Royal Canal Urban Greenway

Public Consultation Reports

October 2026

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Public Consultation Reports

The following reports document the non-statutory public consultation processes undertaken during the development of the Royal Canal Urban Greenway. Public consultation has been a key component of the project, providing local residents, stakeholders, public agencies and greenway users with the opportunity to review proposals, raise concerns, identify opportunities and help shape the evolving design.

The consultation process was conducted at different stages of the project's development and reflects the progression from route identification and option selection through to refinement of the Preferred Route. Feedback received informed further investigations, design revisions, environmental assessments and stakeholder engagement activities carried out by the project team.

The reports that follow summarise the consultation methods undertaken, the volume and nature of submissions received, the principal themes raised by consultees, and the project team's responses where appropriate. Together, they provide a record of how public and stakeholder feedback contributed to the development of the Royal Canal Urban Greenway proposals.

Report 1: Public Consultation Submission Review (2019)

This report summarises the first round of non-statutory public consultation undertaken in 2019 on the Emerging Preferred Route. It analyses over 600 submissions received from residents, community groups and other stakeholders, identifies the key concerns and recurring themes raised, and records the issues considered by the project team as part of the route assessment process.

Report 2: Non-Statutory Public Consultation Report (2021)

This report documents the second non-statutory public consultation, undertaken following additional investigations and refinement of the scheme. It outlines the consultation activities carried out, including online engagement, webinars and surveys, summarises over 1,100 submissions received, and sets out responses to the main issues raised in relation to route selection, design, environmental considerations, safety and accessibility

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TECHNICAL NOTE 170239/12

Subject:	Public Consultation Submission Review	**Produced by:**	PS
Project:	Royal Canal Urban Greenway	**Checked by:**	RK
Job No:	170239	**Date:**	17th Oct 2019

1. INTRODUCTION

Fingal County Council in conjunction with the National Transport Authority and Waterways Ireland is preparing a pedestrian and cycle route (Greenway) along the Royal Canal, which extends from Kildare County Council boundary to the 12th Lock (Old Navan Road). The Emerging Preferred Route was presented during the Non-Statutory Public Consultation from 25th February to 27th March 2019. Any interested parties were invited to: (1) Visit the public display at Fingal County Council Office in Blanchardstown; (2) Visit FCCs Public Consultation website; (3) Meet the project team at the FCC Office in Blanchardstown on the 5th of March; and (4) Make a submission online or by post.

A total of 602 submissions were received either in favour, against or with recommendations relating to the design. These submissions came from areas around the proposed scheme, such as Delwood and Roselawn, as well as areas which are not in direct proximity but which residents feel they would be affected by such a scheme being implemented. The submissions consisted of several recurring concerns which were noted (outlined in **Section 2.1**).

2. METHODOLOGY

Upon receiving the submissions, they were filed and referenced according to the name of the resident and their residential area (Delwood, Brompton etc). Following this, the submissions were read and the issues raised were recorded. The main issues which were repeatedly raised throughout the submission process are listed below (**Section 2.1**). A common complaint throughout the submissions was that many residents within the respective areas had not been notified of the scheme and the upcoming consultation period. There were also complaints that sufficient information was not provided at the consultation period and as such, residents were unable to properly inform themselves about the scheme and why some design choices were made ahead of others. Due to the fact that these issues relate to the consultation period and not the scheme itself, these concerns were not included within the matrix but the concerns are noted for future scheme consultation.

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2.1. Submission Concerns

The majority of the submissions received (from the general public) as part of the public consultation process were based on a 1km section of route between Kirkpatrick Bridge (Coolmine Road) and 400m west of Castleknock Station. The vast majority of these residents brought up concerns relating to crime, traffic, biodiversity etc. Many of the submissions related to the potential side effects which opening the cul-de-sacs in Delwood would have on the area. The main side effects listed were increased traffic, anti-social behaviour and crime, three of the most common issues mentioned throughout the submissions. One of the most common concerns among the submissions, was that the Emerging Preferred Route could potentially destroy the wildlife belt along the northern side of the canal.

I. **Aesthetics of canal:** Several submissions were received worrying that using some of the land around the Canal to build a Greenway will destroy some of the natural beauty of the Landscape. Furthermore, a number of residents advised that they would erect concrete walls on their property border, which would likely be subjected to graffiti artists, furthermore, ruining the aesthetics of the canal.
II. **Anti-Social Behaviour:** A considerable number of submissions have raised concerns relating to the opening of the estates to the canal, resulting in a rise in anti-social behaviour, such as drinking, drugs and loitering.
III. **Child Safety:** A considerable number of submissions advised, that children in these estates (Delwood, Brompton etc.) are extremely sheltered due to the safe nature of the cul-de-sacs so parents are worried that putting an end to this cul-de-sac environment could bring about a number of dangers. These dangers include, increased traffic, lack of water safety from the newly accessible canal and increased foot-traffic in the area, increasing the likelihood of kidnapping.
IV. **Cleanliness of Greenway:** Some submissions received have concerns about maintaining the Greenway clean and rubbish free.
V. **Construction phase causing large disruption to neighbourhood and wildlife:** Residents in the area fear that construction works will results in large amounts of noise and traffic congestion.
VI. **Consultation Period:** A large number of residents in the Roselawn, Brompton, Delwood and Lambourn areas did not receive notification of the consultation period for the Greenway. Furthermore, many felt that the information provided was insufficient and lacked detail and therefore, the consultation period should be recommenced when more in depth information is provided.
VII. **Cost of North Side Route:** A significant number of submissions queried whether the emerging preferred route to the north would be more expensive than a boardwalk constructed along the south side, as proposed by the Atkins Feasibility Study (2012).
VIII. **Crime:** Many resident submissions feared that a greenway in such close proximity to their houses would give would-be criminals an easy escape route should they attempt/decide to commit a crime at their expense.
IX. **Invasive Species:** There were recurring concerns in the submissions relating to species such as rats which would be uprooted as a result of construction activities and venture towards residents' homes. There are also concerns relating to Japanese Knotweed which has the potential to do structural damage to both the greenway and the homes of residents.

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X. **Noise and Light Pollution:** Some submissions have highlighted a potential negative impact on their property due to public lighting along the route, coupled with the potential noise from anti-social behaviour such as parties and scrambler bikes.

XI. **Reduction in Privacy:** Many submissions feared that the construction of a bridge over the canal will impose significantly on the privacy of residents who's gardens back onto the canal.

XII. **Removal of Wildlife Species:** A considerable number of submissions have highlighted concerns relating to potential loss of habitat on the Northern Bank of the Canal.

XIII. **Access Routes**: Many submissions from residents in the area feel that there are too many canal access routes in the Brompton, Roselawn, Delwood and Lambourn areas. Residents see these access routes as surplus to requirement and feel they would be better off if none of the proposed access routes were incorporated into the design.

XIV. **Residential Parking:** A considerable number of submissions felt that their estates will be used as a 'park and ride' facility where commuters would leave their cars parked in the estates due to their easy access to the Train Station (due to the opening a number of the cul-de-sacs).

XV. **Traffic:** Submissions received had concerns over the influx in traffic in the area and the effects this would have on both commute times and pedestrian safety in the area. Concerns were also brought up over the accessibility of emergency vehicles should one be needed.

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2.2. Positive Submissions

I. **Cost Benefits:** Some submissions felt that due to complications with Irish rail, and the possibility of needing to build an expensive boardwalk, the northern route seems to be a far cheaper option than the alternate southern route.
II. **Environmentally friendly:** Cycling is a sustainable form of transport and emits no harmful pollution to the environment.
III. **Greenway Extension:** Some submissions wanted more accessibility to surrounding areas such as, If the greenway were to be extended to also link up with Hansfield rail station, then a much larger portion of the population would be able to access the greenway and the benefits which it brings.
IV. **Healthier Population:** Some submissions felt that, the Irish population, in general, lack the necessary exercise which grown adults should get daily. Many people put their lack of exercise down to either lack of time or infrastructure so having a greenway where people can cycle to work will help ease this burden and convince more people to engage in exercise be it to commute or simply to enjoy the greenway.
V. **No Change in dimensions of the Canal:** Boating representatives are very adamant that a change in the dimensions of the canal, especially if it is at the location of the 'Deep Sinking', will be heavily opposed. This is because the canal itself is already hard to navigate through and already extremely tight at the point of the Deep Sinking. The current emerging preferred route (northern side of the canal) does not alter any Canal dimensions.
VI. **Taking cars off roads:** Submissions received pointed out that, with a direct, safe route for cyclists into the city centre, the prospect of cycling to work, school or college becomes much more attractive. This will result in less cars on the road which will ultimately result in a reduced level of congestion on roads.
VII. **Wants of the few should not outweigh wants of the many:** Some submissions received felt that, there are a couple hundred people who are opposed to the Greenway but thousands will be using it on a daily basis so the opinions of a loud minority should not overshadow the needs of a silent majority.
VIII. **Wider Greenway:** There were submissions stating that a greenway on the north side of the canal allows for a width of 4m consistently throughout the route, which is seen as ample room for both pedestrians and cyclists. If, however the southern route is chosen, then there will be parts which are a mere 2m in width is only achievable, which could make for dangerous situations, with these narrower points acting as pinch points for the entire greenway.

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2.3. Submission tagging

Due to the large volume, variety of concerns and positive feedback, it was necessary to group similar concerns under more general headings and group all outright positive submissions, other than those relating to cost benefits, into 'positive feedback' (submissions which have no concerns with the current route). The headings and their sub-heading can be seen in **table 2.1** below. Submissions made by public representatives and associations were highlighted in grey.

Directive Criteria	Database Tag
Access Routes	Main Concerns - More Access Routes
	Main Concerns - Different Access Routes
Alternatives Route Considered	Main Concerns - Alternative Routes
Biodiversity	Main Concerns - Wildlife Conservation
	Main Concerns - Ecology
	Main Concerns - Environmental Issues
Cleanliness	Main Concerns - Litter
	Main Concerns - Animal Waste
Construction Activities	Main Concerns - Road Congestion
	Main Concerns - Noise
Cost	Main Concerns - Alternative Route Cheaper
Cost Benefit	Main Concerns - Current Route is cheapest
Design Queries	Main Concerns - Design Query
Landscape and Visual	Main Concerns - Integrity of Canal
	Main Concerns - Alternate route resulting in nicer view
	Main Concerns - Visual Impact
Property Issues	Main Concerns - Compensation
	Main Concerns - Property
	Main Concerns - Property Acquisition
	Main Concerns - Insurance Premiums
Need for the Scheme	Main Concerns - Need for Scheme
Positive Feedback	Main Concerns - Positive Feedback
Positive Feedback (Conditional)	Main Concerns - Conditional Positive Feedback
Pollution	Main Concerns - Light Pollution
	Main Concerns - Noise Pollution
Traffic/Parking Issues	Main Concerns - Increased motor Traffic
	Main Concerns - Increased Pedestrian Traffic
	Main Concerns - Cars parking on Neighbourhood Streets
Anti-Social Behaviour	Main Concerns - Crime
	Main Concerns – Unfavourable Activates
	Main Concerns - Invasion of Privacy
Safety Issues	Main Concerns - Water Danger
	Main Concerns - Personal Safety
	Main Concerns - Security
Public Representatives	

Table 2.1: Issue Sub-Categories

In order to quantify the degree/frequency to which each issue was raised, a matrix was compiled using each of the main headers and, after reading through each submission, it was noted which topics were discussed about in the submission. As can be seen below in **Figure 2.1**, public representatives and clubs/associations are highlighted in grey. A larger copy of the same matrix is provided in the **Appendix** of this report. The number of times each issue was raised was also accumulated throughout the

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process so as to distinguish between the issues which concerned everyone to those whom just concerned a small minority.

Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
FIN-C201-207	1			1		1											1		1	1	
FIN-C201-208	1			1		1	1													1	1
FIN-C201-209	1															1					
FIN-C201-210	1			1		1											1			1	1
FIN-C201-211	1			1		1	1												1	1	1
FIN-C201-212	1			1		1	1			1			1						1	1	
FIN-C201-213	1			1		1											1		1	1	1
FIN-C201-214	1			1															1	1	1
FIN-C201-215		1		1		1	1										1		1	1	1
FIN-C201-216	1			1		1	1					1							1	1	1
FIN-C201-217	1			1	1															1	1
FIN-C201-218	1			1		1				1		1	1						1	1	1
FIN-C201-219		1		1		1							1						1	1	1
FIN-C201-220	1															1					

Figure 2.1: Matrix of submission issues raised

3. RESULTS

As can be seen from **Figure 3.1** below, approximately 52% of residents are from areas which are potentially impacted by the scheme due to their proximity. The area which submitted the largest amount of responses was Delwood with over a quarter of the total submissions. Brompton was the next most responsive area, followed by Roselawn and Lambourn respectively. These are the areas are within the closest proximity of the proposed scheme, which is the reason for the majority of submissions originating from them.

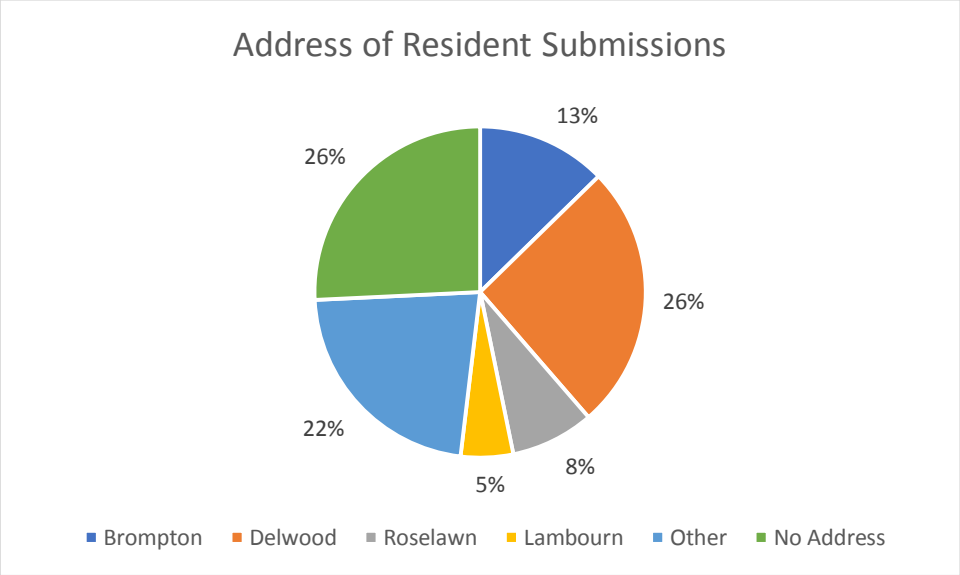

Figure 3.1: Origin of Submissions

A total of seventeen submission categories were included within the matrix. There are five topics which over 40% of submissions discussed so it is clear that these are the topics which are generating most of the negative views of the scheme.

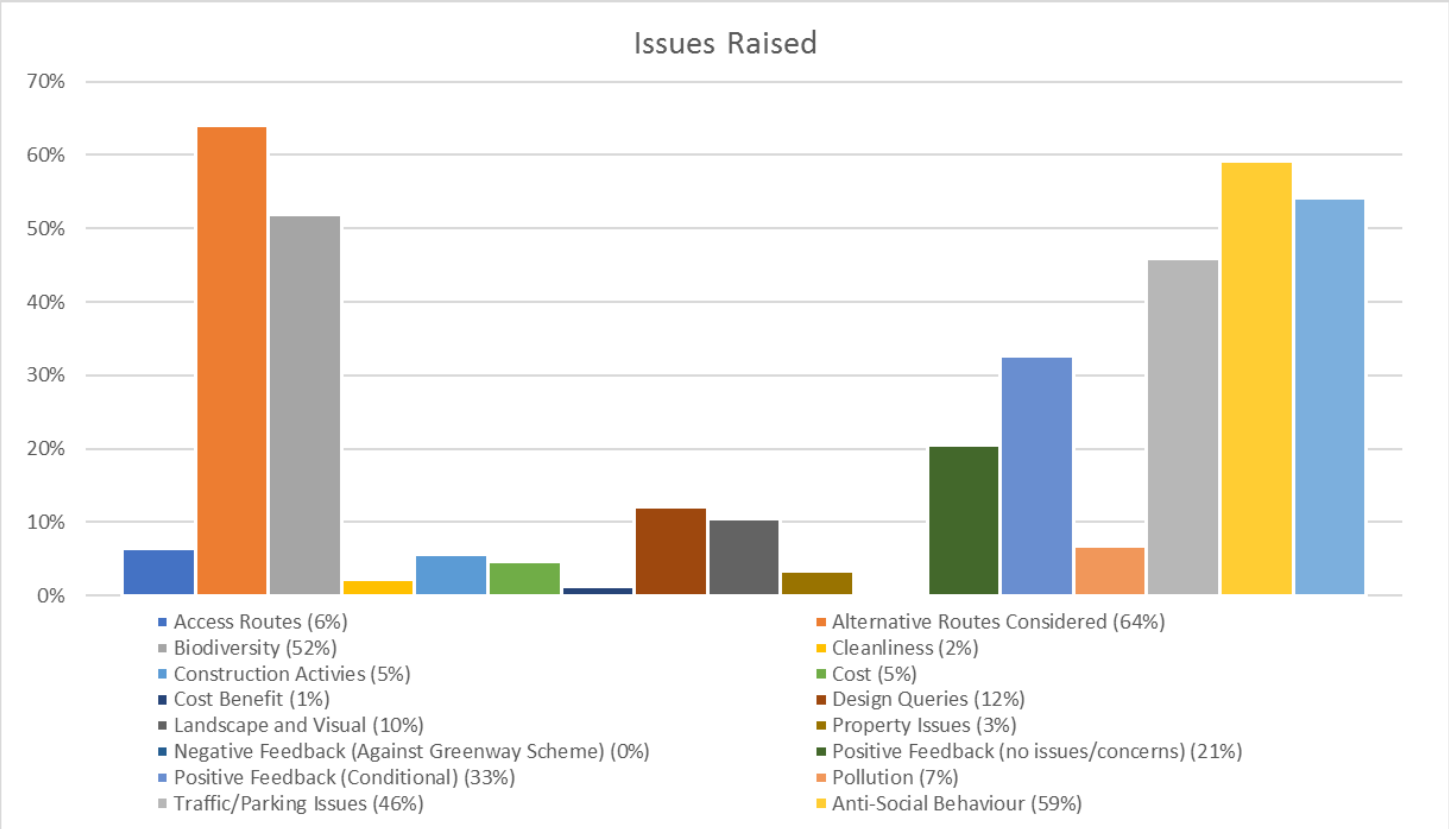

Figure 3.2: Submission Issues

Out of the 602 submissions, 287 were deemed to have been received from a 'Potentially Affected Landowner' (land acquisition required or their property is adjacent/close to the proposed greenway). The vast majority of these residents brought up concerns relating to crime, traffic, biodiversity etc. but of these 287 residents, 124 stated that they are happy with the scheme in general, just not along its current route. Many of the submissions related to the potential side effects which opening the cul-de-sacs in Delwood would have on the area. The main side effects listed were increased traffic, anti-social behaviour and crime, three of the most common issues mentioned throughout the submissions.

One of the most common concerns among submissions, which was raised by both heavily affected landowners and those who simply know the area, was the destruction of a wildlife belt along the north side of the canal. People feel that this green area brings a large amount of benefits for the area and by implementing the Emerging Preferred Route could potentially destroy the wildlife belt along the northern side of the canal. On top of the large variety of animals who live in the belt, the ~1km stretch of land provides the surrounding area with a 'green lung' in an otherwise urban area.

After reviewing the submissions, it appeared that all of those opposed to the current scheme were not opposed to the greenway project but more so the route which is currently planned. Approximately 64% of the submissions, 386, were categorised into the 'Required Alternative Route(s) to be Considered' column which consists mainly of those enquiring about the consideration of an alternate route, preferably the route along the southern side of the canal between Kirkpatrick and Granard Bridges. The 'positive feedback (no issues/concerns)' heading is only for submissions which have no concerns with the current route, so these headings do not overlap. Only two submissions (0%) questioned the need for the scheme and were therefore outright opposed to its implementation. The remaining 15% did not state in their submissions a preference for an alternate route or that they were

For or **Against** the implementation of the Royal Canal Greenway in general, they simply outlined their concerns with the preferred emerging route e.g. anti-social behaviour or safety etc. This data is illustrated below in **Figure 3.3**.

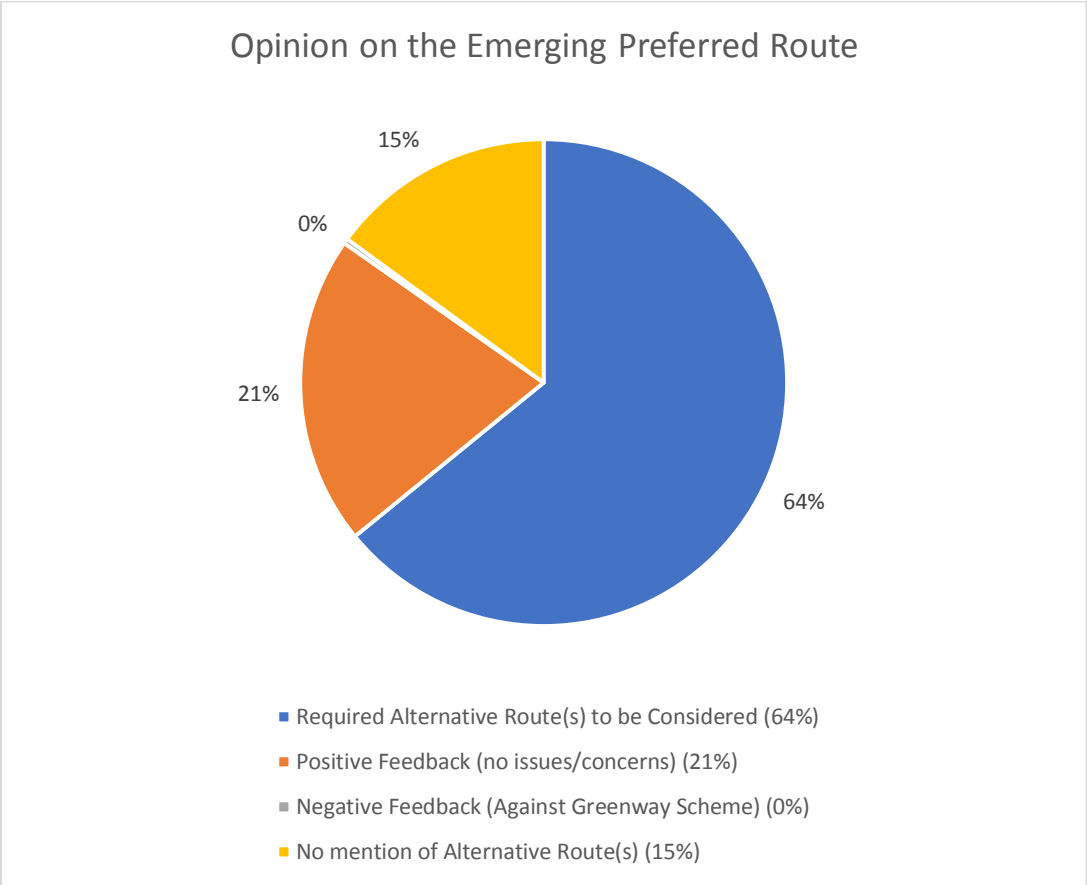

Figure 3.3: Outlook of public on Greenway Scheme

Many submissions were purely in favour of the Emerging Preferred Route, 124, however, a greater number were in favour of the greenway to be specifically on the southern side of the Canal, located between Kirkpatrick Bridge and Granard Bridge at Castleknock Station. It appeared that those who opposed the greenway along the northern side of the canal between Coolmine Station and Castleknock Station were not aware as to why the southern towpath was not being utilised, especially after an Atkins report had recommended it. A document/report outlining the process adopted in the determination of the Emerging Preferred Route, may have answered some of these queries within the submissions.

