments:

- The existing separated cycle tracks and footpaths on Chapel Road will remain unchanged, with bollards no longer proposed outside Chapel Cottages. Therefore, the scheme will commence at the Cooper's Wood/Chapel Road junction.
- The greenway through agricultural lands will be developed taking into consideration the suggestion for separate facilities for cyclists and pedestrians.
- For the western side of the Station Road (from the existing pedestrian crossing near Seabrook Manor entrance to the Station Road/R124 junction), the proposed route remains the same as was presented in the public consultation, with the cycle track located on the northern side of the road. The existing pedestrian crossing near Seabrook Manor entrance shall be upgraded to a toucan crossing to facilitate cyclist crossing. For the eastern section of Station Road (from the existing pedestrian crossing to the end of the scheme at the Kilns entrance), it is now recommended to construct the cycle track on the southern side of the road on lands owned by Irish Rail.

### Next Steps

It is recommended that this project proceeds to preliminary design and undertakes the following additional studies to refine the design of the Emerging Preferred Route to the Preferred Route:

- Topographical survey
- Tree survey
- Ground Penetrating Radar (GPR) survey
- Ecological habitat studies

In addition to the surveys, during the preliminary design phase consultation with Irish Rail will take place, particularly due to the proposed crossing over the rail line along Station Road. This collaboration will ensure that all safety and operational concerns are addressed effectively. Furthermore, if the project progresses to the planning stage, a subsequent round of public consultation will be organised. This will provide an opportunity to present the project details to the community, allowing residents to offer their insights and feedback, thereby fostering transparency and community engagement in the development process.

The community's participation and valuable feedback throughout this process are greatly appreciated. The insights provided have been instrumental in shaping a safer, more connected, and environmentally conscious active travel network. The collaborative effort will continue as the project moves into the next phase.

## APPENDIX A

The table below details the respondents who suggested changes. Public suggestions are summarised in black, with the response of the design team are provided in blue italics. Submissions suggesting similar changes/additions were tallied, the frequency at which a change/addition was proposed is recorded below

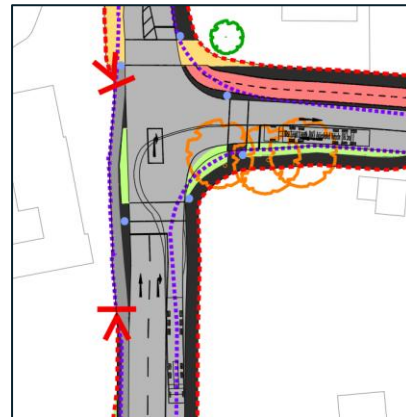
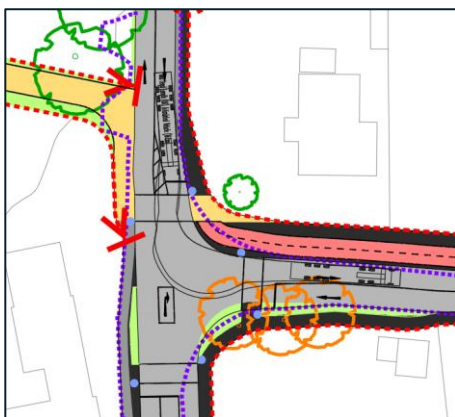
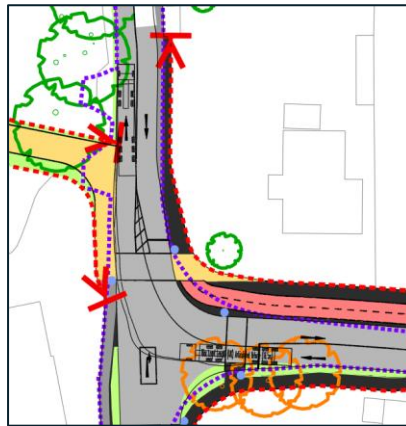
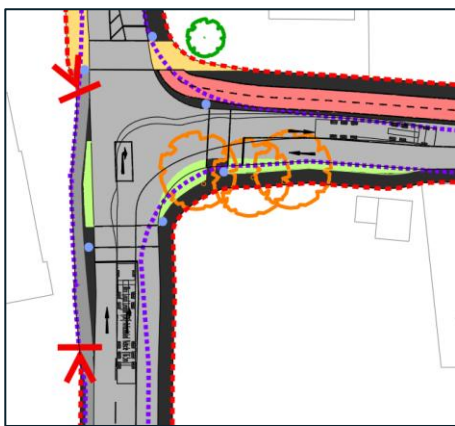
\*Frequency of request