To be noted, out of the 602 submissions, there were a number of residents that issued more than one submission, these consisted of approximately 3-4% of the total submissions. Generally, two to three submissions were issued by each of these residents.

4. CONCLUSION

602 submissions were received in response to a non – statutory public consultation of the Royal Canal Urban Greenway scheme, which extends from Kildare County Council boundary to the 12th Lock (Old Navan Road). These submissions will be considered by the Project Team in further refining the route options assessment with the objective of determining the Preferred Route for the scheme following further investigations and surveys. Once the Preferred Route has been determined a further public consultation will take place on the proposals prior to the commencement of a Statutory Planning Process for the scheme. Responses to the issues raised as part of the first round of consultation will be provided as part of the documentation issued in the next round of consultation.

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5. APPENDIX

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Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
Totals	485	114	0	287	39	386	313	13	34	28	7	73	63	20	2	124	197	41	277	357	327
FIN-C201-1	1			1			1														
FIN-C201-2	1			1		1	1	1	1	1			1	1			1		1	1	1
FIN-C201-3	1			1		1		1	1				1	1			1		1	1	1
FIN-C201-4	1			1		1											1		1	1	1
FIN-C201-5	1			1		1											1			1	1
FIN-C201-6	1			1		1											1	1	1	1	1
FIN-C201-7	1			1		1							1				1		1		
FIN-C201-8	1			Hansfield Rail Station																	
FIN-C201-9	1			1		1								1			1		1	1	
FIN-C201-10	1							1													
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FIN-C201-56	1					1											1				

Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
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FIN-C201-112	1			1		1	1												1	1	1
FIN-C201-113	1			1		1	1										1		1	1	1

Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
FIN-C201-114	1											1				1					
FIN-C201-115	1			1		1	1			1							1			1	1
FIN-C201-116	1			1		1	1						1							1	1
FIN-C201-117		1		1		1	1						1							1	1
FIN-C201-118		1		1		1	1						1				1			1	1
FIN-C201-119	1					1						1					1			1	1
FIN-C201-120	1															1					
FIN-C201-121	1															1					
FIN-C201-122	1			1			1										1		1	1	1
FIN-C201-123	1			1			1										1			1	1
FIN-C201-124	1			1												1					
FIN-C201-125	1			1		1	1										1		1	1	1
FIN-C201-126	1			1												1					
FIN-C201-127	1						1														
FIN-C201-128	1			1		1	1						1				1		1	1	1
FIN-C201-129	1			1		1			1			1					1				
FIN-C201-130		1		1		1	1										1			1	1
FIN-C201-131	1			1		1	1											1	1	1	1
FIN-C201-132		1		1		1	1										1			1	1
FIN-C201-133	1			1		1	1										1		1	1	
FIN-C201-134		1		1		1	1						1						1	1	1
FIN-C201-135		1		1		1	1						1				1		1	1	1
FIN-C201-136	1			1		1	1													1	1
FIN-C201-137	1					1													1		1
FIN-C201-138		1				1	1										1		1	1	1
FIN-C201-139		1				1	1										1		1	1	1
FIN-C201-140	1			1		1													1	1	1
FIN-C201-141	1			1	1														1		1
FIN-C201-142	1										1					1					
FIN-C201-143	1															1					
FIN-C201-144	1										1	1				1					
FIN-C201-145	1															1					
FIN-C201-146	1			1		1								1			1	1	1	1	1
FIN-C201-147	1			1		1	1													1	1
FIN-C201-148	1															1					
FIN-C201-149	1											1									
FIN-C201-150	1																				1
FIN-C201-151	1			1		1	1												1	1	1
FIN-C201-152	1			1		1				1									1	1	
FIN-C201-153	1			1		1	1												1	1	1
FIN-C201-154	1															1					
FIN-C201-155	1															1					
FIN-C201-156	1					1	1												1	1	1
FIN-C201-157	1															1					
FIN-C201-158	1			1		1	1												1	1	1
FIN-C201-159	1															1					
FIN-C201-160	1			1		1	1												1	1	1
FIN-C201-161	1															1					
FIN-C201-162	1			1		1	1		1								1			1	
FIN-C201-163	1								Private Gate leading to residential areas							1					
FIN-C201-164	1															1					
FIN-C201-165	1															1					
FIN-C201-166	1															1					
FIN-C201-167	1															1					
FIN-C201-168	1			1		1	1													1	1
FIN-C201-169	1			1	ambourne Access							1							1	1	1
FIN-C201-170	1															1					

Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
FIN-C201-171	1			No Lambourne Access/ Too M		1						1					1		1	1	1
FIN-C201-172	1			1			1						1						1	1	1
FIN-C201-173	1															1					
FIN-C201-174	1			1															1	1	1
FIN-C201-175	1			1															1	1	1
FIN-C201-176		1		1		1	1												1		1
FIN-C201-177	1			1		1	1											1	1	1	1
FIN-C201-178		1		1		1	1												1		1
FIN-C201-179	1			1		1											1	1	1	1	
FIN-C201-180	1															1					
FIN-C201-181	1			1		1	1										1		1	1	1
FIN-C201-182	1			1		1	1												1	1	1
FIN-C201-183	1					1	1		1								1		1	1	1
FIN-C201-184	1				1		1					1					1				
FIN-C201-185	1															1					
FIN-C201-186	1															1					
FIN-C201-187	1										1					1					
FIN-C201-188	1			1	1												1				
FIN-C201-189	1			1		1	1										1	1		1	1
FIN-C201-190	1			1		1	1										1		1	1	1
FIN-C201-191	1			1		1						1							1	1	
FIN-C201-192	1			1	1	1											1		1		1
FIN-C201-193	1															1					
FIN-C201-194		1			1	1											1		1	1	1
FIN-C201-195	1			1		1											1		1	1	1
FIN-C201-196		1																			
FIN-C201-197	1			1	1	1											1		1	1	1
FIN-C201-198	1				1	1	1											1	1	1	1
FIN-C201-199		1				1	1												1	1	1
FIN-C201-200		1				1	1												1	1	1
FIN-C201-201	1						1													1	1
FIN-C201-202	1			1		1	1													1	
FIN-C201-203	1			1		1				1										1	1
FIN-C201-204		1		1		1	1										1			1	1
FIN-C201-205	1					1	1						1								
FIN-C201-206	1					1	1														
FIN-C201-207	1			1		1											1		1	1	
FIN-C201-208	1			1		1	1													1	1
FIN-C201-209	1															1					
FIN-C201-210	1			1		1											1			1	1
FIN-C201-211	1			1		1	1												1	1	1
FIN-C201-212	1			1		1	1			1			1						1	1	
FIN-C201-213	1			1		1											1		1	1	1
FIN-C201-214	1			1															1	1	1
FIN-C201-215		1		1		1	1										1		1	1	1
FIN-C201-216	1			1		1	1					1							1	1	1
FIN-C201-217	1			1	1															1	1
FIN-C201-218	1			1		1				1		1	1						1	1	1
FIN-C201-219		1		1		1							1						1	1	1
FIN-C201-220	1															1					
FIN-C201-221	1			1													1		1	1	1
FIN-C201-222	1			Provide route from ongar to Royal Canal																	
FIN-C201-223	1			1													1		1	1	1
FIN-C201-224	1			1	Lambourne Access																
FIN-C201-225	1					1						1									
FIN-C201-226	1			1		1	1													1	1
FIN-C201-227	1			1	ss, No need for Lambourne		1												1	1	1

Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
FIN-C201-228	1											1				1					
FIN-C201-229	1											1	1				1				
FIN-C201-230	1															1					
FIN-C201-231	1															1					
FIN-C201-232	1			1	ambourne Access		1												1	1	1
FIN-C201-233	1			1		1	1							1			1		1	1	1
FIN-C201-234	1			1		1	1										1		1	1	
FIN-C201-235	1															1					
FIN-C201-236	1			1		1	1													1	1
FIN-C201-237	1			1		1	1										1	1	1	1	1
FIN-C201-238	1						1										1		1	1	
FIN-C201-239		1				1	1											1	1	1	1
FIN-C201-240	1			1		1	1												1	1	1
FIN-C201-241	1			1		1	1												1		1
FIN-C201-242		1																			
FIN-C201-243		1				1	1											1	1	1	1
FIN-C201-244	1			1		1	1											1	1	1	1
FIN-C201-245	1			1		1											1		1	1	1
FIN-C201-246	1			1															1	1	1
FIN-C201-247	1			1	1														1	1	1
FIN-C201-248	1															1					
FIN-C201-249	1			1		1													1	1	
FIN-C201-250	1			1		1													1	1	1
FIN-C201-251	1			1		1	1			1			1						1	1	1
FIN-C201-252	1			1		1													1	1	1
FIN-C201-253	1															1					
FIN-C201-254	1					1													1	1	
FIN-C201-255	1															1					
FIN-C201-256	1			1	ambourne Access														1		1
FIN-C201-257	1										1	1				1					
FIN-C201-258	1			1		1	1						1				1			1	1
FIN-C201-259	1			1	Delwood Access												1				
FIN-C201-260	1											1				1					
FIN-C201-261	1			1	ambourne Access																
FIN-C201-262	1			1																1	
FIN-C201-263	1			1		1	1						1								1
FIN-C201-264	1			1		1	1						1							1	
FIN-C201-265	1			1		1	1											1	1	1	
FIN-C201-266	1			1		1	1										1		1	1	1
FIN-C201-267	1			1		1												1	1	1	1
FIN-C201-268		1		1		1	1											1	1	1	
FIN-C201-269		1		1		1	1											1	1	1	
FIN-C201-270	1			1		1	1					1							1	1	1
FIN-C201-271	1			1		1											1		1	1	
FIN-C201-272	1			1		1											1				1
FIN-C201-273	1															1					
FIN-C201-274	1															1					
FIN-C201-275	1			1		1	1												1	1	1
FIN-C201-276						1	1										1		1	1	1
FIN-C201-277	1					1	1					1					1				
FIN-C201-278	1			1			1												1	1	1
FIN-C201-279	1			1	ambourn Access															1	
FIN-C201-280	1											1				1					
FIN-C201-281	1						1										1				
FIN-C201-282	1															1					
FIN-C201-283	1			Hansfield Access Needed												1					
FIN-C201-284	1			1		1	1													1	1

Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
FIN-C201-285	1			1		1	1						1	1			1			1	
FIN-C201-286	1					1						1	1								
FIN-C201-287	1											1									
FIN-C201-288	1			1		1						1								1	
FIN-C201-289	1			1		1						1								1	
FIN-C201-290	1			1																1	1
FIN-C201-291	1			1		1														1	
FIN-C201-292	1			1		1	1										1			1	
FIN-C201-293	1			1		1	1			1		1	1				1			1	1
FIN-C201-294	1			1	ambourn Access															1	1
FIN-C201-295	1			1			1												1	1	1
FIN-C201-296	1											1				1					
FIN-C201-297	1			1	ambourn A	1											1		1	1	
FIN-C201-298	1					1											1		1	1	
FIN-C201-299	1															1					
FIN-C201-300	1															1					
FIN-C201-301	1											1				1					
FIN-C201-302	1			1																1	1
FIN-C201-303	1			1		1	1			1				1			1		1		
FIN-C201-304		1		1		1	1										1		1	1	1
FIN-C201-305	1			1		1	1			1				1					1		1
FIN-C201-306	1															1					
FIN-C201-307		1		1		1	1										1		1	1	1
FIN-C201-308	1			1		1						1								1	
FIN-C201-309		1		1		1	1													1	1
FIN-C201-310		1		1		1	1													1	1
FIN-C201-311	1					1	1											1		1	1
FIN-C201-312	1			1															1	1	1
FIN-C201-313	1						1													1	
FIN-C201-314	1															1					
FIN-C201-315	1			1		1													1	1	1
FIN-C201-316	1					1						1					1		1		
FIN-C201-317	1															1					
FIN-C201-318	1															1					
FIN-C201-319	1											1				1					
FIN-C201-320	1			1			1					1									
FIN-C201-321	1			No Lambourn Access																1	1
FIN-C201-322	1															1					
FIN-C201-323	1			1		1	1										1		1	1	
FIN-C201-324		1		1		1	1													1	1
FIN-C201-325		1		1		1	1										1		1	1	1
FIN-C201-326	1					1	1												1	1	1
FIN-C201-327	1			1		1	1						1						1	1	1
FIN-C201-328		1		1		1											1		1	1	1
FIN-C201-329		1		1		1											1			1	1
FIN-C201-330	1			1																1	1
FIN-C201-331	1					1	1												1		1
FIN-C201-332	1			1		1	1										1			1	1
FIN-C201-333	1			1			1					1		1					1	1	1
FIN-C201-334	1			1														1	1	1	1
FIN-C201-335	1															1					
FIN-C201-336		1		1		1	1						1						1	1	1
FIN-C201-337	1			1		1											1		1	1	
FIN-C201-338	1						1												1		
FIN-C201-339	1											1				1					
FIN-C201-340	1			1		1	1		1				1	1					1	1	1

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FIN-C201-341		1		1		1	1										1	1		1	1
FIN-C201-342	1															1					
FIN-C201-343	1											1				1					
FIN-C201-344	1															1					
FIN-C201-345		1		1		1	1											1		1	1
FIN-C201-346		1		1		1	1												1	1	1
FIN-C201-347		1		1		1	1												1	1	1
FIN-C201-348		1		1		1	1												1	1	1
FIN-C201-349		1		1		1	1												1	1	1
FIN-C201-350		1		1		1	1												1	1	1
FIN-C201-351		1		1		1	1											1		1	1
FIN-C201-352		1				1	1													1	1
FIN-C201-353		1		1		1	1												1	1	1
FIN-C201-354		1		1		1	1												1	1	1
FIN-C201-355	1															1					
FIN-C201-356	1															1					
FIN-C201-357	1			1	ambourn Access										1				1	1	1
FIN-C201-358	1			1		1	1						1						1	1	1
FIN-C201-359	1											1				1					
FIN-C201-360	1			1	ambourn Ac	1													1	1	1
FIN-C201-361																1					
FIN-C201-362		1				1	1			1							1				1
FIN-C201-363	1					1													1	1	1
FIN-C201-364	1			1		1													1	1	1
FIN-C201-365	1			1		1	1					1					1			1	1
FIN-C201-366	1					1	1												1	1	1
FIN-C201-367	1			1		1	1												1	1	1
FIN-C201-368	1			1		1	1						1						1	1	1
FIN-C201-369	1			1										1			1			1	1
FIN-C201-370		1										1					1				
FIN-C201-371	1			1												1					
FIN-C201-372	1			1												1					
FIN-C201-373	1			1	ambourn Ac	1											1			1	
FIN-C201-374	1			1		1	1												1	1	1
FIN-C201-375	1					1													1	1	
FIN-C201-376	1															1					
FIN-C201-377	1					1													1		1
FIN-C201-378	1												1					1			1
FIN-C201-379	1			1		1	1												1	1	1
FIN-C201-380	1			1		1											1		1	1	1
FIN-C201-381	1					1	1														
FIN-C201-382	1			1		1	1													1	1
FIN-C201-383	1			Hansfield Access Needed																	
FIN-C201-384	1					1											1		1	1	
FIN-C201-386		1														1					
FIN-C201-387		1														1					
FIN-C201-388	1			1		1	1										1		1	1	1
FIN-C201-389	1															1					
FIN-C201-390	1			1	ambourn Access												1		1		1
FIN-C201-391	1					1	1		1			1								1	
FIN-C201-392	1					1	1												1		
FIN-C201-393	1															1					
FIN-C201-394	1					1											1				
FIN-C201-395		1				1	1										1		1	1	1
FIN-C201-396		1				1	1										1		1	1	1
FIN-C201-397	1											1				1					

Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
FIN-C201-398		1				1	1										1		1	1	1
FIN-C201-399		1				1	1										1		1	1	1
FIN-C201-400	1					1	1			1		1	1					1	1	1	1
FIN-C201-401	1				1	1	1												1	1	1
FIN-C201-402		1				1	1										1		1	1	1
FIN-C201-403	1			1		1						1									
FIN-C201-404		1				1	1										1		1	1	1
FIN-C201-405		1				1	1										1		1	1	1
FIN-C201-406		1				1	1										1		1	1	1
FIN-C201-407		1				1	1										1		1	1	1
FIN-C201-408	1			1												1					
FIN-C201-409	1						1												1	1	1
FIN-C201-410	1											1									
FIN-C201-411	1						1						1								
FIN-C201-412	1					1													1	1	1
FIN-C201-413	1					1											1		1	1	1
FIN-C201-414	1			1			1							1			1		1	1	1
FIN-C201-415	1					1	1			1		1								1	1
FIN-C201-416	1											1					1		1	1	1
FIN-C201-417	1			1								1					1				
FIN-C201-418	1			1		1	1					1						1	1	1	1
FIN-C201-419	1			1		1	1										1		1	1	1
FIN-C201-420		1		1		1	1												1	1	1
FIN-C201-421	1			1		1	1										1			1	
FIN-C201-422	1			1		1	1												1	1	1
FIN-C201-423	1			1		1	1					1					1		1	1	
FIN-C201-424	1			1		1	1													1	1
FIN-C201-425	1			1		1													1	1	1
FIN-C201-426	1			1		1	1											1	1	1	1
FIN-C201-427		1				1	1	1	1										1	1	1
FIN-C201-428	1					1	1										1				
FIN-C201-429	1			1		1	1												1	1	1
FIN-C201-430		1				1	1												1	1	1
FIN-C201-431	1					1	1												1	1	1
FIN-C201-432	1											1				1					
FIN-C201-433	1						1													1	1
FIN-C201-434	1				Less Access Po	1		1												1	
FIN-C201-435	1						1												1	1	1
FIN-C201-436	1			1		1	1											1	1	1	1
FIN-C201-437	1			1		1	1														
FIN-C201-438	1					1	1												1	1	
FIN-C201-439	1			1		1	1												1	1	1
FIN-C201-440	1																		1	1	1
FIN-C201-441	1					1	1					1									1
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Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
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FIN-C201-460	1			1		1	1	1					1						1	1	1
FIN-C201-461	1																		1	1	1
FIN-C201-462	1			1	ambourn Access		1												1	1	1
FIN-C201-463	1															1					
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Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
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Submission Reference Number	Unique	Template	Petition	Heavily Affected Landowner	Access Routes	Alternative Routes Considered	Biodiversity	Cleanliness	Construction Activites	Cost	Cost Benefit	Design Queries	Landscape and Visual	Property Issues	Negative Feedback	Positive Feedback	Positive Feedback (Conditional)	Pollution	Traffic/Parking Issues	Anti-Social Behaviour	Safety Issues
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TRANSPORTATION

Project

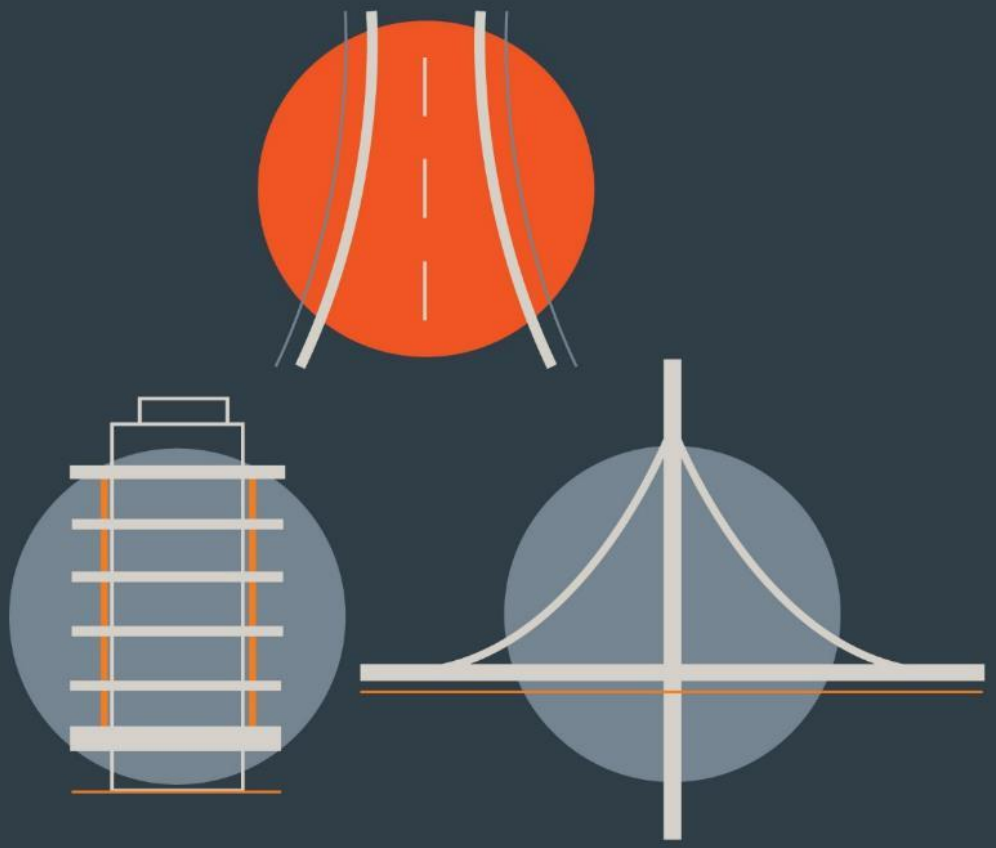
Royal Canal Urban Greenway

Report Title

Non-Statutory Public Consultation Report

Client

Fingal County Council



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Appendix A Response to Issues Raised

Appendix B Issues Raised in Individual Submissions

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1.0 INTRODUCTION

1.1 Introduction

1.1.1 This report has been prepared to provide an overview of the submissions received by Fingal County Council (FCC) following a public consultation held in respect of the Royal Canal Urban Greenway Scheme.

1.1.2 FCC held a Non–Statutory Public Consultation from May to July 2021 to invite feedback on the scheme proposals. Submissions received will be used to inform the scheme design which is to be submitted for Planning Approval in 2022.

1.1.3 The public were invited to submit general submissions/observations and comment on a range of public consultation material in addition to an online survey. A total of 1143 submissions were received along with 140 responses to the survey/questionnaire. The report will summarise the themes raised in the submissions received and will provide responses to these issues.

1.1.4 The public consultation was held between the 25th May and 7th July with information Webinars held on the 1st June and 8th June 2021.

1.1.5 Key project information was provided on the consultation website, including an overview and key features of the scheme etc. The following could be accessed and downloaded from the consultation website:

- The Scheme Leaflet
- The Newspaper Advert
- Public Consultation Document
- Preferred Route Alignment drawings
- Feasibility and Constraint Study for Deep Sinking section
- Ground Investigations Report for Deep Sinking section
- Table illustrating the comparison between northern and southern embankment options.
- Project Timeline
- Frequency Asked Questions

1.1.6 Observations were submitted online via the FCC Consultation Portal or by post.

1.1.7 The consultation website also provided links to the following information/web pages:

- Information website (https://www.fingal.ie/royalcanalurbangreenway)
- Virtual Consultation Room (http://royalcanalvr.azurewebsites.net/)
- Public Webinar (https://www.fingal.ie/upcoming-webinars)
- Consultation Survey (https://consult.fingal.ie/en/content/royal-canal-urban-greenway-online-public-engagement)

1.1.8 This was the second Non-Statutory Public Consultation undertaken for this scheme. (A previous Non-Statutory Public Consultation was held from 25th February to 27th March 2019.) Over 590 submissions were received and the observations they contained have been taken into consideration as we move forward with this scheme.

1.2 Royal Canal Urban Greenway

1.2.1 The Royal Canal Urban Greenway (RCUG) will provide a shared pedestrian and cycle route adjacent to the Royal Canal over an approximate length of 8.1km. This will tie in with the completed Ashtown to Castleknock section of the Royal Canal Greenway to the east and the Kildare County Council greenway section at the County boundary to the west.

1.2.2 It will provide a high quality, safe, attractive and environmentally sympathetic walking and cycling corridor serving Castleknock, Blanchardstown, Clonsilla, Coolmine and the wider Dublin 15 area.

1.2.3 The greenway will encourage recreation while offering an attractive sustainable transport choice for school children and commuters, bringing significant environmental, economic and health benefits to the wider community.

1.2.4 The Royal Canal Urban Greenway is a section of the major route corridor Dublin to Galway (266km) proposed in the National Cycle Network (NCN) Scoping Study 2010 (Route 8). The proposed development is the start of the urban section of the route as it approaches the Dublin Metropolitan area.

1.2.5 The NCN Route 8, is also part of the longer distance trans-European 'EuroVelo Route 2', which extends eastwards across Europe to Moscow.

1.2.6 The full greenway, when completed will offer a first-class multi-purpose off-road walking and cycling link running from the River Liffey in Dublin, through Counties Dublin, Kildare, Meath, Westmeath and Longford to Cloondara on the River Shannon.

1.3 Preferred Route Overview

1.3.1 Based on the findings of the route options assessment process, the preferred route for the proposed scheme was identified.

1.3.2 The preferred route will follow the existing towpath along the northern side of the Royal Canal from the Kildare County Council boundary line to Hansfield Railway Bridge. The greenway will proceed on the northern side of the Royal Canal from Hansfield to Kennan Bridge via Porterstown School House lands between Callaghan and Kennan bridges. It will continue on the northern side of the Royal Canal from Kennan Bridge to Kirkpatrick Bridge via Sheepmoor Lane. The greenway will be situated on the upper level of the northern embankment, from Coolmine Road (Kirkpatrick Bridge) to the Brompton green area, to minimise tree removal and the visual impact of the scheme on the canal. The route switches from the northern side to the southern side of the Royal Canal at chainage 7100-7200 (before Roselawn Road). The greenway will continue on the southern side of the Royal Canal, past Castleknock Station and tie into the current Ashtown section of the Royal Canal Greenway at Talbot Bridge providing continued linkage onwards to Dublin City.

1.3.3 During the previous public consultation for this project, undertaken in March 2019, a large number of submissions were made in relation to a preference for the greenway to run on the southern bank of the Deep Sinking. As a result, Fingal County Council committed to undertaking a significantly enhanced level of design and site investigation than would usually be undertaken at this stage of an infrastructure project. Accordingly, a specialist independent geotechnical specialist consultancy was appointed to advise on this aspect of the scheme. Additional field surveys and ground investigation surveys were undertaken to fully understand the constraints and likely constructability of particular options between Coolmine and Castleknock stations. More detailed designs were developed for the northern and southern side of the canal. A detailed technical note was then prepared which outlines the constraints associated with both options north and south of the Royal Canal, see Appendix I in the Route Options Report. In conclusion, the technical note that was published as part of this

consultation outlined that the Northern Route Option was the preferred option over the Southern Option.

1.3.4 The following changes were made to the Preferred Route, following concerns raised in the first Non-Statutory Public Consultation in 2019:

i. The number of accesses to the greenway via Delwood and Brompton has been reduced;

ii. The bridge access route/ramp from the Brompton Green area has been shifted further west, with the bridge route/ramp meandering through the wooded area, which should act to screen the bridge access ramp from the Roselawn properties;

iii. The access point into the Brompton green area has been shifted eastwards to respect the privacy of adjacent properties;

iv. To prevent the greenway overlooking the back gardens of the residents of Delwood Park and for security reasons, the ground level of the greenway is proposed to be lowered to match, or be lower than, the existing ground level of the adjacent back gardens and a 2m high timber palisade fence provided, with an anti-climb wire mesh fence.

v. The design now includes a 2m high fence line to be maintained along the southern side of the greenway along the Brompton green area. To provide further privacy to the Brompton residents, planting and railings will be provided on the Brompton side of the greenway through the Brompton green area

1.3.5 For further information on the above changes proposed, see **Section 4.5** and refer to scheme drawings 170239-2100 to 170239-2125 (which can be found in the Royal Canal Urban Greenway consultation website[1]) for greater detail on the Preferred Route.

[1] https://consult.fingal.ie/en/consultation/royal-canal-urban-greenway

1.4 Report Structure

1.4.1 The Non-Statutory Public Consultation Report structure is detailed below:

- Chapter 1 – Provides an introduction and background to the consultation exercise.
- Chapter 2 – Provides a summary of the Non-Statutory Public Consultation process.
- Chapter 3 – Provides a summary of the submissions received from Public Agencies.
- Chapter 4 – Outlines the principal theme categories emerging from the submissions received. It also provides a summary of the responses received from the online survey/questionnaire.
- Chapter 5 – Provides responses to the main concerns/queries in the principal theme categories from the submissions received.
- Chapter 6 – Provides a summary of the submission analysis and the main conclusion.

1.4.2 The most common concerns/themes are addressed in the main body of the report, while responses to more specific issues are provided in **Appendix A**.

2.0 Non-Statutory Public Consultation

2.1 Introduction

2.1.1 FCC held a Non–Statutory Public Consultation from the 25th May to the 7th July 2021 to invite feedback on the scheme proposals. Submissions received will be used to inform the scheme design which is to be submitted for Planning Approval in 2022.

2.1.2 This is the second Non-Statutory Public Consultation undertaken for this scheme. A previous Non-Statutory Public Consultation was held from the 25th February to the 27th March 2019. Over 590 submissions were received and the observations they contained have been taken into consideration as we move forward with this scheme.

Covid-19

2.1.3 This second Non-Statutory Public Consultation was delivered during the Covid-19 pandemic and due to public health restrictions on gatherings, FCC were not in a position to hold a traditional, in-person public consultation event during this round of public consultation.

2.2 Consultation Process

2.2.1 The consultation process ran over a period of 6 weeks, from the 25th May to the 7th July with information Webinars held on the 1st June and the 8th June 2021. Observations were submitted online via the FCC Consultation Portal or by post.

2.2.2 Although the focus was on digital engagement, which included online consultation materials and webinars, to encourage participation by all, including those with no access to the internet, postal submissions were also invited and promoted via a leaflet drop.

Project Consultation Website

2.2.3 The Project consultation Website, accessed via https://consult.fingal.ie/en/consultation/royal-canal-urban-greenway had all the materials (including links to further information/web pages) to support the consultation process. It went live on the 25th May 2021.

2.2.4 Key project information was provided on the website, including an overview and key features of the scheme etc. The following could be accessed and downloaded from the consultation website:

- The Scheme Leaflet
- The Newspaper Advert
- Public Consultation Document
- Preferred Route Alignment drawings
- Feasibility and Constraint Study for Deep Sinking section
- Ground Investigations Report for Deep Sinking section
- Table illustrating the comparison between northern and southern embankment options.
- Project Timeline
- Frequency Asked Questions

2.2.5 Submissions on the scheme could be make via the '+MAKE A SUBMISSION' button on the consultation website or by post.

2.2.6 The consultation website also provided links to the following information/web pages:

- Information website (https://www.fingal.ie/royalcanalurbangreenway)
- Virtual Consultation Room (http://royalcanalvr.azurewebsites.net/)
- Public Webinar (https://www.fingal.ie/upcoming-webinars)
- Consultation Survey (https://consult.fingal.ie/en/content/royal-canal-urban-greenway-online-public-engagement)

2.2.7 The above will be discussed in further detail in the following sections.

Project Information website

2.2.8 The project information website (https://www.fingal.ie/royalcanalurbangreenway) provides further information on the proposed Royal Canal Urban Greenway scheme. This includes a 3D animation fly through video of the scheme, background to the project, the project timeline, frequently asked questions (FAQs) along with website links to the Virtual Consultation rooms and recordings of the two Public Webinars.

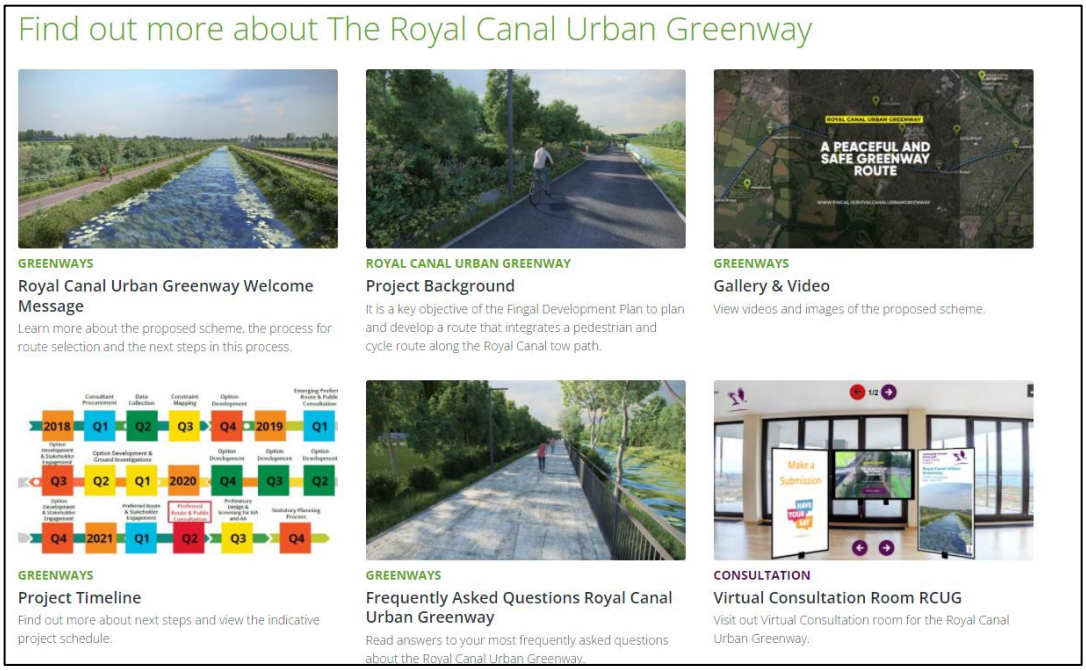

Figure 2.1 Project Information Website

2.2.9 Since May 1st 2021, the project Information website has had over 2,800 unique visitors. The FAQ page was the second most viewed page (after the main home page for the project).

Virtual Room

2.2.10 The virtual room could be accessed through both the Consultation webpage and the information webpage and contained a series of information displays similar to what would be presented in a conventional public consultation setting. (Link to Virtual Room https://royalcanalvr.azurewebsites.net/)

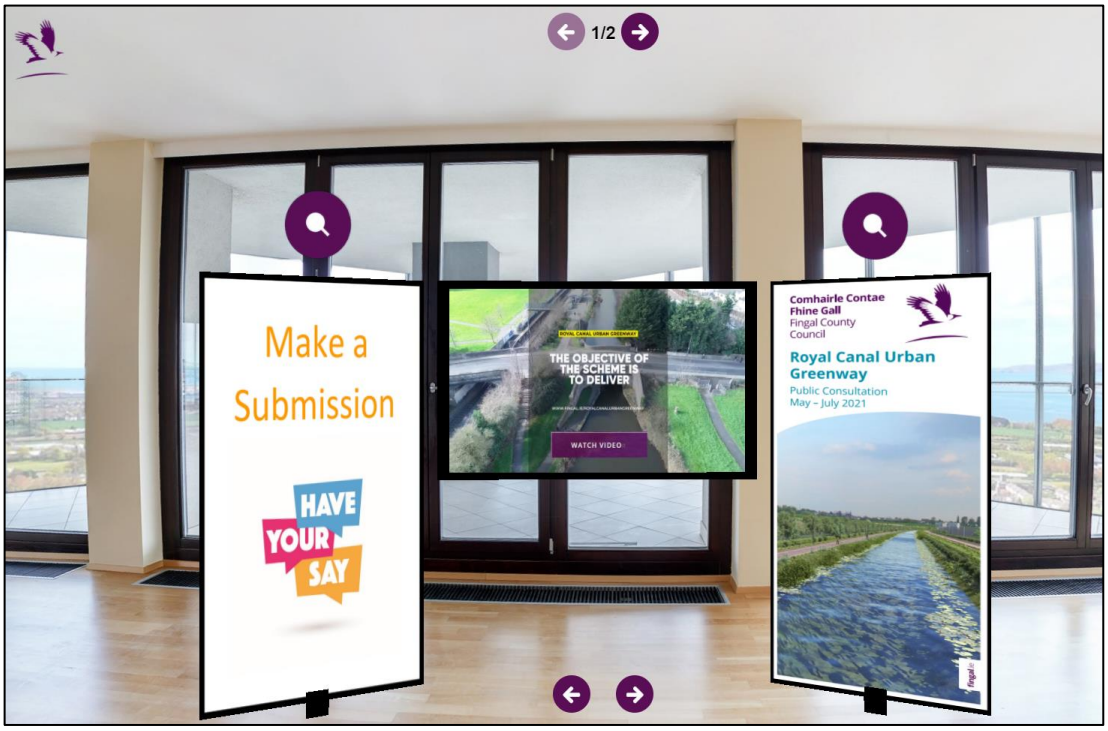

Figure 2.2 Royal Canal Urban Greenway Public Consultation Virtual Room

2.2.11 It displayed all the information that was provided in the public consultation website/portal along with photomontages and the 3D video fly-through of the scheme proposals at key vantage points along the route. The intention was to provide consultees with the opportunity to find out more about the proposals and have their say in an online forum that mirrored the set-up of a traditional public drop in event.

Public Webinar

2.2.12 Two webinars were undertaken in June where the public could hear from the project team on the proposed Royal Canal Urban Greenway scheme and have the opportunity to participate in a Q&A session.

Figure 2.3 Links to the Recordings of the Webinars available on the information website (https://www.fingal.ie/royalcanalurbangreenway)

2.2.13 The webinars were held on the 1st and 8th June 2021, and had 163 and 122 registered attendees respectively. The first webinar currently has had 489 views on YouTube, while the second webinar has had 216 views (as of 26th July 2022). Recordings of the Webinars are available on the information website (https://www.fingal.ie/royalcanalurbangreenway)

Consultation Survey

2.2.14 An online consultation Survey was available via the consultation portal from the 27th May to the 7th July, to enable the public to submit feedback in a quick and easy way. There were a total of 17 questions, the majority questions were multiple choice responses and the final question allowed the respondent to share any feedback or concerns, *'Is there anything else that you would like to share with us with regards to the Royal Canal Urban Greenway or the Route Option Assessment carried out to date?"*

Figure 2.4 Online Public Engagement Questionnaire

2.2.15 A total of 140 responses were received for the RCUG survey\questionnaire. A summary of the responses received from the survey are outlined in Chapter 4.

Leaflet

2.2.16 A leaflet drop was carried out from the 27th to 29th May 2021. 10,217 copies of the leaflet brochure were distributed to homes and businesses in close proximity to the scheme, including Ongar, Hansfield, Clonsilla, Coolmine and Castleknock. The delivery area of the leaflet is illustrated in the map below, see Figure 2.5.

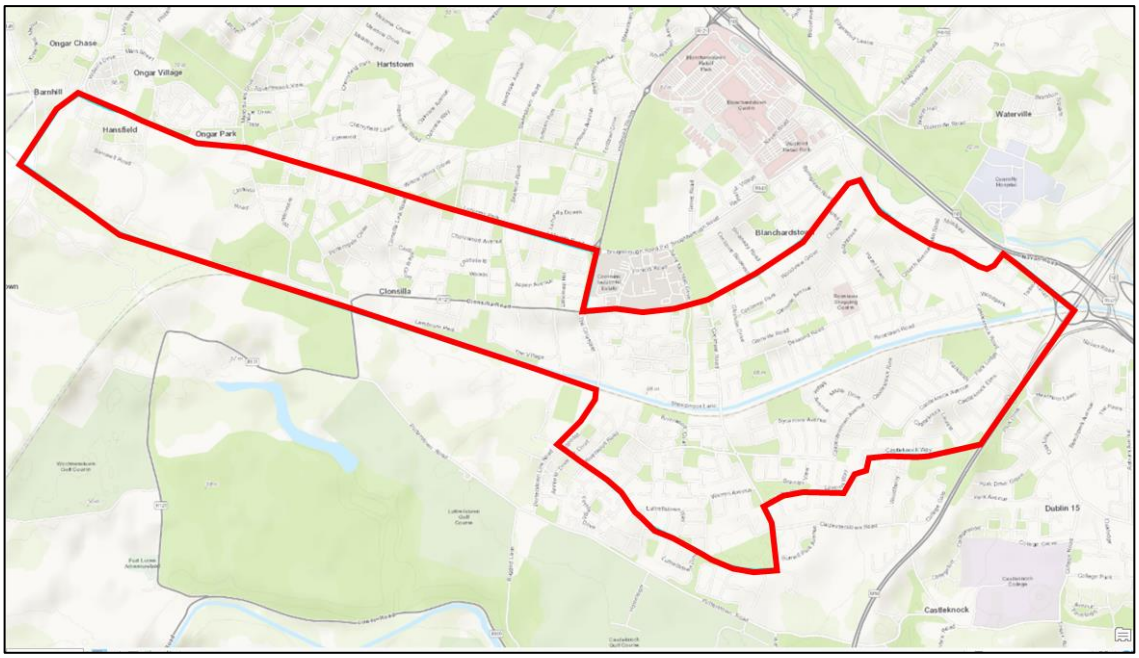

Figure 2.5 Extent of the Leaflet Drop

2.2.17 The leaflet was produced in English and Irish and ensured that the consultation was accessible to non-internet users and those who do not regularly follow local news.

Newspaper Advertising

2.2.18 Advertisements were placed in the Northside People West (26th May), the Gazette (27th May), the Fingal Independent (25th May) and the Evening Herald (25th May). These advertisements included details to direct the public to the online information and submission portal. The advertisement was also provided on the public consultation portal/website.

Social Media

2.2.19 Fingal County Council announced the RCUG on their Twitter and Facebook accounts and provided a link to the project consultation website via https://consult.fingal.ie/en/browse on the day the website went live. Both social media accounts were used throughout the consultation period to provide information and website links to the webinars, public engagement survey and FAQs etc.

3.0 Public Agency Submissions

3.1.1 Ongoing consultation has been undertaken by the Project Team with a number of public agencies in order to discuss strategic and specific elements of the scheme. This consultation has assisted in guiding technical and strategic elements of the scheme. Throughout the scheme development, on-going consultation and engagement have been undertaken with the National Transport Authority, the various departments of Fingal County Council, Waterways Ireland, An Garda Síochána, Iarnród Éireann and DART+West. Iarnród Éireann also provided a submission as part of the Non-Statutory Public Consultation. A summary of some of the submissions received from Public Agencies are outlined in this Section.