Suggestion & Response	Support*	Don't Support*	Total*
<p>Move active travel facilities (Cycle track and bridge over rail) to southern side of Station Road Key issues included encroaching retaining structures, privacy invasion, reduced security, and the implications of compulsory purchase orders. Other suggestions were to connect to Baldoyle Cycle Track.</p> <p><i>Request reviewed – refer to section 3.3.1.</i></p>	16	11	27
<p>Include the R124 south of the scheme up to Drumnigh Manor Road (Drumnigh Woods/Manor housing estates, Baskin Lane Junction etc.)</p> <p><i>Request reviewed - refer to section 3.3.5.</i></p>	12	1	13
<p>Kinsealy Cottages: Residents are concerned that the presence of bollards could lead to high-speed cyclists or groups of pedestrians being right outside their doorsteps, posing a potential inconvenience when they open their doors. Additionally, residents currently use the footpath for informal parking, and the proposed design would eliminate this option without providing an alternative solution for parking near their entrances. These residents have indicated that they requested parking as per previous engagements with FCC and the Land Development Agency, but this has not been addressed.</p> <p><i>Request reviewed - refer to section 3.3.2.</i></p>	4	4	8
<p>Use the Old Road instead of Station Road: Suggestions were proposed to use The Old Road for cycle lanes and footpaths as an alternative to disrupting properties along Station Road. This proposal from the public aimed to mitigate the impact on residents and property owners along Station Road by redirecting the cycle and pedestrian traffic to the Old Road which is less densely populated and has fewer properties directly adjacent to it.</p> <p><i>Request reviewed - refer to section 3.3.4</i></p>	4	4	8
<p>Widen Traffic Lanes Along Station Road: Concerns have been raised about the narrow traffic lanes on Station Road leading to the junction. The limited width forces large vehicles to mount the footpath to avoid collisions with other vehicles, posing significant risks to pedestrians and cyclists.</p> <p><i>The design proposed during the non-statutory public consultation addresses the issue of narrow lanes on Station Road. Previously, the road width was 2.75 meters. The proposed design suggests gradually increasing the lane width to 3.75 meters as the junction is approached, aligning with the Design Manual for</i></p>	6	1	7

*Urban Roads and Streets (DMURS) guidelines.*

*However, it's recognised that wider, straighter roads can encourage faster speeds, as noted in the Traffic Management Guidelines dated May 3, 2022. Therefore, widening lanes along the entire road is not recommended. Instead, the design includes a slight flare at the junction to facilitate turning movements, as shown in the tracking drawing. The general approach throughout the scheme is to maintain existing road widths unless they fall below the prescribed guidelines.*

- In new designs the standard lane width on Arterial and Link Streets should lie in the range of 2.75m to 3.5m. Within this range the preferred values are 3.0m and 3.25m. The selected values within the overall range will depend on the following:
  - the function and context of the street
  - the number of large vehicles using the street
  - access requirements and frequency of accesses
  - the overall number of lanes
  - the need for lane width reductions at pinch points
- The standard carriageway width on Local streets should be between 5-5.5m (i.e. with lane widths of 2.5-2.75m).