Iarnród Éireann

3.1.2 Iarnród Éireann made a submission (FIN-C400-246) as part of this public consultation process.

3.1.3 In terms of the preferred route alignment between Castleknock Station and Coolmine Station, Iarnród Éireann considers:

> *"it appropriate, as demonstrated in the public consultation material, to align the greenway on the northside of the canal. While the routing of the greenway is a matter for the Council to decide following public consultation, it is the preference of Iarnród Éireann, where possible, to remove construction phase and operational phase interfaces away from the railway environment that may pose potential safety or operational impacts. By maintaining the greenway to the north of the canal heavy engineering immediately adjacent and/or beneath the railway corridor is removed. This will ensure that the DART+ West project and train services are not adversely impacted."*

3.1.4 In terms of the Route Option Assessment Report and the Feasibility & Constraints, Iarnród Éireann outlined:

> *"Given the proximity of the Royal Canal to the Dublin-Maynooth line, Iarnród Éireann has reviewed the Route Option Assessment Report and the Feasibility & Constraints Study. Iarnród Éireann accepts the findings of these reports and the design rationale for defining a Preferred Route Option."*

3.1.5 Iarnród Éireann also outlined that:

> *"The proposed interface between the DART+ West pedestrian footbridge and RCUG at Clonsilla poses a particular constraint in terms of the position of the northern ramp support and the cycleway alignment. Iarnród Éireann will continue to work closely with Fingal County Council to determine a mutually agreeable solution at this location."*

3.1.6 On-going consultation has been undertaken with the Iarnród Éireann in terms of the interaction between the DART+ West proposals and the RCUG. The interaction between the DART+ West pedestrian footbridge and the RCUG at Clonsilla Station has been discussed during the scheme development and FCC will continue to work with Iarnród Éireann to determine the most suitable/agreeable solution.

An Taisce

3.1.7 The An Taisce submission (FIN-C400-674) states in relation to emerging preferred route.

> *"An Taisce is supportive of the emerging preferred route along the north bank of the Royal Canal that connects directly with the already agreed section from the Kildare Border to Maynooth. This Greenway Route has the potential to provide a high-quality, safe, walking and cycling path for commuters, local residents, and visitors alike, and will ultimately link up with Greenway and commuter routes eastwards into Dublin City and westwards to the River Shannon."*

3.1.8 An Taisce notes the important of this non-statutory public consultation and the concerns raised by the residents on the northern side of the canal between Castleknock and Coolmine (Section 3), however, outlines that the north bank route is a preferable route.

> *"This non-statutory consultation is an important exercise of public participation under the Aarhus Convention. We note that the submissions to date show significant concern by the residents on the north bank area of Section 3, relating to residential amenity, opening up of cul de sacs and ecology. Concern has been raised that earlier reports were not made available as part of the consultation process. The Environmental Impact Assessment process provides the*

framework for assessing and mitigating the direct and indirect impacts of a project including on human beings and ecology."

"The north bank route is preferable for the following reasons: it is simpler, easier, and more economical to construct; it is less invasive of natural areas and protects the rich natural environment of the existing south bank; it provides greater access to more people than a potential south bank route, which is severed from housing by the main railway line; and it permits any plans for the DART+ project to advance separately along the greater part of its length."

General Comments on Surfacing and Width

3.1.9 An Taisce outlined:

"On a major potential commuter and leisure Greenway such as this Royal Canal section, An Taisce recommends that the surface be a bituminous tarmacadam for the majority of the route as this best facilitates cyclists as well as wheelchair and pram users. Recent research is also indicating that there are some ecological benefits of this surfacing type when compared to loose grit surfacing. It is also the preferred surface type recommended in Transport Infrastructure Ireland's 'Rural Cycleway Design - DN-GEO-03047' document.
However, in areas of particularly high ecological sensitivity, An Taisce recommends the use of an unbound surface.
With regard to path width, An Taisce welcomes the standard of at least four metres only reducing to three in areas of significant constraint. In areas where higher levels of use are anticipated, An Taisce recommend consideration of a segregated path design to better protect the safety of both cyclists and other Greenway users."

The Route Options Assessment

Preferred Route - Section 1 (KCC/FCC county boundary to Hansfield)

3.1.10 An Taisce generally supports the design approach taken in Section 1. An Taisce recommend a bituminous tarmacadam surface for as much of the route as possible, but An Taisce does recommend that areas of particular ecological sensitivity have an unbound surface.

3.1.11 An Taisce would also recommend that soil nailing and other more disruptive forms of embankment steepening be avoided wherever possible to respect ecology and rural character of this section of the tow path. An Taisce outlines that Section 1 is bordered by mature trees and hedgerows on the land side, wild flowers and grasses and along the path, and a multitude of Rush and other such moisture loving plants which flourish along the waters edge, providing a valuable habitat for nesting birds and other wildlife.

Preferred Route - Section 2 (Hansfield to Kennan Bridge)

3.1.12 While An Taisce recommends bituminous surfacing for the majority of the route, unbound surfacing is recommended for areas of particular ecological sensitivity. Any cutting of embankments on the land side as well as the construction of retaining walls cantilever structures along the Callaghan Bridge and the Porterstown Bridges should be done in as ecologically sensitive a manner as possible, particularly in areas where the Annex 1 habitat, Lowland hay meadows, is present.

Preferred Route - Section 3 (Kennan Bridge to Talbot Bridge)

3.1.13 An Taisce advised, that given the high conservation value of the woodland habitats through which this section of the path would run, construction of the route should be undertaken in as ecologically sensitive a manner as possible.

Development Applications Unit (DAU), Department of Housing, Local Government and Heritage

3.1.14 The DAU submission (FIN-C400-568) provided heritage-related observations/recommendations. The Department noted that the potential impacts on archaeological structures and remains have been taken into account and will be presented at the detailed design phase of the project.

3.1.15 It is the Department's recommendation that:

> *"the consultants should engage the services of a suitably qualified archaeologist to advise on the Route Selection phase of the scheme. The archaeologist should advise on all direct and indirect archaeological impacts from any works associated with the proposed scheme. Account should be taken of impacts on the archaeological potential of the selected route and the possibility of encountering previously unidentified archaeological remains. The implications of construction infrastructure and proposed access routes to the greenway should be taken into account at the appropriate stage of design."*

3.1.16 The DAU recommended:

> *"particular attention be paid to the objectives and provisions of the Fingal County Development Plan, the National Monuments Acts 1930 (as amended) and all relevant conventions and regulations pertaining to archaeological heritage. If a Strategic Environmental Assessment (SEA) is required the characteristics of the proposals should be addressed at the appropriate level of detail. The archaeologist shall present an appropriate Archaeological Impact Assessment of the various route options for the proposed greenway development."*

3.1.17 The DAU advised that, the National Monuments Service section of the Department will be available for consultation at all stages of the proposal and to discuss the details of the impacts, potential impacts and mitigation of such impacts on archaeological heritage.

Transport Infrastructure Ireland (TII)

3.1.18 Transport Infrastructure Ireland (TII) issued a submission (FIN-C400-202) as part of this public consultation process.

3.1.19 TII outlined:

> *"Having reviewed the public consultation report, it is observed that the project potentially interacts with TII assets on the M50 at Junction 1 – M50 - N3 and N3 - M50 to Clonee NDP project."*

3.1.20 TII recommended that:

> *"a coordinated approach with regard to interaction with TII at these locations will need to be developed and addressed as the project progresses."*

Irish Water (IW)

3.1.21 Irish Water (IW) issued a submission (FIN-C400-170) as part of this public consultation process.

3.1.22 IW noted that:

> *"the preferred route as set out, is in close proximity to, or may directly impact Irish Water assets at some locations. Irish Water assets include both above and below grounds assets such as watermains, service connections, rising mains, foul and surface water sewers etc. The raising or lowering of footpath/road levels could impact on IW assets."*
>
> *"It is noted that the preferred route passes 9 trunk water mains in the water distribution network as noted in Table 1 attached, for information. In relation to wastewater, the route will be adjacent to two gravity foul sewers (West of Castleknock Road and R121 bridge). In addition, there are two sewer manholes in close proximity to the preferred route, close to Clonsilla Road. For detailed information on the location of IW assets please send a query to datarequests@water.ie. Further liaison with Irish Water is required to ensure that the design and construction of any crossings are in accordance with IW requirements."*

Table 1. Details of key trunk water mains in close proximity to the proposed Preferred Route (Navigating from East to West)

Location	Type of Main
Old Navan Road	Trunk Water Main
Castleknock Road	Trunk Water Main
Carpenterstown Road	Trunk Water Main and Distribution Main
West of Clonsilla Road	Trunk Water Main x 2
R149	Trunk Water Main
West of R149	Trunk Water Main x 2
North of Catherine's Park	Trunk Main

3.1.23 Irish Water advised that they are available to discuss any other issues with respect to the provision of water services, within their remit.

An Garda Síochána (AGS)

3.1.24 An Garda Síochána did not provide a submission to this consultation. However, preliminary meetings were held with the Community Policing Unit to discuss current best practice in terms of crime prevention design along the preferred route (see Section 5.5 for further information). Further design meetings are proposed through the detailed design phase of the project.

4.0 Submission Themes

4.1 Submissions

4.1.1 The most common concerns mentioned were anti-social behaviour and crime, biodiversity impacts and traffic impacts (including increased parking).

4.1.2 Many submissions were in favour of the Preferred Route, however, a large number were in favour of the greenway to be specifically on the southern side of the Canal between Kirkpatrick Bridge and Granard Bridge at Castleknock Station.

4.1.3 It is worth noting that of the total 1143 submissions, there were few (less than 10) that questioned the need for the scheme or opposed the provision of the greenway. The majority submissions were in support of the delivery of the greenway.

4.1.4 Each submission received was reviewed and items/concerns raised were noted and categorised. The main concerns raised were categorised into 6 principal themes. A single submission could outline concerns within a number of the principal themes. The principal theme categories emerging from the submissions received are as follows:

1. Preferred Route
2. Scheme Design
3. Environment
4. Safety Issues (including Anti-Social Behaviour)
5. Traffic and Access Routes (including Parking)
6. Other

4.1.5 The number of submissions received under each category is presented in Figure 4.1 below while the themes/issues raised in individual submissions can be found in **Table A**, **Appendix B**.

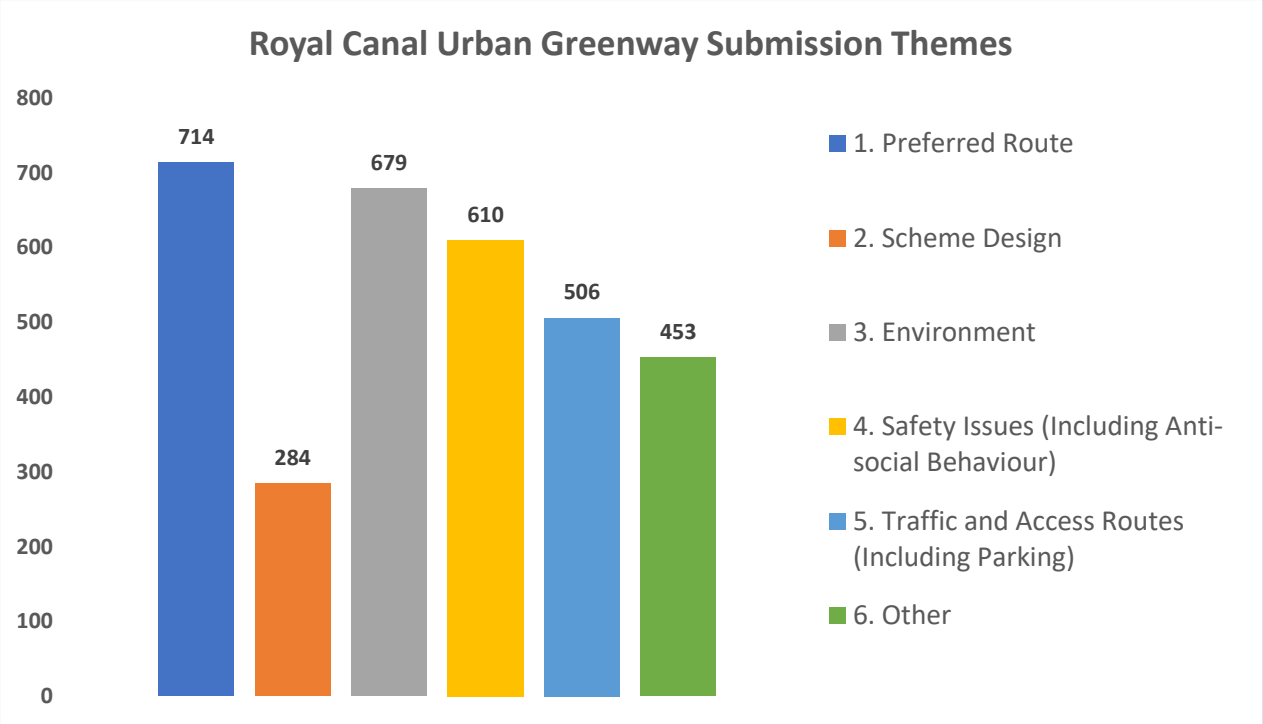

Figure 4.1 Common Issues Raised

4.1.6 The most common issues raised in the submissions received related to the preferred route (714 submissions) and the environment (679 submissions). A number of submissions (610) raised concerns regarding safety and anti-social behaviour.

4.1.7 506 submissions highlighted issues surrounding traffic management, parking and access routes. 284 submissions contained commentary on elements on the scheme design including suggested changes and general queries relating to scheme features.

4.2 Survey/Questionnaire

4.2.1 A total of 140 responses were received for the RCUG survey\questionnaire. The responses received highlighted the general support for the greenway scheme. The questions asked in the outline survey are provided in Appendix C.

4.2.2 Approximately 98% of those that responded to the survey stated that they would use the greenway if it was built. While approximately 96% of those living/working nearby stated that they would use the greenway if it was built.

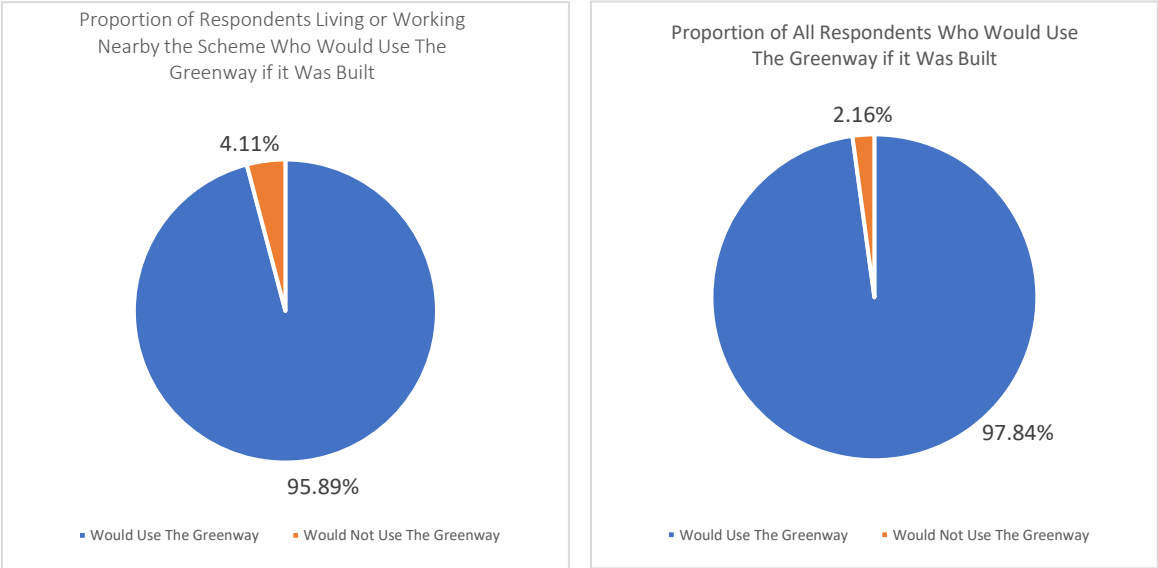

Figure 4.2 Survey: Proportion of Respondents Who Would Use The Greenway if it Were Built.

4.2.3 Of the total 73 respondents that live or work nearby the proposed greenway scheme, 79% said they would cycle more often if the greenway were provided, while 70% said they would walk more often. See Figure 4.3 below.

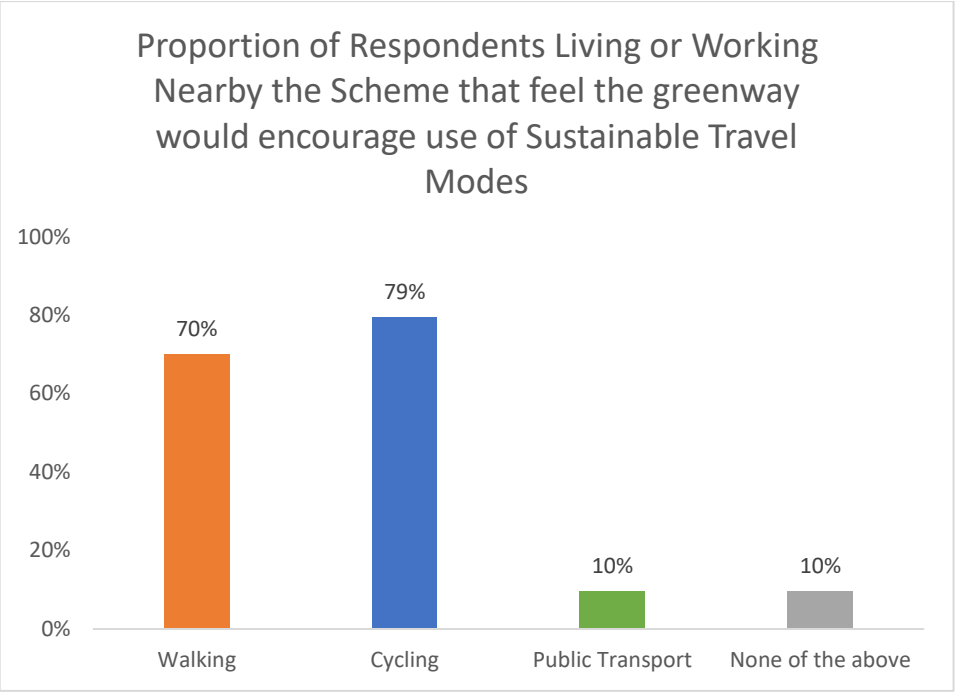

Figure 4.3 Survey: Proportion of Respondents living or working nearby the scheme that feel the greenway would encourage use of Sustainable Travel Modes.

4.2.4 According to the respondents the most important potential benefit of the scheme would be to *'Improve safety for walkers and cyclists'*, followed secondly by *'Reducing the number of vehicle trips made, by providing a sustainable option'.* The least important benefit was '*Connecting to other sustainable transport modes such as bus or rail'.* See Figure 4.4 below.

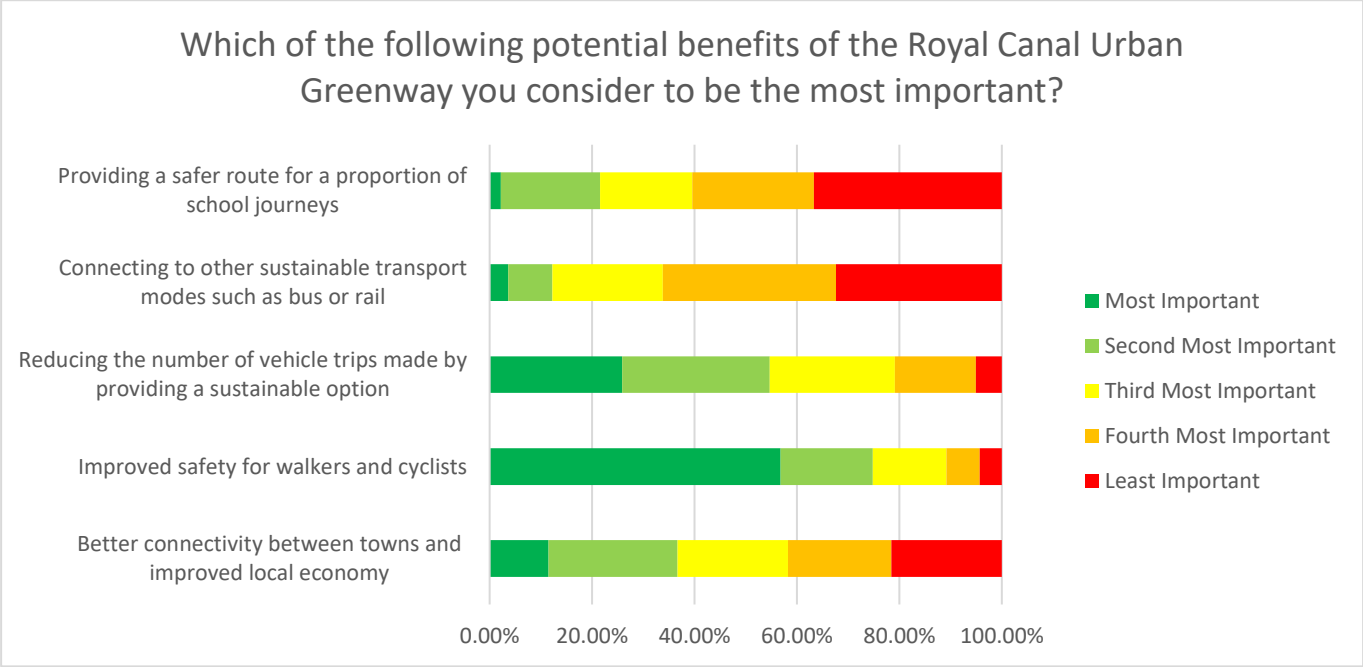

Figure 4.4 Survey: Most important potential benefits of the Royal Canal Urban Greenway.

4.2.5 According to the respondents the most important Safety & Design consideration is '*Personal Security (e.g. provision of lighting, route planned near residents, regular access points)'*, this is closely followed by 'C*omfort (Surface material, gradient, width, stress levels etc)'*. See Figure 4.5 below.

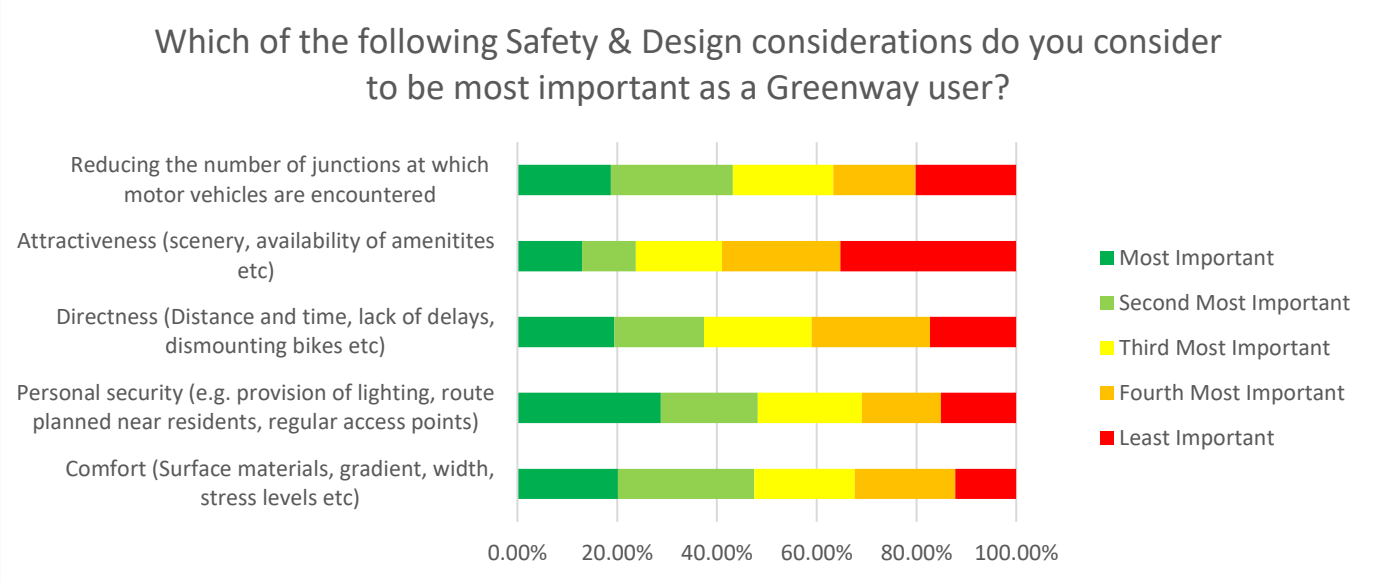

Figure 4.5 Survey: Most important Safety & Design consideration.

5.0 Response to Submissions

5.1.1 A response to the main themes as summarised in Section 2 will be provided in this section in the sequence in which they were listed in Section 2.

5.2 Preferred Route, Deep Sinking section

5.2.1 A number of submissions as part of the public consultation process related to a 1km section of the route in the 'Deep Sinking' between Kirkpatrick Bridge (Coolmine Road) and 400m west of Castleknock Train Station.

5.2.2 Many submissions were in favour of the Preferred Route, however, a large number suggested that the greenway be constructed on the southern side of the Canal between Kirkpatrick Bridge and Granard Bridge.

5.2.3 During the previous public consultation for this project, undertaken in March 2019, a large number of submissions were made in relation to a preference for the greenway to run on the southern bank of the Deep Sinking. As a result, Fingal County Council committed to undertaking a significantly enhanced level of design and site investigation than would usually be undertaken at this stage of an infrastructure project. Accordingly, a specialist independent geotechnical consultancy was appointed to advise on this aspect of the scheme. Additional field surveys and ground investigation surveys were undertaken to fully understand the constraints and likely constructability of particular options between Coolmine and Castleknock stations. More detailed designs were developed for the northern and southern side of the canal. A detailed technical note was then prepared which outlines the constraints associated with both options north and south of the Royal Canal, see Appendix I in the Route Options Report. In conclusion, the technical note that was published as part of this consultation outlined that the Northern Route Option was the preferred option over the Southern Option.

5.2.4 The Southern Route Option along the 'Deep Sinking' was not considered to form part of the Preferred Route for the following reasons:

a) Construction options for the southern Bank along the Deep Sinking Section would require a cantilevered structure with horizontal restraints anchored into the supporting embankment of the rail line or under the rail line itself at locations.

b) This provides significant project risks including slope failure during construction; settlement under the rail track during construction; settlement following completion of the works and potential severing of the restraints during future rail upgrade works.

c) The removal of the majority of vegetation along the existing rail line embankment and retaining walls to allow for the construction of the cantilevered structure would pose a serious risk of slope failure.

d) Access for construction is limited along the southern towpath, construction would be required from a barge. This would result in closure of the canal and towpath for a protracted period of time.

e) Construction for a section of the route would be restricted to nightworks due to the proximity of the rail line. This would increase the potential for noise disruption to nearby residential areas and wildlife.

f) The southern option would require the removal of the majority of vegetation along the southern corridor which would have a significant environmental and visual impact.

g) The required cantilevered boardwalk would result in a significant visual impact on the Deep Sinking Area.

h) The cantilevered boardwalk would result in a significant impact on the heritage of the Deep Sinking Area completely changing its character. It would also result in the shading of a significant portion of the canal at this location.

Figure 5.1 Photograph of existing southern embankment (left) Vs Photomontage of cantilevered boardwalk (right), facing west towards Kirkpatrick Bridge

i) The southern option does not permit access points/connectivity. It is restricted between Kirkpatrick Bridge and Granard Bridge (approx. 1.5km) due to the railway line on the southern side of the towpath. This will lead to greater

potential for anti-social behaviour resulting in safety and security issues for greenway users.

5.2.5 Based on the above information and the Multi-Criteria Assessment (MCA) undertaken in the Route Options Report, and despite the submissions received during this consultation, the northern route option presents the optimum route option based on the objective information available and the assessments undertaken.

5.2.6 Another frequent query among submissions related to the 'Royal Canal Greenway, Feasibility Report (2012)' commissioned by Fingal County Council and undertaken by Atkins consulting engineers in 2012. The so-called "Atkins Report", which was published in 2012, was a high-level feasibility and constraints study which examined the overall engineering feasibility of upgrading the existing towpath along the Royal Canal from the 12th lock to the Kildare border. The scope of this study was to establish the constraints and developed a working knowledge of the issues along the proposed route. The report highlights significant constructability constraints along the Deep Sinking area, however, assessing whether these constraints could be overcome was outside the scope of this study.

5.2.7 Further assessment of these constraints along with further route options assessments were carried out during subsequent stages of the project, as set out above, and resulted in the preferred route along the northern bank being identified.

5.2.8 The Northern Route Option is the preferred route for the following reasons:

a) Significantly less complex construction with improved access for construction. Works can be undertaken during normal working hours.

b) It has no impact on existing or proposed Iarnród Eireann infrastructure in the construction or operation phase.

c) It has minimal impact on existing canal users. To install the bridge over the canal, the bridge beams may need to be craned from a barge on the canal, which may result in the closure of the canal for short periods during construction.

d) It has negligible visual impact on the Royal Canal and retains the character of the canal for boat users. The new bridge structures have been architecturally designed to complement the existing heritage value of the Royal Canal.

e) Tree loss is minimised by routing the greenway along the upper bank, allowing a significant wooded area to remain. A certain amount of tree loss will be required; however, replacement planting will be provided.

f) The northern route option has been located along the upper northern bank in order to protect the remaining green infrastructure along the edge of the waterway and on the northern bank which has been subject to considerable loss over the past decades.

g) Overall, the northern bank is significantly more sympathetic to the existing environment, heritage and sense of place of the Deep Sinking Section.

h) The northern route option permits permeability and linkages from residential catchments (Delwood Close and the Brompton green area). Thereby creating a safer route as more people can assess the greenway, resulting in greater passive surveillance and security for greenway users.

Royal Canal
Comparisons between the Southern Embankment (Existing Towpath) and the Northern Embankment (Preferred Route)

	Southern Embankment (Existing Towpath)	Northern Embankment (Preferred Route)
Integration	Restricted accessibility due to railway line, relatively remote from adjacent areas -> less passive surveillance and usage, creating perception of a less secure and attractive facility -> less comfortable experience for users, less use of the facility. No access points along the corridor in event of emergency.	Permeability and linkages from adjacent areas, located nearer to built-up areas -> feeling of security and comfort -> increased usage & activity, increased passive surveillance -> safer and more attractive route for greenway users and adjacent areas. Access points for emergency use.
Constructability	Significant restrictions due to rail line -> Extended night works -> extended construction timeframe ->significant noise and disruption for residents, canal users and towpath users. Closure of canal towpath (6+ months) Closure of canal (6+ months) Significant safety issues for construction and maintenance.	Works would take place during normal working hours. No impact on rail line. Minor closure of canal and towpaths (several days/ weeks). Safety issues minimised.
Environment	Removal of significant vegetation -> entire wildlife corridor removed. Significant visual impact on canal.	Removal of significant vegetation, however wildlife corridor remains. Negligible visual impact on the canal.
Safety	The southern option does not permit access points for 1.5km. This will lead to greater potential for anti-social behaviour resulting in safety and security issues for greenway users.	The preferred route design, which has been developed in consultation with An Garda Siochana Crime Prevention Unit, includes measures such as fencing, defensive planting and increased vertical separation between the greenway and adjacent houses, to mitigate security concerns of residents.
Economy	More expensive in terms of capital cost due to constraints with construction adjacent to the rail line & canal. Initial Estimates for construction are €7.5 – 10.5 million. Increased ongoing maintenance costs owing to restricted access.	More economical in terms of capital cost with construction less restricted. Initial Estimates for construction are €5 – 7 million. Ongoing maintenance costs lower also due to increased accessibility.

5.3 Scheme Design

5.3.1 A number of submissions raised queries, made alternative recommendations or sought clarification relating to features of the proposed scheme design. These included queries in relation to the greenway surfacing and width along the scheme.

5.3.2 The Greenway will be constructed as a 3-4m wide (where possible within existing embankment widths) from the Kildare/Fingal County Council boundary line to Hansfield Bridge (Railway Bridge) (Ch. 0 – 3200).

5.3.3 This western section will be constructed using materials that are sensitive to the rural character and environment of this area, see Figure 5.2 below. The greenway will be set back at least 1m from the water's edge, to maintain a riparian strip so as not to disturb the grasslands which are of high conservation value.

Figure 5.2 Photomontage of proposed greenway in Section 1

5.3.4 For the remainder of the route, from Hansfield Bridge (Railway Bridge) to the end of the scheme at Talbot Bridge (Ashtown Greenway) (Ch. 3200 – 8100), where increased usage is projected, the greenway will be constructed as a 4m wide path (where possible within existing embankment widths and terrain) made from a bituminous surface to provide a high quality and durable finish for users (see Figure 5.3).

Figure 5.3 Photomontage of proposed greenway in Section 1

5.3.5 In terms of the greenway width, this is based on the route being of National/Regional and Local importance that is expected to attract significant demand for commuter and leisure use. By way of context, the Baldoyle to Portmarnock Greenway, which was officially opened in June 2020, has experienced considerable usage levels as can be seen from the user counts from January 1st to February 28th, 2021 (Table 5.1), the popularity for greenway schemes has increased significantly and the appetite for outdoor recreation has grown following the construction of quality infrastructure. It is anticipated that sections of the proposed scheme will provide greater levels of usage and as such the 4m width of the facility between Hansfield and Castleknock is fully justified, as per the TII Rural Cycleway Design guidelines (April 2017, ref no. DN-GEO-03047) and the National Cycle Manual.

Greenway	Daily Average (Week)	Daily Average (Weekend)
Baldoyle Greenway	1296	1681

Table 5.1: Baldoyle Greenway user counts January-February 2021

5.3.6 Some submissions also raised concerns in relation to access control and specifically kissing gates along the scheme. The project team are aware of the issues for wheelchair users and cargo bikes to access through kissing gates and these will not

be provided as part of the scheme. Fingal County Council is currently examining a number of innovative access treatments used in Ireland and across Europe. The form of access treatment to the greenway is subject to detailed design and further consultation with An Garda Síochána and Waterways Ireland.

5.3.7 A number of submissions recommended that pedestrians and cyclists be segregated along the greenway route. The greenway will be shared between pedestrians and cyclists. A calmed environment is intended along the greenway route. Vertical and horizontal alignment of the greenway will be designed to minimise potential of cyclist to travel at high speeds. Cyclists will be encouraged through various measures to yield to pedestrians, particularly in areas of high use of vulnerable uses such as schools etc.

5.3.8 Some submissions queried what will happen to the existing towpath if the north bank option is chosen between Coolmine and Castleknock Station. It is intended that the existing towpath will be retained as existing. Specific responses to design related submissions can be found in **Appendix A.**

5.4 Environment

5.4.1 A significant number of submissions were concerned with the potential impact on the wooded area to the north of the Royal Canal between Coolmine and Castleknock Stations. The loss of woodland is not desirable, therefore, to minimise the impact on trees and habitats, the Preferred Route is proposed along the upper bank, allowing a significant wooded area to remain. A certain amount of tree loss will be required; however, replacement planting will be provided as part of a landscaping scheme which will respect the existing natural environment.

5.4.2 If the greenway were to be constructed on the southern embankment, a cantilevered structure would be required which would result in the removal of the treeline and hedgerow between the Railway Line and the towpath. The removal of this ecological corridor would have a detrimental impact on corridor function of the canal for fauna, particularly in terms of bats (commuting and feeding routes), birds (breeding habitat) and invertebrates (commuting and feeding routes) as well as having a pronounced visual impact that would compromise the Royal Canal's status as a proposed Natural Heritage Area (pNHA). In consultation, Iarnród Eireann indicated a preference that replacement planting is not provided adjacent to the train line if the southern embankment option was constructed.

5.4.3 Some submissions have queried if there has been an assessment or audit of the range of the wildlife along the scheme, particularly on the southern and northern bank between Coolmine and Castleknock Station. Initial surveys were undertaken, which included a badger survey of the woodland on the north side of the Royal Canal east of Kirkpatrick Bridge in August 2019 (refer to Section 4.4 in the Route Options Report). Updated surveys are currently being undertaken along the full extent of the scheme, to supplement those undertaken previously and to inform the final scheme design. For more details on the ecological surveys undertaken along the extent of the scheme, please refer to the Route Options Report and the Biodiversity Report.

5.4.4 The following ecological reports have been either reviewed or undertaken as part of this scheme:

- Ecological Study of the Royal Canal between Talbot Bridge and Maynooth Train Station 2013. (BEC Consultants)
- Royal Canal Urban Greenway Biodiversity Assessment 2018. (Natura Environmental Consultants).

- Ecological Assessment: Survey of the Royal Canal from Spencer Dock to Blanchardstown, Co Dublin, 2019. (McCarthy Keville O'Sullivan Ltd)
- Molluscan Survey of potential Vertigo habitats along the Royal Canal from Blanchardstown to the Dublin/Kildare Border 2016. (Evelyn Moorkens)
- Royal Canal Greenway, 12th Lock To Kildare County Boundary Waterbird Survey 2018. (Natura Environmental Consultants).
- Bat Monitoring - Investigation of lighting along a section of the Royal Canal, Ashtown, County Dublin, 2018. (Dr Tina Aughney)
- Bat Survey - Bridge Surveys, Royal Canal, County Dublin, 2018. (Dr Tina Aughney)
- Bat Assessment along the Ashtown to M50 section of the Royal Canal, 2019. (Dr Tina Aughney, Bat Eco Services)
- Bat Assessment along the Ashtown to M50 section of the Royal Canal, 2021. (Dr Tina Aughney, Bat Eco Services)
- The Mammal Fauna of The Royal Canal 2004. (Brian Keeley)

5.4.5 Some submissions enquired as to what assessment has been performed on the invasive species (e.g. Japanese Knotweed, Giant Hogweed) along the canal and the potential impact of disturbing these species may have on surrounding homes.

5.4.6 Natura Environmental Consultants undertook an ecological survey along the extent of the scheme and there was no presence of any non-native invasive species according to the survey conducted.

5.4.7 Japanese Knotweed was recorded in surveys conducted by BEC Consultants near Pakenham Bridge in 2013, however, Natura's 2018 ecological survey confirmed that it did not occur in this area. For more information, please refer to the Route Options Report and the Biodiversity Report.

5.4.8 Submissions received were also concerned about the impact of light pollution on animals. The lighting design will be designed in line with best practice and will be sensitive to ecology such as bats, birds and other mammals. Lighting will not be provided initially on the rural most western section of the greenway from the Kildare/Fingal County Boundary to the Hansfield Railway Bridge. However, to future proof the scheme, underground ducting for services will be installed along the entire scheme.

5.4.9 FCC has commissioned bat surveys of the existing Ashtown Section of the greenway to determine the impact of lighting on bats. This process will inform the final lighting design for the subject scheme.

5.4.10 A number of submissions queried if an Environmental Impact Assessment will be undertaken. Feedback from the public consultation will be incorporated into the preliminary design of the proposed scheme and the final Preliminary Design will be subjected to screening for Environmental Impact Assessment. If an Environmental Impact Assessment is not required, an Environmental Report will nonetheless be prepared to assess the environmental impact of the scheme and outline mitigation measures and other relevant issues to be considered by the scheme designers.

5.4.11 The outcome of this screening will determine the statutory planning process for the scheme. The scheme will also be subject to screening for Appropriate Assessment, and full Appropriate Assessment if so required.

5.5 Safety Issues (Including Anti-social Behaviour)

5.5.1 In relation to the safety issues raised in a number of submissions, the main concerns were security, anti-social behaviour and the safety of the greenway users. The majority of the concerns relate to the Delwood and Brompton areas due to the proximity/access points of the greenway along this section of the route.

5.5.2 A number of submissions requested further information on the height and cover materials for proposed fencing at the back the Delwood Park properties. To prevent the greenway overlooking the back gardens of the residents of Delwood Park and for security reasons, the ground level of the greenway is now proposed to be lowered to match, or be lower than, the existing ground level of the adjacent back gardens and a 2m high timber palisade fence provided, with an anti-climb wire mesh or similar type fence. Defensive planting will also be provided here to increase security and minimise visual intrusion.

5.5.3 See Figure 5.4 below of the proposed security fence (source: Royal Canal Urban Greenway, Public Consultation Document, Appendix B – Architectural Drawings. https://consult.fingal.ie/en/consultation/royal-canal-urban-greenway).

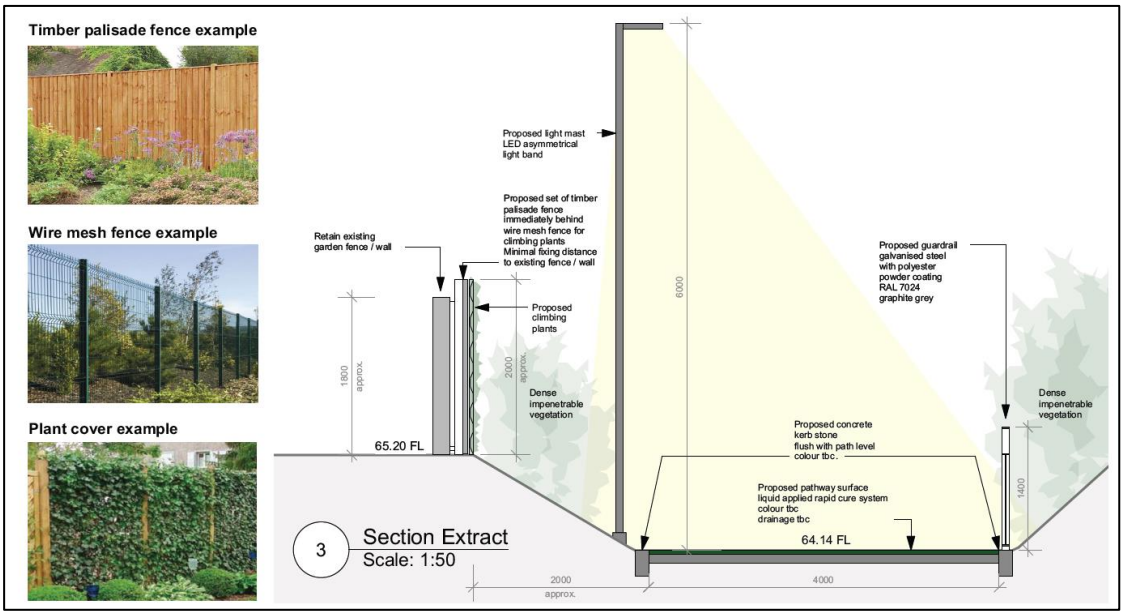

Figure 5.4 Cross section of greenway behind Delwood Park (Source: Architectural Drawings – Appendix B, Public Consultation Document)

5.5.4 Submissions also requested further information on the use of CCTV along the pathway, details on who would monitor it and raised questions on whether it would overlook residential back gardens. The scheme will be designed to include provision

for CCTV and the design team will consider this matter further with a view to including it in the final scheme design if appropriate. The installation of CCTV is subject to further consultation initially with An Garda Síochána and Waterways Ireland. In any event, any potential future CCTV system would be designed in such a way that it will not overlook residential back gardens.

5.5.5 Another frequent query was if lighting will be installed along the route. Lighting will be provided along the greenway from Hansfield to the Old Navan Road (Talbot Bridge). The lighting will be designed in line with best practice and will be sensitive to ecology such as bats, birds and other mammals. This is currently subject to ongoing design development by the design team including the scheme ecological specialists with a view to balancing user comfort and safety with ecological and other requirements. It may include such measures as reduced lighting levels during periods of bat feeding or overnight, and these shall be developed as the design team continues to work on the scheme design and environmental assessments.

5.5.6 Lighting is not intended to be provided initially on the western section of the greenway from the Kildare/Fingal County Boundary to the Hansfield Railway Bridge due to its rural nature. However, to future proof the scheme, underground ducting for services will be installed along the entire scheme to facilitate future public lighting installation subject to ecological and user safety requirements.

5.5.7 Another safety concern raised was that the greenway would be taken over by high-speed cyclists commuting into the city, resulting in an unsafe environment for leisure users. As outlined in Section 5.3, a calmed shared environment is intended along the greenway route. Vertical and horizontal alignment of the greenway will be designed to minimise potential for cyclists to travel at high speeds. Cyclists will be encouraged through various measures to yield to pedestrians, particularly in areas of high use by vulnerable users such as schools etc.

5.5.8 Another common concern was regarding the height of the bridge crossing the canal and the potential impact on privacy for residents. Following concerns raised in the first Non-Statutory Public Consultation regarding the proximity of the proposed bridge with Roselawn properties, the bridge access route/ramp from the Brompton Green area has been shifted further west, with the bridge route/ramp meandering through the wooded area, which should act to screen the bridge access ramp from the Roselawn properties, see Figure 5.5 below.