<p>Some submissions raised concerns about passive surveillance along the greenway, highlighting that the absence of passive surveillance could lead to a feeling of isolation for users of the route. This sense of isolation could potentially create a corridor for anti-social behaviour, making the area less safe for pedestrians and cyclists.</p> <p><i>Request reviewed - refer to section 3.3.3.</i></p>	5	2	7
<p>Ensure that the pedestrian footpaths along Station Road are sufficiently wide to accommodate safe and comfortable movement for all users.</p> <p><i>This involves adhering to established guidelines, such as the Design Manual for Urban Roads and Streets (DMURS), which specify minimum width requirements.</i></p> <p><i>Existing footpaths are as narrow as 0.9m in some sections whereas the proposed footpaths are between 1.8-2.0m which is wide enough to allow pedestrians, including those with mobility aids or strollers, to pass each other comfortably without stepping onto the roadway. These footpaths include features such as raised crosswalks and kerb extensions to shorten crossing distances and improve visibility. Additionally, the design considered future pedestrian traffic growth, ensuring that the pathway remains functional and safe as usage increases over time.</i></p>	5	1	6
<p>Several suggestions were made to implement separate facilities for cyclists and pedestrians along the Greenway as opposed to the shared space proposed during the consultation.</p> <p><i>Space restrictions shall be evaluated at preliminary design stages to consider accommodating separate facilities for cyclists and pedestrians along the Greenway</i></p> <p><i>Request reviewed -refer to section 3.3.6.</i></p>	5	0	5
<p>Further active travel routes should be implemented especially the north-south connections into Dublin (Particularly Kinsealy Lane, Malahide Road, R124, Lakeside Memorial Park).</p> <p><i>Request reviewed - refer to section 3.3.5.</i></p>	5	0	5
<p>Safety concerns have been highlighted at the Station Rd/R124 junction, prompting a request to alleviate traffic congestion and enhance safety.</p> <p><i>To address these issues, the proposal includes signalising the junction to regulate traffic flow effectively. This measure aims to facilitate smooth and safe crossing for pedestrians and cyclists at the junction, ensuring their protection while minimising congestion.</i></p>	3	1	4



<p>Suggestions to ensure the route is compatible with the Greater Dublin Drainage Scheme, ensuring that new construction does not interfere with the scheme's effectiveness and that the pathway is integrated with existing and planned drainage infrastructure.</p> <p><i>Request reviewed - see section 3.3.3.</i></p>	1	2	3
<p>Public lighting along the entire route should be prioritised to ensure the safety of all users during low-light conditions.</p> <p><i>In accordance with DMURS, adequate lighting and clear signage are included in the design to enhance pedestrian safety, especially during low-light conditions. Well-lit active travel facilities and clearly marked pedestrian crossings contribute to a safer walking environment.</i></p>	3	0	3
<p>Suggestions were made to maintain separate facilities for cyclists and pedestrians along Chapel Road (avoid shared space).</p> <p><i>Request reviewed – refer to section 3.3.6.</i></p>	2	0	2
<p>Landowners requested consideration of the long-term plans for the land to ensure the proposed route does not conflict with future residential, commercial, or infrastructural developments. Furthermore, the route must be compatible with the Greater Dublin Drainage Scheme.</p> <p><i>Request reviewed – refer to section 3.3.3.</i></p>	1	1	2
<p>One resident expressed concerns of the greenway connecting to Newpark Estates, their suggestion was to extend the greenway south of the estate in the existing green fields. Another resident encouraged the connection between the greenway and the estate.</p> <p><i>The Kinsaley Local Area Plan (LAP) envisages cycle lanes throughout the estate and future developments to encourage cycling therefore the proposed route in accordance with the LAP.</i></p>	1	1	2
<p>Residents expressed concerns that the time span between the design and implementation phases of the project could extend over several months. Given the urgent need for these upgrades, there have been requests to install temporary footpaths to address immediate safety needs.</p> <p><i>Implementing temporary footpaths may lead to substantial expenditures, as these structures might need to be dismantled once the final design is executed, resulting in wasted resources. Therefore, it is not recommended to pursue temporary solutions that could lead to financial inefficiencies.</i></p>	2	0	2