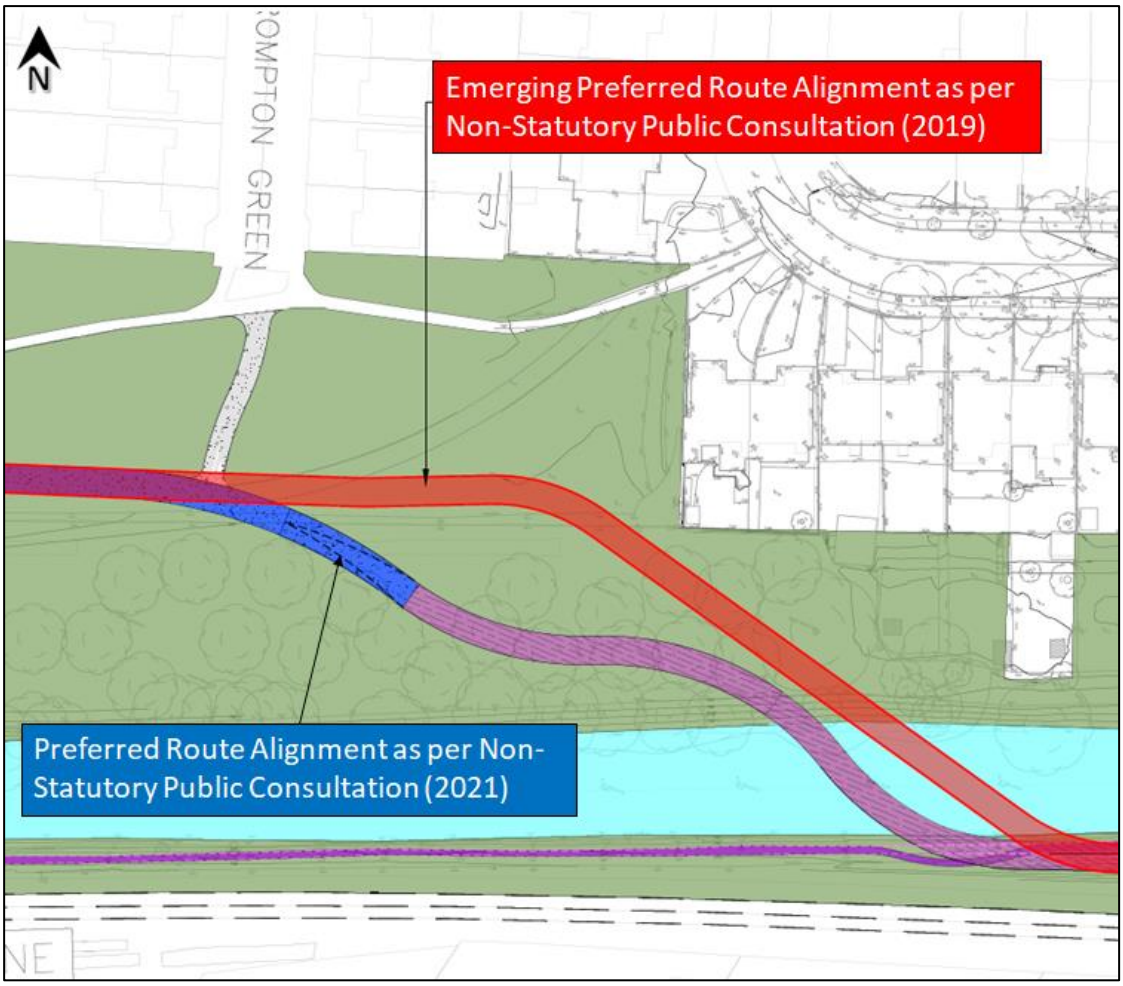

Figure 5.5 Comparison between the bridge location/access ramp for both Public Consultation periods 2019 & 2020.

5.5.9 Following consultation with Waterways Ireland (WI), 3.5 - 4m height clearance is required above the canal at bridge crossing location to allow barges to pass under.

5.5.10 The towpath must also be maintained to enable the towing of barges and for maintenance purposes. A 3m height clearance is required along the towpath under the bridge sections for maintenance machinery.

Figure 5.6 Animation illustrating the greenway height above the existing towpath (min 3m).

5.5.11 The proposed pedestrian and cycle bridge tie-in on the southern towpath has been chosen east of the pinch point created by the railway masonry retaining wall and the towpath at Ch. 7000-7160. The towpath begins to widen from Ch.7220 eastwards towards Granard Bridge, which provides sufficient available width for the bridge abutment and greenway, while maintaining at least 4.5m (minimum) separation from Iarnród Éireann assets. The proposed bridge has been architecturally designed to be aesthetically pleasing and fit into surrounding environment.

5.5.12 To respect the privacy of adjacent properties, the access point into the Brompton green area has been shifted eastwards from the previous consultation drawings (2019), see Figure 5.7 below.

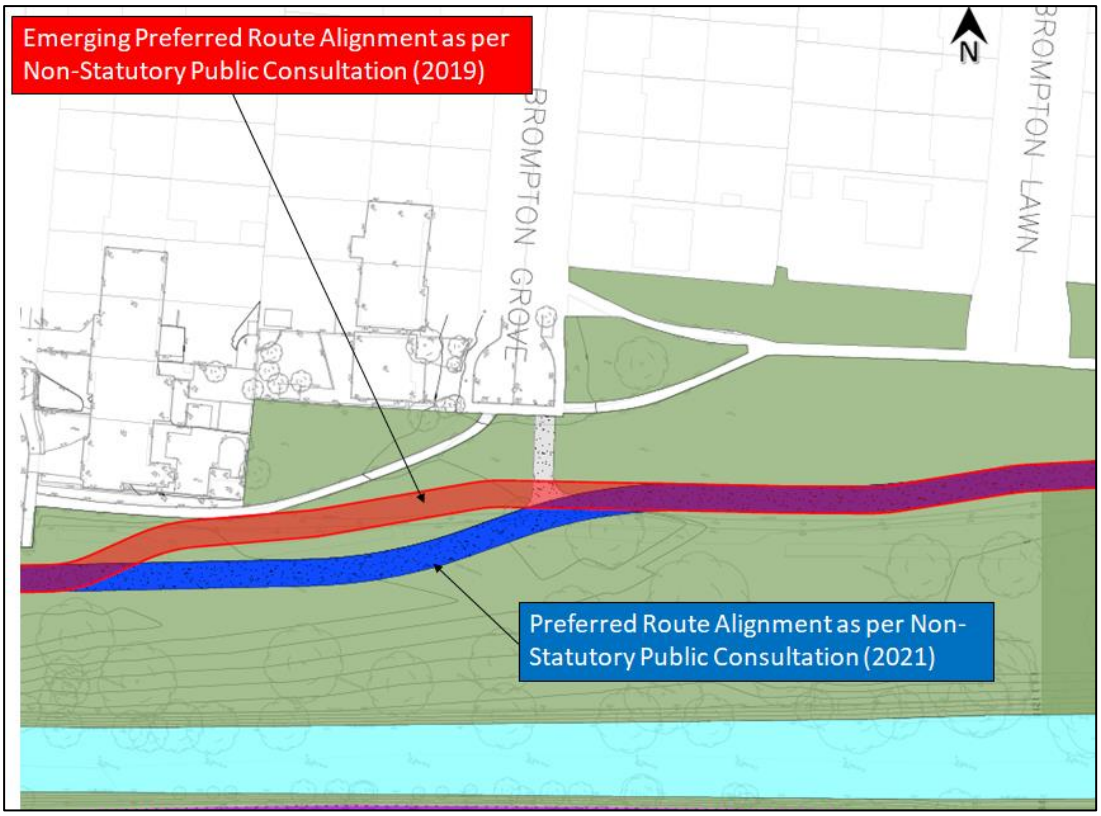

Figure 5.7 Comparison between the greenway entry point into the Brompton green area for both Public Consultation periods 2019 & 2021.

5.5.13 In the 2019 Non-Statutory Public Consultation, there were concerns about opening the existing fence line on the southern side of the Brompton green area and the potential issue of anti-social behaviour in the wooded area that previously occurred. Accordingly, the design now includes a 2m high fence line to be maintained along the southern side of the greenway along this section of the greenway route. To provide further privacy to the Brompton residents, planting and railings will be provided on the Brompton side of the greenway through the Brompton green area, see image below from the Public Consultation Report and 3D Animation video (Figure 5.8).

Figure 5.8 Animation illustrating the greenway adjacent to the Brompton green area with fencing/planting provided

5.5.14 Submissions made queries on what interaction has been taken with the local An Garda Síochána (AGS) in terms of impact to crime and protection of residents in the area. An Garda Síochána did not provide a submission to this consultation. However, preliminary meetings were held between AGS and Fingal County Council to discuss current best practice in terms of crime prevention design along the preferred route. Following these discussions, the following items will be considered further and will feed into the final scheme design:

a) Benefits of enhanced permeability and passive surveillance and this should be a key feature of the scheme.

b) Greenway width of 4m would facilitate comfortable passing by users and add to feeling of personal security.

c) Maximum height of at least 1.9m for the boundary treatment at private properties to the greenway would be desirable. Anything in excess of 2.5m could potentially compromise greenway user safety due to the removal of passive surveillance. AGS welcomed the use of defensive planting between the greenway and proposed boundary treatments but suggested that welded mesh anti-climb fencing should be used instead of timber fencing. Timber fencing could be used to the rear of the welded fencing to limit visual intrusion.

d) Security fencing should be provided under any bridge proposals where people could congregate before it spans the canal.

e) Consideration of increased barrier heights at the proposed bridge crossing of the canal.

f) AGS offered to review the detailed design proposals including, lighting proposals, boundary treatments and provide feedback.

5.6 Traffic and Access Routes (Including Parking)

5.6.1 Following concerns raised by residents in the previous non-statutory consultation in 2019, the number of accesses to the greenway via Delwood and Brompton has been reduced, see Figures 5.9 & 5.10.

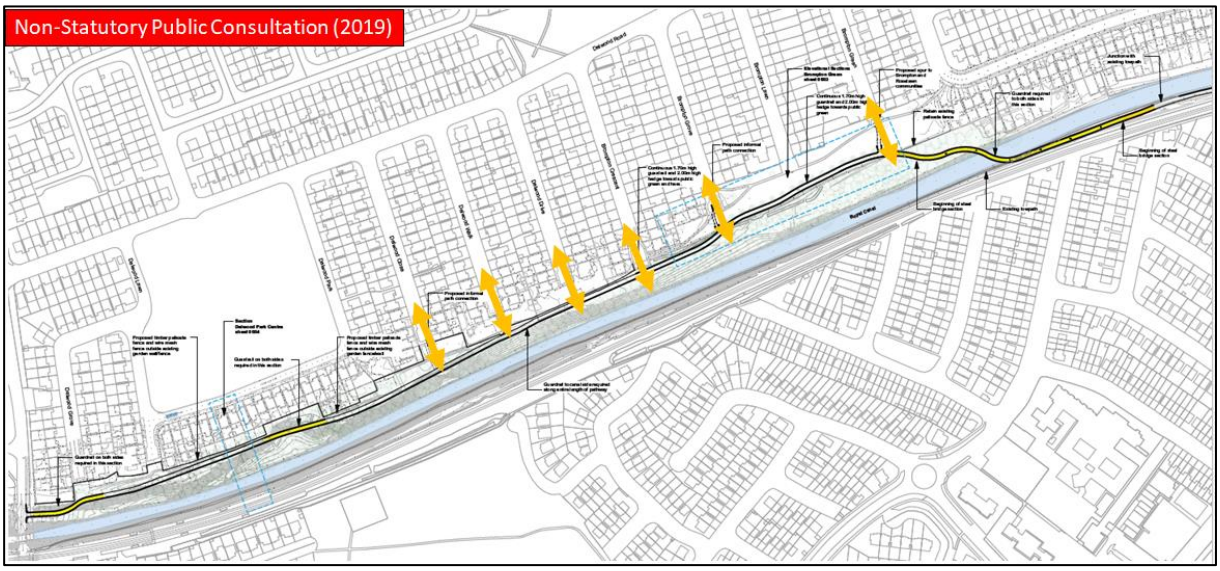

Figure 5.9 Access points to the greenway proposed in the Emerging Preferred Route Option (Non-Statutory Public Consultation 2019).

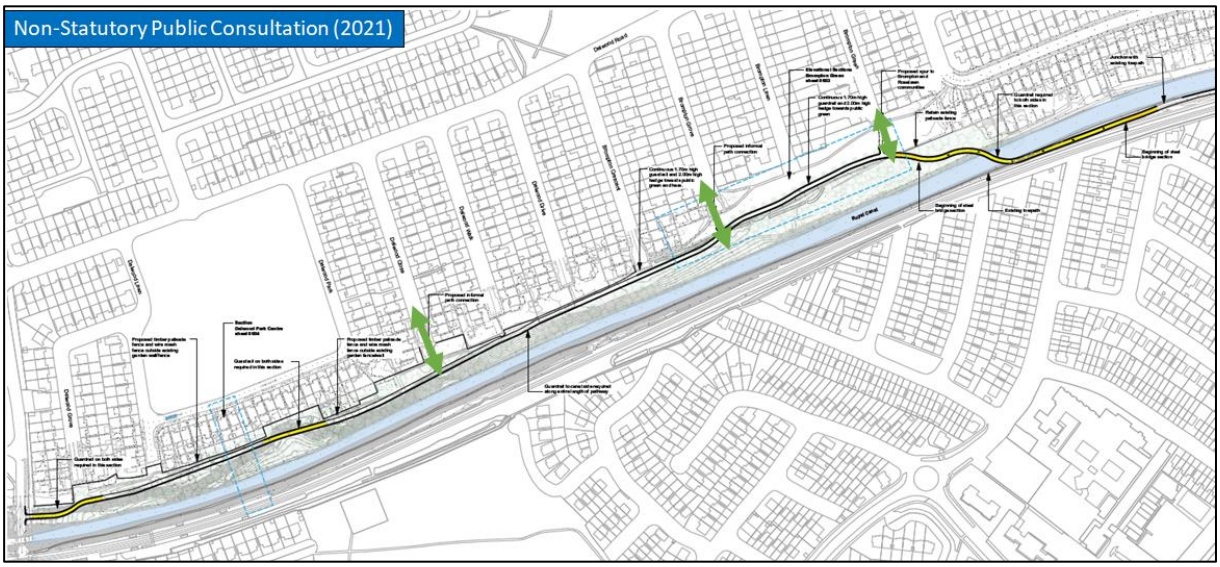

Figure 5.10 Access points to the greenway proposed in the Preferred Route Option (Non-Statutory Public Consultation 2021).

5.6.2 A number of submissions received expressed concerns regarding the potential impacts on Delwood and Brompton residential estates by providing access points onto the greenway from Delwood Close and the open space at Brompton. Concerns raised in relation to the proposals included anti-social behaviour, crime, traffic and parking.

5.6.3 The preferred route on the northern embankment will facilities connection points onto the greenway via Delwood Close, Brompton Grove and the open space at Brompton.

5.6.4 Providing access to the greenway on the northern embankment permits permeability and linkages from residential catchments (Delwood Close and the Brompton green area), in accordance with the Design Manual for Urban Roads & Streets (DMURS) and the NTA Permeability Best Practice Guide. Thereby creating a safer route as more people can assess the greenway, resulting in greater passive surveillance and security for greenway users. These accesses will also be used by emergency services, allowing quicker access in case of an emergency. The provision/location of the three access points on the northern embankment, ensures access at least every 400m, whereas the southern option is restricted between Kirkpatrick Bridge and Granard Bridge (approx. 1.5km) due to the railway line on the southern side of the towpath, thereby resulting in a less secure and effective facility. There would be no opportunity to provide additional access points along this section on the southern embankment which would create considerable security issues for greenway users.

5.6.5 As mentioned in Section 5.5, the preferred route on the northern embankment also includes measures such as fencing, defensive planting and the lowering of the greenway level adjacent to the back gardens of houses, to mitigate security concerns and to preserve privacy for residents

5.6.6 A number of submissions received from residents in close proximity to the preferred greenway route (particularly the Brompton and Delwood Residents) have concerns that their residential road will become a "park and ride" facility for both the nearby train stations and the greenway. Fingal County Council will examine a number of different parking management schemes. The form of parking management scheme will be determined following further investigation and in consultation with local residents.

5.6.7 A number of submissions queried why there was no access proposed from the Barnwell Estates (new Hansfield development area) to the preferred greenway route. Planning consent (FW18A/0161) is conditioned to agree an access point to the canal towpath with Iarnród Éireann who are the other landowners. FCC are not in control of the land between the residential development and the greenway. FCC supports the principle of connectivity here and will engage with both parties to find a solution and to maximise connectivity onto the greenway.

5.7 Other

5.7.1 Queries that were raised as part of the submissions that could not be grouped in the main theme concerns were grouped in the Other theme. These include:

i. Consultation.

ii. Costs.

iii. CPO/Land acquisition.

iv. Planning Process.

v. Construction; and

vi. Impact of noise and light pollution on residents.

Consultation

5.7.2 A number of the submissions, which were related to the section of route between Coolmine and Castleknock in the 'Deep Sinking' , felt that their observations submitted during the first consultation and during the two webinars hosted in June this year were not addressed.

5.7.3 Concerns and observations raised in the first public consultation were considered and preliminary designs for both the northern and southern embankments for this section were developed, so more detailed considerations including constructability and environment could be incorporated into the updated route options assessment to determine the Preferred Route for the Scheme. These preliminary designs were also informed by ground investigations undertaken by Ground Investigations Ireland (GII) (to investigate subsurface conditions and to further understand the structural infrastructure/construction method required for particular route options) as well as consultation with stakeholders such as Waterways Ireland, Iarnród Éireann, the NTA, An Garda Siochána and FCC officials. Design options developed for the southern embankment were also subjected to independent expert peer review by Gavin & Doherty Geosolutions Ltd (GDG).

5.7.4 Following concerns raised by residents in the previous non-statutory consultation in 2019, the following design changes have been undertaken:

1. the number of accesses to the greenway via Delwood and Brompton has been significantly reduced from 6 to 3.

2. the access point into the Brompton green area has been shifted eastwards.
3. the access ramp/route to the proposed landmark bridge has been shifted westwards.
4. to prevent the greenway overlooking the back gardens of the residents of Delwood Park and for security reasons, the ground level of the greenway is now proposed to be lowered to match, or be lower than, the existing ground level of the adjacent back gardens
5. protective fencing and planting will be provided between the greenway and the Delwood Park back gardens.
6. planting and railings will be provided on the northern side of the greenway through the Brompton green area.

5.7.5 Some submissions felt that their concerns were not being heard during the two webinars hosted in June this year. Due to the Covid-19 pandemic and public health restrictions on gatherings, it was not possible to hold a traditional, in-person public consultation event during this round of public consultation. FCC and DBFL attempted to answer as many questions as possible in the timeframe allocated for both webinars. Following the webinars, FCC provided a Frequently Asked Questions page on the information website to answer some of the most common concerns/queries raised.

Cost

5.7.6 A number of submissions queried the cost estimates for both the northern and southern embankment between Coolmine and Castleknock. Preliminary estimates were prepared for comparative purposes as part of the Route Options Assessment process. This included estimates for bridges and structures proposed. These will be further refined as the scheme design develops in accordance with the NTA Cost Management Guidelines (CMG).

Land Acquisition/CPO

5.7.7 A number of submission queried if land acquisition or Compulsory Purchase Orders (CPOs) were required from private properties to advance the scheme. Land acquisition/CPO may be required at various points along the route. In general, the

existing pedestrian route along the towpath will be widened towards the northern side of the embankment to provide a paved 4-metre-wide greenway.

5.7.8 The preferred greenway route will also be routed through the Porterstown Old School House lands. This site is the subject to a separate Housing Development planning approval process and the greenway may be delivered as part of this proposed residential development.

5.7.9 It is not envisaged that there will be Land acquisition/CPO required for the section of route between Coolmine and Castleknock Station.

Planning Process

5.7.10 Some submissions queried whether the scheme can be split into a number of sections for the planning process, to prioritise the western section to Clonsilla to completion, while working on the more complex Deep Sinking section. In order to comply with the requirements of relevant planning legislation, FCC will bring the scheme through the planning process as one project. The scheme will go through the planning process as one full project (8.1km). If planning permission is granted, the construction of the scheme could be phased.

Construction

5.7.11 Some submission queried as to how the north bank greenway will be constructed, including the storage of material and equipment, location of the site office and where construction workers will park their cars. The constructability of the route options within the 'Deep Sinking' was considered in detail in assessing the options. Please see Sections 2 & 3 of the Technical Note included in the Route Options Report for further detail.

5.7.12 As part of the statutory planning process an Outline Preliminary Construction Management Plan will be prepared and as is standard practice that the main contractor will be required to develop the Preliminary Construction Management Plan into a detailed Construction Management Plan and agree it through compliance with FCC. The detailed Construction Management Plan will indicate where the site office will be located, construction car parks, electrical supply, water and sewage infrastructure.

Impact of noise and light pollution on residents

5.7.13 Some submissions queried the long-term impact of noise and light pollution on residential properties between Coolmine and Castleknock Stations due to the removal of trees and installation of lighting along the greenway.

5.7.14 The primary sources of noise during the operational phase of the proposed scheme will be typically related to pedestrian activities (i.e. walking, cycling, talking). The day-to-day activities associated with the proposed scheme should not have a significant noise impact on residents within the study area.

5.7.15 Lighting will be provided along the greenway from Hansfield to the Old Navan Road (Talbot Bridge). However, the lighting will be designed to ensure minimal impact on residents in close proximity to the greenway.

5.7.16 The 2m high timber palisade fence and planting between the greenway and the back gardens will provide additional screening to any potential noise or light spillage.

6.0 Submission Analysis & Conclusion

Submissions

6.1.1 This report has been prepared to provide an overview of the submissions received by Fingal County Council (FCC) following a public consultation held in respect of the Royal Canal Urban Greenway Scheme.

6.1.2 The public were invited to submit general submissions/observations in addition to an online survey. A total of 1143 submissions were received.

6.1.3 It is worth noting that of the total 1143 submissions, there were few(less than 10) that questioned the need for the scheme or opposed the provision of the greenway. The majority of submissions were in support of the delivery of the greenway.

6.1.4 Of the 1143 submissions received, the most common issue raised in the submissions received related to the Preferred Route and the environment. These issues were noted in 714 (62%) and 679 (59%) of the submissions reviewed, respectively.

6.1.5 In relation to the environment, to supplement the initial ecological surveys undertaken to inform the Preferred Route, updated surveys are currently being undertaken along the full extent of the scheme and will be incorporated into the preliminary design of the proposed scheme which will be subjected to screening for Environmental Impact Assessment and Appropriate Assessment.

6.1.6 Concerns relating to safety in terms of crime, anti-social behaviour and interaction between greenway users were raised in 506 (53%) of the submissions. Inputs and recommendations from An Garda Síochána (AGS) have been incorporated into the design, such as fencing, defensive planting and the provision of access requirements along the greenway. AGS have offered to review the detailed design proposals including lighting proposals and boundary treatments and provide feedback.

6.1.7 Submissions also outlined concerns regarding potential traffic impact, access routes to the greenway and parking along the residential estates. These concerns were raised in 506 (44%) of the submissions.

6.1.8 Fingal County Council has committed to examining a number of different parking management schemes. The form of parking management scheme has not been determined yet and further investigation and consultation with the residents is required.

6.1.9 All other issues raised have been reviewed by the Project Team and will be considered further in the finalisation of the scheme design.

Survey/Questionnaire

6.1.10 A total of 140 responses were received for the RCUG survey/questionnaire. The responses received highlighted the general support for the greenway scheme.

6.1.11 Approximately 98% of those that responded to the survey stated that they would use the greenway if it was built. While approximately 96% of those living or working nearby stated that they would use the greenway if it was built.

6.1.12 Of the total of 73 respondents that lived or work nearby the scheme, 80% said they would cycle more often if the greenway were provided, while 70% said they would walk more often.

Appendix A Response to Issues Raised

1. Scheme Design

i. Why is a cantilever structure needed along the entirety of the south bank option? Could it not be used only at pinch points?

Response: A cantilevered structure is not required along the entire length of the southern towpath between Coolmine and Castleknock Station. It is only required along the section of route which currently has inadequate width (typically 2m) from Coolmine Station to 400m east of Castleknock Station (approx. 1km), to provide a 4m wide greenway route. For further information please refer to the Route Assessment Options Report and the Technical Note provided in the Consultation Report.

ii. Can the greenway be placed behind the existing fence at Brompton?

Response: To minimise tree removal the greenway is proposed on the northern side of the existing fence at Brompton. Planting and railings will be provided on the Brompton side of the greenway, to respect the privacy of the Brompton residents (see Figure 5.8).

iii. How will the greenway traverse the partially filled western quarry?

Response: A bridge structure will be required to enable the proposed greenway to cross the historic quarry area on the northern embankment (Ch. +6500m). The proposed bridge will be 30m single span bridge is proposed (composite steel beam and concrete deck bridge). For further information please refer to the Public Consultation Report and the Technical Note.

iv. How long will it take for newly planted vegetation to mature?

Response: Planting provided will be of semi-mature nature to the required specification.

v. Why is it considered that there would be a need for extended night works if the south bank option were chosen?

Response: Irish Rail have advised that there would likely be time and methodology restraints placed on the construction of the greenway on the southern embankment which would include works under and adjacent to the rail line. The rail line would have to be closed during these works. This would require night works. For further

information please refer to the Technical Note within Appendix I of the Route Options Report[2].

vi. Sheepmoor Lane/Canal Banks: Concerns that this section of the canal will have shared access for motorised vehicles, pedestrians and cyclists. Although it will be access only for motorised vehicles the proposal to close the Coolmine level crossing and have a potential drop off area for the train station could cause confusion for motorists and danger to cyclists and pedestrians at this section.
Response: Consultation between the RCUG and the DART+ West scheme will continue to ensure a safe and compatible interface is achieved between both schemes at Sheepmoor Lane and the overbridge proposals.

vii. Has consideration been given to the condition of the retaining walls/structures adjacent to the railway line during the investigations for the south bank option? Note that they are in poor condition.
Response: Yes, the current condition of the existing railway embankment and retaining walls were taken into consideration for design of the route options along the southern embankment, which included stability/reinforcement of the railway embankment/retaining wall. Given the complexities of constructing the greenway adjacent to the rail line, design options developed for the southern embankment were also subjected to independent expert peer review by Gavin & Doherty Geosolutions Ltd (GDG). Further details on the condition of the retaining walls are outlined in the GDG Feasibility Report.

viii. If stabilisation works are required to construct a south bank greenway, won't they also be needed for the DART+ west project?
Response: The stability or the rail line is a matter for Irish Rail as part of the Dart+West scheme proposal. Details of the Dart+West scheme are available on the DART+West Public Consultation page https://www.dartplus.ie/en-ie/projects/dart-west

ix. Will the lowering of the level of the greenway to create vertical separation with adjacent properties apply along the entire section of the greenway to the rear of the properties in Delwood Park and Roselawn/Brompton?

[2] https://consult.fingal.ie/en/consultation/royal-canal-urban-greenway

Response: There is currently an embankment/mound behind Delwood Park, which creates a significant level difference. To prevent the greenway overlooking the back gardens of the residents of Delwood Park, a cutting through the embankment will be undertaken to reduce the proposed level of the greenway. As mentioned in Section 4.5, fencing and landscaping will be provided between the greenway and the back gardens to increase security. Further east, there is less of a requirement to lower the level of the greenway.

x. Area south of dwellings 3 - 33 on Roselawn Road is depicted in drawing 24 as a green area. In reality, construction of several houses is underway on this land. Are other drawings inaccurate?
Response: These developments will be denoted in future planning drawings.

xi. The greenway plans show a crossing at Porterstown level crossing, however, if Irish Rail's Dart West submission goes ahead, Porterstown level crossing will permanently close to vehicular, pedestrian and cycle traffic. Suggest that pedestrian/cycle bridge is constructed at Porterstown level crossing to facilitate students walking/cycling from the environ of the Clonsilla Road to the Luttrellstown Community Campus.
Response: A pedestrian/cycle bridge is proposed a Porterstown as part of the Dart+West scheme. Consultation/coordination between the RCUG and the DART+ West scheme will continue to ensure a safe and compatible interface is achieved between both schemes at Porterstown. Details of the proposed Dart+West Pedestrian/cycle bridge at Porterstown is available on the DART+West Public Consultation page https://www.dartplus.ie/en-ie/projects/dart-west

xii. Provide bike parking where the route crosses with BusConnects corridors or are near train stations.
Response: This will be considered as part of the future design development.

xiii. Do consider upgrades to Bicycle Access and Parking at Irish Rail Stations.
Response: This will be discussed with Iarnród Eireann and will be considered as part of the design development.

xiv. Accessibility/Universal Design should be core to all of the features and access points. Steps, barriers and kissing gates should be avoided as they restrict access for people

with wheelchairs, cargo bikes, buggies etc. Please engage with disability groups in the design of features.

Response: Accessibility/universal design will be taken into consideration for the access points along the greenway scheme. The project team are aware of the issues for wheelchair users and cargo bikes to access through Kissing Gates and Fingal County Council is currently examining a number of innovative access treatments in Ireland and across Europe. The form of access treatment to the greenway is subject to detailed design and further consultation with An Garda Síochána & Waterways Ireland.

xv. Can the Council consider low level (height-wise) lighting along the greenway, similar to what Irish Rail are proposing on the DART+ pedestrian and cycle bridge at Coolmine. Low level lighting would minimise the lighting up of back gardens along sections of the greenway close to houses, as well as minimising the impact of lighting on wildlife.

Response: The lighting will be designed in line with best practice and will be sensitive to ecology such as bats, birds and other mammals. The lighting will also be designed to ensure minimal impact on residents in close proximity to the greenway. The lighting type or height has not yet been determined; low-level lighting will be considered as part of the lighting design options.

xvi. Will the existing towpath be upgraded if the north bank option is chosen between Coolmine and Castleknock Station? In its current state it is claimed to be "very dangerous" in the DBFL report. Will the cost for this work be factored into the design decision?

Response: The towpath will be maintained as is, with embankment maintenance from Waterways Ireland (WI). According to Waterways Ireland, the towpath on the southern embankment must be maintained to facilitate traditional uses such as towing of barges and for WI maintenance purposes along the canal.

xvii. The statement in the public consultation document that the greenway route traverses through the windmill lands at Coolmine is incorrect. This is a historic public right of way that continues from Sheepmoor Lane right to Kennan Bridge.

Response: The greenway route will be provided on the southern extent of the Windmill Court development. Access will be provided to the greenway, which permits permeability and linkages from residential catchments, in accordance with National Policy as set out in the Design Manual for Urban Roads & Streets (DMURS) and the

NTA Permeability Best Practice Guide. While also creating a safer route as more people can assess the greenway, resulting in greater passive surveillance and security for greenway users.

xviii. Is there an opportunity to provide a future bridge to connect the Royal Canal to St. Catherines Park with the proposed canal cycle loop idea from South Dublin County Council to connect into Lucan village over the River Liffey?
Response: A future bridge crossing from the Royal Canal to St. Catherine's Park may be provided as part of a future scheme.

xix. It is proposed to end the 4m wide bound surface at Hansfield and move to an unbound surface in keeping with the rural location. As there is a LAP in place for the Barnhill area, would it be possible to continue the bound surface past the Barnhill area as this is designated a suburban area i.e. Bound 4m wide surface from Barnhill to Collins Bridge.
Response: Following consultation with FCC Biodiversity department and WI, the western section will be constructed using materials that are sensitive to the rural character and environment of this area (unbound surface). The greenway will be constructed as a 3-4m wide (where possible within existing embankment widths) from the Kildare/Fingal County Council boundary line to Hansfield Bridge (Railway Bridge).

xx. Can further detailed, accurate drawings and 3D views of the finished reality of the greenway be provided?
Response: The details provided in the drawings are typical of the required detail for the planning process. Photomontages and a 3D animation video were provided as part of the non-statutory public consultation, link provided below.
https://www.fingal.ie/royalcanalurbangreenway/gallery-video

2. Environment

xxi. How will vermin be controlled during the construction period, without impacting on existing wildlife?

Response: Prior to the construction of the scheme, a competent contractor will undertake a Construction Method Statement and an Environmental Management Plan which will outline the procedures that will be adopted to ensure minimal impact on the existing wildlife during the construction phase.

xxii. Clarity wanted on what mitigation actions will be taken from an ecological perspective.

Response: Along the western section of the greenway route from the Kildare Boundary to Callaghan Bridge the greenway will be set back at least 1m from the water's edge, to maintain a riparian strip so as not to disturb the grasslands along the edge of the canal which are of high conservation value.

East of Callaghan Bridge a cantilevered boardwalk structure is proposed along the towpath to protect the underlying ecological habitats along the canal.

Along the Deep Sinking Section between Coolmine and Castleknock the greenway is located at the top on the bank to minimise the impact on trees and habitats and to protect the remaining green infrastructure at this location. A certain amount of tree loss will be required; however, replacement planting will be provided along with measures such as bat boxes.

Construction of the greenway scheme will be undertaken in as ecologically sensitive a manner as possible. Prior to the construction of the scheme, a competent contractor will undertake a Construction Method Statement and an Environmental Management Plan which will outline the procedures that will be adopted to ensure minimal impact on the existing wildlife during the construction phase.

xxiii. What exact surface area (m^2) of woodland/shrubbery will need to be removed from each bank? What quality and type of greenery will be removed?

Response: To minimise the impact on highly sensitive trees, the northern route option is proposed in close proximity to the back gardens of the residents of Delwood Park and into the open space (green area) at Brompton, providing a cantilevered structure along the towpath for the southern option would result in the removal of the treeline/hedgerow between the Railway Line along the towpath (approx. 1km length).

As per the Route Options Report, the southern route option would possibly remove approx. 2100m^2 of trees, while the northern route option would possible remove approx. 1100m^2. For more information, please refer to Appendix E of the Route Options Report.

xxiv. What impact will the new bridge have on the Deep Sinking and the surrounding rock face?

Response: The bridge foundations will be piled and will not impact the rock face. The foundation design includes large diameter piled foundations to dense sands and gravels or bedrock where available. The proposed bridge has been architecturally designed to be aesthetically pleasing and fit into the surrounding environment.

xxv. Will the vegetation be allowed to grow again under the cantilevered walkway and what type of vegetation would be allowed?

Response: Subject to Waterways Ireland maintenance requirements, vegetation should be able to grow again under the cantilevered boardwalk.

xxvi. Will any growth under the cantilevered structure compromise the structural integrity of the greenway?

Response: Vegetation growth under the cantilevered structures should not compromise the structural integrity. The vegetation type will be determined following consultation with WI and subject to their maintenance requirements.

xxvii. Given that there will be significant construction works in relation to Dart +, will much of the vegetation, trees, shrubbery etc have to be removed in any case outside of the greenway?

Response: FCC cannot comment on the extent of potential tree removal required as part of the proposed DART+West scheme. Details of the Dart+West scheme are available on the DART+West Public Consultation page https://www.dartplus.ie/en-ie/projects/dart-west

xxviii. Efforts should be made to retain the existing mature tree/plant life in the area of the Deep Sinking and limit the impact on wildlife. When planting along the route, wildflowers and native trees should be used along the length of the project.

Response: A landscaping design will be developed that is sympathetic to the existing natural environment.

xxix. What assessment has been performed to determine the impact to the gardens backing onto the greenway in terms of subsidence if the North bank woodland is removed?
Response: Excavations are proposed to increase the vertical separation between the greenway and adjacent residential properties to preserve the privacy of these properties. Site visits, site investigations and interrogation of geological data were undertaken to inform the design which generally involves the removal of fill above rock which will continue to provide support to the adjacent gardens.

3. Safety Issues (Including Antisocial Behaviour)

xxx. Did An Garda Síochána express a preference for the north or south bank?

Response: Consultation with An Garda Síochána was a general discussion in relation to best practice crime prevention design along the preferred route. See Section 4.5.

xxxi. Request for a formal security report to be compiled.

Response: The project team will consult further with An Garda Síochána through the detailed design phase. The requirement for a formal security report will be discussed and informed by this consultation.

xxxii. What control measures will be put in place in relation to child safety and water safety?

Response: Guardrails will be provided where appropriate, eg. where there is a significant drop to the canal. Lifebuoys will be provided along the canal in proximity to the greenway. Emergency Access will be provided from existing roadways for emergency vehicles, ambulance and fire brigade.

xxxiii. The opening of the cul de sacs presents a child safety risk.

Response: Guardrails will be provided at appropriate points between the greenway and the canal/wooded areas. Lifebuoys will be provided along the canal in proximity to the greenway.

xxxiv. Request for higher fencing and rapidly growing vegetation to provide increased security.

Response: Following consultation with An Garda Síochána, the fence height of at least 1.9m and up to 2.5m for the boundary treatment at private properties to the greenway was specified. AGS advised that anything in excess of 2.5m could compromise greenway user safety. Defensive planting will be provided in this area also to maximise security.

xxxv. Will there be ring buoys and a defibrillator located along the greenway.

Response: Lifebuoys will be provided along the canal in proximity to the greenway. Provision of defibrillators will be considered.

4. Traffic and Access Routes (Including Parking)

xxxvi. Concerns about the installation of parking meters in residential areas and householders having to pay for annual parking passes. A time limit for parking should be considered to discourage commuter parking.

Response: Fingal County Council is currently examining a number of different parking management schemes. The form of parking management scheme has not been determined yet and further investigation and consultation with the residents is required.

xxxvii. A parking management plan needs to be implemented for Kirkpatrick, Riverwood, Station Court, Old Navan Road, Talbot, and Woodpark estates similar to the proposed parking management plan for the Delwood and Brompton estates.

Response: This will be considered by FCC Operations Department.

xxxviii. Has there been a traffic management survey done that includes the impact of the new Dart + rail project?

Response: These impacts may be assessed as part of the Dart + West Scheme.

xxxix. Consideration might be given to the provision of Park & Ride sites along the route, for multi modal commuters to be able to drive to locations beside the canal, park their car and continue their commute by bicycle, or by train, from that location to their destinations.

Response: Park and Ride sites will be considered after the establishment of the greenway scheme and its usage levels/demand.

xl. Transport Infrastructure Ireland (TII) highlighted a potential interaction between the proposed greenway and TII assets on the M50 at Junction 1 – M50 - N3 and N3 - M50 to Clonee NDP project.

Response: The Royal Canal Scheme will have no interaction with the M50. The scheme will terminate at the Old Navan Road/Talbot bridge where it will tie into the Ashtown section of the Royal Canal Greenway.

5. Other

Planning Process

xli. Condition 3 of the original planning permission (P/443/70) for the Brompton area states that "the areas shown as open space be reserved as public open space and levelled, soiled, seeded and landscaped to the satisfaction of the Co Co…." The proposed scheme violates this right.

Response: A planning application will be made in accordance with the requirements of the Fingal Development Plan and all relevant regional and national policy. The provision of a pathway through an open space does not materially change its use as an open space

xlii. Request for members of the Planning and Strategic Development department in Fingal County Council to meet with representatives of the Roselawn, Brompton and Delwood Residents' Associations to discuss and address the various problems that exist relating to this proposed development

Response: Consultation has been undertaken with the elected representatives and local residential groups throughout the design process providing an update on the scheme progress and incorporating the feedback into the Option Development and Assessment process and scheme design. Meetings and correspondence have been undertaken with residents' groups, in particular with the Delwood and Brompton residents' groups.

All commentary received throughout the ongoing stakeholder engagement was considered by the project team in assessing the route options for the scheme as well as the scheme design.

Cost

xliii. Has the cost of constructing a cantilever bridge to cross the quarry been factored into the final cost?

Response: A bridge structure will be required to enable the proposed greenway to cross the historic quarry area on the northern embankment (Ch. +6500m). The proposed bridge will be a 30m single span bridge is proposed (composite steel beam and concrete deck bridge). The cost of the bridge was included in the cost estimate for the northern option.

xliv. Has the cost of the two proposed bridges at Delwood Park and Roselawn/Brompton been forensically costed, including but not limited to the increased cost of construction? Will the cost greatly exceed the estimate?

Response: Both bridge structures were included in the preliminary cost estimate for the northern route option for comparative purposes as part of the Route Options Assessment process. These will be further refined as the scheme design develops in accordance with the NTA Cost Management Guidelines (CMG). The increase in construction cost due to COVID-19 will be considered as part of the design development.

xlv. Has the cost of delays due to an EIA being required and objections from local residents been factored into the total cost of the north bank option?

Response: Feedback from the public consultation will be incorporated into the preliminary design of the proposed scheme which will be subjected to screening for Environmental Impact Assessment and Appropriate Assessment. The outcome of this screening will determine whether an Environmental Impact Assessment Report (EIAR) is required and the statutory planning process for the scheme.

Construction

xlvi. How will construction be controlled to minimise the impact on local residents?

Response: Prior to the construction of the scheme, a competent contractor will undertake a Construction Method Statement and an Environmental Management Plan which will outline the procedures that will be adopted to ensure minimal impact on the local residents during the construction phase. Works would take place during normal working hours with minor closure to the canal and towpaths (several days/weeks). Whereas the southern embankment route option would result in extended night works (6 + months) with significant noise and disruption for residents. It would also result in the closure of the canal and towpath (6+ months).

xlvii. Details wanted on how the underpass at Granard Bridge will be constructed.

Response: Details of the construction method for the underpass at Granard Bridge will be progressed for the next stage in the planning process.

xlviii. Has Waterways Ireland given permission to close the canal for 6 months or more and can FCC produce any correspondence with Waterways Ireland in relation to the closure of the canal?

Response: WI would not be in favour of closing the canal for 6 months or more.

Noise & Vibration

xlix. What studies had been performed to demonstrate that there would be no adverse impact to the homes and gardens that back onto the greenway in terms of noise and vibration leading to structural damage?

Response: Prior to construction the contractor will prepare a Construction Method Statement and Construction Management Plan which will ensure noise and vibration levels from the construction process is kept to a minimum. Works would take place during normal working hours.

l. There were few references in the Multi Criteria Analysis to the impacts of the greenway on the QoL for the residents.

Response: Following the public consultation in 2019, Criterion 2e Potential Impact on Communities/Residents was added to the Multi Criteria Analysis. A comparative assessment of the potential impact each route option has on communities and residents was undertaken.

From the non-statutory public consultation undertaken in 2019 some of the main concerns from residents were proximity of the route to residential properties, security and the opening of cul-de-sacs. These potential impacts have been incorporated into the assessment along with requirement to provide permeability and linkages to/from the greenway (in accordance with DMURS principles). For further information, please refer to the Route Options Report.

li. If the greenway is built on the south bank, what would be the ongoing maintenance costs to prevent undergrowth from undermining the structural integrity of the greenway?

Response: Vegetation growth under the cantilevered structures should not compromise the structural integrity of the greenway. Routine maintenance of the vegetation along the canal banks are undertaken by Waterways Ireland (WI).

Canal Use

lii. Will the greenway bring more boats? What regulations and controls will be put in place for canal boats to prevent unauthorised mooring? Do these boats have proper permits to stay there and if more boats arrive, will they have permits? What are the sanitation and household waste facilities for these boats? There are not proper mooring facilities for some of these boats. Is this not a Health and Safety issue?

Response: This will be discussed with Waterways Ireland (WI).

liii. Also, the ongoing permanent mooring of boats at the 12th Lock is against the License issued by Waterways Ireland and this area is becoming increasingly decrepit looking and in no way would be in keeping with the greenway. There should be no permanent mooring as this is taking over the Canal Bank and removing its use for Leisure pursuits by other Canal users.

Response: This will be discussed with Waterways Ireland (WI).

liv. It is important that provision be made for the safe boarding of such vessels for leisure and enjoyment (kayaking/canoeing etc)

Response: This will be discussed with Waterways Ireland (WI).

lv. The completion of the greenway reinforces the need to address issues with extensive, unregulated mooring of boats along the 12th Lock. The existing mooring pontoon should be extended to separate the canal bank from the moored boats to enable proper maintenance of the canal bank. Effective regulation of inhabited canal boats is required by Waterways Ireland to prevent indiscriminate and unregulated mooring of boats along the Canal adjacent to the greenway.

Response: This will be discussed with Waterways Ireland (WI).

lvi. The existing mooring pontoons should be extended to separate the canal bank from the moored boats.

Response: This will be discussed with Waterways Ireland (WI).

lvii. Access to moored boats should be via a control gate to the pontoon with a code/mobile phone system for traceability and ease of management.

Response: This will be discussed with Waterways Ireland (WI).

Other

lviii. Lack of consideration of visual impact of bridges on canal users and local residents.

Response: Following concerns raised in the first Non-Statutory Public Consultation regarding the proximity of the proposed bridge with Roselawn properties and the potential visual impact, the bridge access route/ramp from the Brompton Green area has been shifted further west, with the bridge route/ramp meandering through the wooded area, which should act to screen the bridge access ramp from the Roselawn properties, see Figure 5.5.

The proposed bridge has been architecturally designed to be aesthetically pleasing and fit into surrounding environment

lix. Include signs along the canal to indicate the names of the bridges and historical landmarks found along the route. Information could be displayed on Fingal's heritage signage in relation to the construction of the canal at the Deep Sinking, the wildlife that can be seen in the area as well as the built heritage such as bridges and the Old Clonsilla Schoolhouse.