<p>To optimise the use of space, it was suggested to maintain cycling facilities only on one side of the road (no footpath alongside the cycling facility) while doubling the width of the pedestrian footpath on the other side (no cycle facilities).</p> <p><i>Typically, the common practice is to facilitate walking and cycling on both sides of the road to accommodate diverse user needs. In cases of significant space constraints, like the proposed scheme, shared spaces or reduced widths may be considered to ensure efficient use of available space while maintaining safety standards.</i></p>	2	0	2
<p>Suggestions to add traffic calming measures (e.g. speed bumps, etc.)</p> <p><i>Traffic calming measures in the form of raised tables at crossing points will be considered during preliminary design.</i></p>	1	0	1
<p>Suggestion to include a safe crossing points across Station Road to the east of the scheme (up to The Links creche)</p> <p><i>Adequate crossings at safe points along the scheme shall be considered during preliminary design.</i></p>	1	0	1
<p>Efforts should be made to ensure that noise, traffic disruptions, and access restrictions during construction have minimal impact on residents and social housing, preserving their comfort and accessibility.</p> <p><i>Noted. A suitable construction management plan will be prepared prior to construction.</i></p>	1	0	1
<p>A request was made for additional cycle and pedestrian connections in the Newpark estate.</p> <p><i>These routes form part of the future LAP. However, these connections cannot be implemented under the current contract due to scope and timing constraints.</i></p>	1	0	1
<p>Consideration should be given to an alternative route for heavy traffic along Station Road to enhance traffic flow and reduce congestion.</p> <p><i>The relocation of heavy vehicles falls outside the scope of this contract FCC traffic management team to review an alternative route for heavy traffic.</i></p>	1	1	2
<p>Ensure hedge along station road and R124 doesn't impinge on the path</p> <p><i>The CDM proposes buffer widths which has been incorporated into the design to reduce the encroachment of hedges/property boundary treatments into theses active travel facilities. The artist impression is a suggestion, final details on kerbside treatments (constructability, cost and maintenance) to be confirmed during preliminary and detailed design stages.</i></p>	1	0	1
<p>A member of the public raised concerns on the route's impact on natural habitats, including trees, wildlife and ecosystems.</p>	0	1	1

Initial environmental studies conducted did not indicate any impact on endangered habitats. Further studies will be done during the prelim design stage.			
Due to the proposed development of the Lakeside Memorial Park along the R124, there is a concern of additional traffic. A suggestion was made to alleviate this traffic congestion.  <i>Traffic implications due to the proposed Lakeside Memorial Park development falls outside of the scope of this contact.</i>	0	1	1
Residents mentioned the forthcoming upgrade of the abandoned bridge over the rail line near Drumnigh Manor (coordinates: 53.4127062, -6.1504880), which is intended to support active travel facilities, and they proposed to utilise this bridge instead of enhancing Station Road and its bridge.  <i>This bridge is approx. 500m away from the proposed scheme and is proposed to service alternate active travel routes. It proposed to upgrade both this bridge and Station Road to serve a greater variety of direct active travel journeys</i>	0	1	1
To promote active travel and enhance safety for cyclists, it was proposed to convert Station Road into a cycle street. This suggestion aims to prioritise bicycles, creating a safer and more attractive route for cyclists while still allowing access for local motor traffic under specific conditions.  <i>The speed along the road and the volume of traffic per hour is too high for this solution to work safely.</i>	0	1	1
To prevent antisocial behaviour and minimise large shadows over properties at Newpark Estate, it was recommended that the hedgerow system is maintained frequently, or alternative solutions are provided.  <i>The type of fencing or hedging that can effectively deter antisocial behaviour while allowing adequate lighting will be determined during the Preliminary and Detailed design stages. This approach will ensure that the chosen solution is both functional and aesthetically pleasing, tailored to the specific needs of the community.</i>	1	0	1
Concerns raised by the operators at the Kinsealy Golf Centre and Driving Range that the proposed scheme has the potential to impact the operations at Kinsealy Golf Centre and Driving Range. Suggestions to ensure the final design ensures the active travel facilities remain outside of the client's property.  <i>Currently, the scheme does not encroach on the property or its operations, and efforts will be made to maintain this status during the detailed design phase.</i>	1	0	1

<p>Suggestion made to retain trees along the proposed route.</p> <p><i>The design aims to balance user needs with environmental considerations by retaining as many trees as possible. While some trees are proposed for removal, these actions are deemed necessary to advance the scheme. Efforts will be made during design phases to minimise the environmental impact while ensuring the project's successful implementation. Additionally, it is intended to replace a minimum of 3 trees for each tree removed.</i></p>	0	1	1
<p>A suggestion has been made to enhance road markings and improve junctions to alleviate traffic congestion.</p> <p><i>All road markings would be repainted as part of the permanent scheme.</i></p>	1	0	1

## APPENDIX B

Revised scheme drawings (Post non-statutory public consultation)