Response: This will be considered as part of the design development.

lx. Additional facilities wanted such as WC, benches, bins, picnic area, water fountains and coffee stand.

Response: This will be considered as part of the design development.

lxi. There is no data to show how this bridge (over the Deep Sinking) would be constructed/supported and what the impact would be to the Deep Sinking. In the feasibility study provided for the South Bank proposal, there is detailed information on how any bridge/cantilever structure would be installed and the impact it would have on the surrounding rock base. Why was no similar assessment performed for the Deep Sinking, given its particular ecological importance?

Response: Preliminary information on the proposed construction of the Landmark Bridge is outlined in the Technical Note, provided in the Consultation Documents.

> *"The steel bridge will have span of 30m across the Royal Canal. The foundation design includes large diameter piled foundations to dense sands and gravels or bedrock where available. A geological fault is noted in a direction skew to the canal in this area, however, it is not viewed as a significant geotechnical risk item as the sands and gravels overlying the variable bedrock are sufficiently*

dense to facilitate a piled foundation. Similar to the bridge at the quarry, the greenway will be constructed either side of the canal, therefore, providing access to construct the abutments and to crane the steel beams into position. Alternatively, the steel beams could be transported and craned into position from a barge."

lxii. The Royal Canal Urban Greenway Plan should ensure Linkages to Westmanstown Sports & Recreation Centre which will greatly enhance the offering of the greenway (Obj 139 in the Development Plan). There is no mention of the future road bridge to be built on the area and how this will link with the greenway and proposed cycle routes. It is important that this plan recognises the Objectives set out in the Fingal Development Plan and that as a matter of urgency Objective 139 be Referenced and more importantly implemented as part of the Development of the greenway. The Provision of Signage at Pakenham Bridge and on the greenway indicating Westmanstown Recreation Centre should be included in the plan.
Response: The Kellystown Road scheme proposes a new bridge south of Pakenham Bridge which would provide pedestrian/cycle linkages to Westmanstown Sport & Recreation Centre (non-statutory public consultation in September 2020).

lxiii. Please consider locations which small businesses or community organisations can avail of for trade / exhibition (coffee vans, art & craft sales, local schools etc)
Response: These will be considered as part of the design development

Old Schoolhouse Lands

lxiv. Suggest that the council would look at purchasing the Old Clonsilla National School site to enable a quality stop off point with a future greenway museum/café restaurant/ community park type facility. The field that runs behind this school, on which it was recently proposed to build 8 apartment blocks, could be integrated into the greenway route, allowing the local wildlife to continue to thrive and to preserve this rare area of green space in the Clonsilla area
Response: The Old School House lands are under private ownership and it is not envisaged that FCC will purchase these lands as part of the Royal Canal Urban Greenway scheme.

Appendix B Issues Raised in Individual Submissions

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
Totals	714	284	679	610	506	453
FIN-C400-1						
FIN-C400-2		1				
FIN-C400-3						
FIN-C400-4						
FIN-C400-5		1		1		
FIN-C400-6		1				
FIN-C400-7						
FIN-C400-8		1				
FIN-C400-9						
FIN-C400-10						
FIN-C400-11		1				
FIN-C400-12	1		1	1	1	1
FIN-C400-13		1		1		1
FIN-C400-14	1		1	1		1
FIN-C400-15						
FIN-C400-16		1				
FIN-C400-17		1				
FIN-C400-18		1				
FIN-C400-19		1				
FIN-C400-20		1	1			
FIN-C400-21		1				
FIN-C400-22		1		1	1	
FIN-C400-23		1	1			
FIN-C400-24						
FIN-C400-25		1				
FIN-C400-26		1				1
FIN-C400-27		1				1
FIN-C400-28		1		1		
FIN-C400-29	1			1	1	
FIN-C400-30						
FIN-C400-31		1				1
FIN-C400-32	1		1	1	1	1
FIN-C400-33						
FIN-C400-34	1		1	1	1	1
FIN-C400-35	1		1	1	1	1
FIN-C400-36		1				
FIN-C400-37	1		1	1	1	1
FIN-C400-38						
FIN-C400-39	1		1	1	1	1
FIN-C400-40	1			1	1	
FIN-C400-41		1				
FIN-C400-42		1				
FIN-C400-43		1				
FIN-C400-44		1				
FIN-C400-45						
FIN-C400-46		1				
FIN-C400-47						
FIN-C400-48		1				1
FIN-C400-49						
FIN-C400-50		1				1
FIN-C400-51						
FIN-C400-52		1				
FIN-C400-53	1	1	1			1
FIN-C400-54		1			1	
FIN-C400-55		1	1			
FIN-C400-56				1	1	
FIN-C400-57		1				
FIN-C400-58						

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-59		1				
FIN-C400-60		1				1
FIN-C400-61		1			1	
FIN-C400-62		1				1
FIN-C400-63		1		1		1
FIN-C400-64		1				
FIN-C400-65		1				
FIN-C400-66						
FIN-C400-67		1				
FIN-C400-68		1				1
FIN-C400-69		1		1	1	
FIN-C400-70						
FIN-C400-71						
FIN-C400-72				1		
FIN-C400-73	1	1	1	1	1	
FIN-C400-74		1			1	1
FIN-C400-75		1				
FIN-C400-76		1				
FIN-C400-77		1				
FIN-C400-78		1		1	1	
FIN-C400-79	1	1	1	1		1
FIN-C400-80						
FIN-C400-81	1	1	1			
FIN-C400-82			1	1		
FIN-C400-83	1	1	1			
FIN-C400-84	1		1	1		1
FIN-C400-85	1	1	1	1	1	1
FIN-C400-86	1	1	1	1	1	1
FIN-C400-87	1	1	1	1	1	1
FIN-C400-88	1	1	1			1
FIN-C400-89						
FIN-C400-90						
FIN-C400-91	1			1	1	1
FIN-C400-92		1		1		
FIN-C400-93	1		1			1
FIN-C400-94	1		1			
FIN-C400-95	1	1	1	1	1	
FIN-C400-96	1	1	1	1		1
FIN-C400-97	1		1	1		1
FIN-C400-98	1	1	1		1	1
FIN-C400-99	1	1	1		1	1
FIN-C400-100	1		1			
FIN-C400-101			1	1		
FIN-C400-102		1		1		
FIN-C400-103				1		
FIN-C400-104						
FIN-C400-105						
FIN-C400-106	1			1	1	
FIN-C400-107	1		1			
FIN-C400-108	1		1			1
FIN-C400-109	1		1			
FIN-C400-110	1		1	1	1	
FIN-C400-111	1	1	1		1	1
FIN-C400-112	1				1	
FIN-C400-113			1	1	1	
FIN-C400-114	1			1	1	
FIN-C400-115	1			1		
FIN-C400-116						
FIN-C400-117	1	1	1	1	1	1

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-118	1		1			
FIN-C400-119	1		1		1	1
FIN-C400-120	1		1		1	
FIN-C400-121	1		1		1	
FIN-C400-122	1			1	1	
FIN-C400-123	1		1	1	1	
FIN-C400-124				1	1	
FIN-C400-125	1					
FIN-C400-126	1		1	1	1	
FIN-C400-127	1			1	1	1
FIN-C400-128				1	1	
FIN-C400-129	1			1	1	1
FIN-C400-130	1		1			1
FIN-C400-131			1	1	1	1
FIN-C400-132		1		1		
FIN-C400-133	1	1		1	1	1
FIN-C400-134	1				1	
FIN-C400-135	1		1		1	1
FIN-C400-136	1		1			1
FIN-C400-137	1			1		1
FIN-C400-138	1		1	1	1	
FIN-C400-139	1		1		1	1
FIN-C400-140	1		1	1	1	1
FIN-C400-141	1		1	1		
FIN-C400-142	1		1		1	1
FIN-C400-143	1		1	1	1	1
FIN-C400-144	1		1	1	1	
FIN-C400-145	1					
FIN-C400-146				1	1	
FIN-C400-147				1		
FIN-C400-148						
FIN-C400-149	1			1	1	
FIN-C400-150	1			1	1	
FIN-C400-151			1	1		
FIN-C400-152	1			1	1	
FIN-C400-153	1			1	1	
FIN-C400-154						
FIN-C400-155	1		1		1	1
FIN-C400-156	1		1		1	1
FIN-C400-157	1		1		1	1
FIN-C400-158	1		1	1		
FIN-C400-159	1		1			1
FIN-C400-160						
FIN-C400-161			1			
FIN-C400-162	1			1	1	
FIN-C400-163	1		1		1	1
FIN-C400-164				1		1
FIN-C400-165	1		1	1	1	1
FIN-C400-166		1			1	
FIN-C400-167	1		1	1		
FIN-C400-168	1			1	1	1
FIN-C400-169		1				
FIN-C400-170	1				1	1
FIN-C400-171	1		1	1	1	
FIN-C400-172	1		1	1		1
FIN-C400-173	1		1	1	1	1
FIN-C400-174	1		1	1		
FIN-C400-175	1		1	1	1	1
FIN-C400-176	1			1	1	

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-177	1				1	
FIN-C400-178	1		1	1	1	
FIN-C400-179						
FIN-C400-180	1		1			
FIN-C400-181	1		1			
FIN-C400-182	1		1			
FIN-C400-183		1				
FIN-C400-184						
FIN-C400-185	1		1	1	1	1
FIN-C400-186		1				
FIN-C400-187	1		1			
FIN-C400-188	1		1	1	1	1
FIN-C400-189	1		1	1	1	1
FIN-C400-190	1		1	1	1	1
FIN-C400-191	1		1	1	1	1
FIN-C400-192	1		1	1	1	1
FIN-C400-193	1		1	1	1	1
FIN-C400-194	1		1	1	1	1
FIN-C400-195	1		1	1	1	1
FIN-C400-196	1		1	1	1	1
FIN-C400-197	1		1	1	1	1
FIN-C400-198	1		1	1	1	
FIN-C400-199	1		1	1	1	
FIN-C400-200	1		1	1		
FIN-C400-201	1		1	1		
FIN-C400-202		1				
FIN-C400-203						1
FIN-C400-204		1		1		1
FIN-C400-205		1	1	1	1	
FIN-C400-206		1				
FIN-C400-207			1	1		1
FIN-C400-208	1	1				1
FIN-C400-209	1		1	1	1	
FIN-C400-210		1				1
FIN-C400-211	1	1	1	1	1	1
FIN-C400-212	1	1	1	1	1	1
FIN-C400-213	1		1			
FIN-C400-214	1	1	1	1	1	1
FIN-C400-215	1		1			
FIN-C400-216	1	1				1
FIN-C400-217				1	1	
FIN-C400-218	1	1	1	1	1	1
FIN-C400-219				1		
FIN-C400-220				1	1	
FIN-C400-221	1		1	1		
FIN-C400-222						1
FIN-C400-223	1		1			
FIN-C400-224	1		1	1		
FIN-C400-225	1		1	1		
FIN-C400-226			1	1	1	
FIN-C400-227			1	1	1	1
FIN-C400-228				1		
FIN-C400-229	1		1	1	1	1
FIN-C400-230	1		1	1	1	
FIN-C400-231	1		1	1	1	
FIN-C400-232	1		1	1	1	
FIN-C400-233	1		1	1	1	1
FIN-C400-234	1		1	1	1	1
FIN-C400-235	1		1	1	1	1

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-236	1		1	1	1	
FIN-C400-237				1	1	1
FIN-C400-238	1		1	1	1	1
FIN-C400-239				1	1	1
FIN-C400-240	1					
FIN-C400-241	1		1	1	1	1
FIN-C400-242	1			1		
FIN-C400-243	1		1	1	1	1
FIN-C400-244	1		1			1
FIN-C400-245	1				1	
FIN-C400-246						
FIN-C400-247		1				1
FIN-C400-248			1	1	1	1
FIN-C400-249						
FIN-C400-250	1			1	1	1
FIN-C400-251			1	1	1	1
FIN-C400-252	1			1		
FIN-C400-253	1		1	1	1	
FIN-C400-254	1		1	1	1	
FIN-C400-255	1		1	1	1	
FIN-C400-256	1		1			1
FIN-C400-257	1		1	1	1	
FIN-C400-258						
FIN-C400-259						1
FIN-C400-260	1		1	1	1	
FIN-C400-261		1				
FIN-C400-262	1		1	1	1	1
FIN-C400-263	1			1	1	
FIN-C400-264						
FIN-C400-265						
FIN-C400-266		1				
FIN-C400-267			1			
FIN-C400-268						
FIN-C400-269	1		1	1	1	
FIN-C400-270						
FIN-C400-271	1					
FIN-C400-272	1		1	1		
FIN-C400-273						
FIN-C400-274		1	1	1		1
FIN-C400-275	1		1	1	1	
FIN-C400-276		1				
FIN-C400-277		1	1	1		1
FIN-C400-278	1		1	1	1	1
FIN-C400-279			1	1	1	1
FIN-C400-280			1	1	1	1
FIN-C400-281	1		1	1	1	
FIN-C400-282						
FIN-C400-283	1		1	1	1	1
FIN-C400-284				1	1	
FIN-C400-285				1	1	
FIN-C400-286						
FIN-C400-287				1	1	
FIN-C400-288				1	1	
FIN-C400-289	1				1	
FIN-C400-290	1		1	1	1	
FIN-C400-291				1	1	
FIN-C400-292						
FIN-C400-293	1		1	1	1	
FIN-C400-294	1		1	1	1	1

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-295			1	1		1
FIN-C400-296						
FIN-C400-297	1		1	1	1	1
FIN-C400-298						
FIN-C400-299	1		1			
FIN-C400-300						
FIN-C400-301	1		1	1	1	
FIN-C400-302	1		1	1	1	
FIN-C400-303						1
FIN-C400-304	1		1	1	1	
FIN-C400-305						
FIN-C400-306						
FIN-C400-307		1	1	1		1
FIN-C400-308	1				1	
FIN-C400-309				1	1	
FIN-C400-310						
FIN-C400-311	1		1	1	1	1
FIN-C400-312						
FIN-C400-313	1		1	1	1	1
FIN-C400-314			1			
FIN-C400-315	1		1	1	1	1
FIN-C400-316						
FIN-C400-317	1		1	1	1	
FIN-C400-318						
FIN-C400-319	1		1	1	1	
FIN-C400-320				1		
FIN-C400-321	1		1	1	1	
FIN-C400-322		1				
FIN-C400-323						
FIN-C400-324						
FIN-C400-325						
FIN-C400-326						
FIN-C400-327						
FIN-C400-328				1		
FIN-C400-329						
FIN-C400-330						
FIN-C400-331						
FIN-C400-332						
FIN-C400-333	1	1	1	1	1	1
FIN-C400-334						
FIN-C400-335						
FIN-C400-336	1	1	1	1	1	1
FIN-C400-337		1				
FIN-C400-338	1		1	1	1	1
FIN-C400-339	1		1	1		1
FIN-C400-340						
FIN-C400-341						
FIN-C400-342						
FIN-C400-343						
FIN-C400-344						
FIN-C400-345						
FIN-C400-346						
FIN-C400-347						
FIN-C400-348						
FIN-C400-349						
FIN-C400-350						
FIN-C400-351						
FIN-C400-352						
FIN-C400-353				1		

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-354	1	1	1	1	1	1
FIN-C400-355						
FIN-C400-356						
FIN-C400-357	1					
FIN-C400-358						
FIN-C400-359						
FIN-C400-360	1		1	1	1	1
FIN-C400-361	1			1	1	
FIN-C400-362				1		
FIN-C400-363	1		1	1	1	
FIN-C400-364						
FIN-C400-365						
FIN-C400-366						
FIN-C400-367						
FIN-C400-368		1				
FIN-C400-369	1		1			
FIN-C400-370	1		1	1	1	1
FIN-C400-371						
FIN-C400-372	1		1			
FIN-C400-373	1			1		
FIN-C400-374		1				1
FIN-C400-375	1			1		
FIN-C400-376						
FIN-C400-377		1	1			1
FIN-C400-378	1			1		
FIN-C400-379						
FIN-C400-380	1		1	1	1	
FIN-C400-381		1	1			
FIN-C400-382	1			1	1	1
FIN-C400-383	1		1	1	1	
FIN-C400-384	1		1	1	1	
FIN-C400-385		1		1		
FIN-C400-386						
FIN-C400-387	1		1	1	1	1
FIN-C400-388						
FIN-C400-389	1		1	1	1	1
FIN-C400-390	1		1	1	1	
FIN-C400-391	1		1	1	1	1
FIN-C400-392						
FIN-C400-393						
FIN-C400-394						
FIN-C400-395	1		1			
FIN-C400-396	1	1			1	
FIN-C400-397		1				
FIN-C400-398	1	1	1	1	1	
FIN-C400-399			1	1	1	
FIN-C400-400						
FIN-C400-401	1		1	1		
FIN-C400-402	1	1	1	1	1	1
FIN-C400-403	1			1	1	
FIN-C400-404	1		1	1	1	
FIN-C400-405	1		1	1	1	
FIN-C400-406						
FIN-C400-407						
FIN-C400-408	1	1	1	1	1	
FIN-C400-409	1	1	1	1	1	
FIN-C400-410	1		1			
FIN-C400-411		1	1			1
FIN-C400-412	1		1	1	1	

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-413	1	1		1	1	
FIN-C400-414	1		1	1	1	
FIN-C400-415		1				
FIN-C400-416	1		1			
FIN-C400-417		1	1	1	1	
FIN-C400-418						
FIN-C400-419	1		1	1	1	1
FIN-C400-420						
FIN-C400-421	1			1	1	
FIN-C400-422	1	1	1	1		1
FIN-C400-423	1			1		
FIN-C400-424					1	
FIN-C400-425	1		1	1	1	
FIN-C400-426	1		1	1	1	
FIN-C400-427	1		1	1	1	
FIN-C400-428	1		1	1	1	1
FIN-C400-429	1		1	1	1	1
FIN-C400-430	1		1	1	1	
FIN-C400-431						
FIN-C400-432	1					
FIN-C400-433	1			1	1	1
FIN-C400-434	1		1	1	1	1
FIN-C400-435	1		1	1	1	1
FIN-C400-436	1		1	1	1	1
FIN-C400-437	1		1	1	1	
FIN-C400-438	1		1	1	1	
FIN-C400-439			1			
FIN-C400-440						
FIN-C400-441						
FIN-C400-442						
FIN-C400-443				1		
FIN-C400-444						1
FIN-C400-445						
FIN-C400-446		1				1
FIN-C400-447	1		1	1	1	
FIN-C400-448	1		1	1	1	
FIN-C400-449						
FIN-C400-450		1	1			
FIN-C400-451						
FIN-C400-452	1		1			
FIN-C400-453	1				1	
FIN-C400-454	1		1	1	1	
FIN-C400-455		1				
FIN-C400-456	1	1	1	1	1	
FIN-C400-457	1	1	1	1	1	
FIN-C400-458		1				
FIN-C400-459	1		1			1
FIN-C400-460	1		1	1	1	1
FIN-C400-461				1		
FIN-C400-462						
FIN-C400-463						
FIN-C400-464	1		1	1	1	1
FIN-C400-465						
FIN-C400-466				1		
FIN-C400-467	1		1	1	1	
FIN-C400-468						
FIN-C400-469			1			
FIN-C400-470	1		1	1		
FIN-C400-471		1			1	

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-472			1			
FIN-C400-473	1		1			
FIN-C400-474						
FIN-C400-475	1		1	1	1	
FIN-C400-476	1		1	1	1	
FIN-C400-477		1	1			
FIN-C400-478	1		1	1	1	
FIN-C400-479	1	1	1	1	1	
FIN-C400-480	1		1	1	1	1
FIN-C400-481		1				
FIN-C400-482		1	1			1
FIN-C400-483	1			1	1	
FIN-C400-484	1				1	
FIN-C400-485	1		1	1	1	
FIN-C400-486						
FIN-C400-487						
FIN-C400-488						
FIN-C400-489						
FIN-C400-490				1	1	
FIN-C400-491		1	1			1
FIN-C400-492						
FIN-C400-493						
FIN-C400-494	1			1		1
FIN-C400-495	1					
FIN-C400-496	1		1	1		
FIN-C400-497	1	1	1			
FIN-C400-498		1				
FIN-C400-499						
FIN-C400-500			1			
FIN-C400-501			1			
FIN-C400-502						1
FIN-C400-503		1				
FIN-C400-504		1	1			
FIN-C400-505	1		1			
FIN-C400-506		1	1	1		1
FIN-C400-507		1				
FIN-C400-508	1		1	1	1	
FIN-C400-509	1			1	1	1
FIN-C400-510						
FIN-C400-511	1		1			
FIN-C400-512	1	1		1	1	
FIN-C400-513	1	1	1	1		1
FIN-C400-514	1		1	1		
FIN-C400-515	1		1	1	1	1
FIN-C400-516	1		1	1	1	1
FIN-C400-517						1
FIN-C400-518						
FIN-C400-519						1
FIN-C400-520		1				
FIN-C400-521	1		1	1	1	
FIN-C400-522		1		1		1
FIN-C400-523						
FIN-C400-524						
FIN-C400-525	1		1	1	1	
FIN-C400-526						
FIN-C400-527			1	1		
FIN-C400-528	1	1		1	1	1
FIN-C400-529		1				
FIN-C400-530	1		1	1	1	1

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-531	1		1	1	1	
FIN-C400-532	1	1	1			
FIN-C400-533		1				
FIN-C400-534		1		1	1	1
FIN-C400-535		1				1
FIN-C400-536		1				
FIN-C400-537	1	1	1	1	1	1
FIN-C400-538			1			
FIN-C400-539	1					
FIN-C400-540	1		1	1	1	
FIN-C400-541	1		1	1	1	
FIN-C400-542	1		1			
FIN-C400-543						1
FIN-C400-544						
FIN-C400-545						
FIN-C400-546						
FIN-C400-547						
FIN-C400-548						
FIN-C400-549			1			1
FIN-C400-550						
FIN-C400-551						
FIN-C400-552	1		1	1	1	1
FIN-C400-553	1		1		1	1
FIN-C400-554	1		1	1	1	1
FIN-C400-555	1		1	1	1	1
FIN-C400-556	1	1	1			
FIN-C400-557						
FIN-C400-558						
FIN-C400-559	1		1	1	1	
FIN-C400-560						
FIN-C400-561			1	1	1	
FIN-C400-562		1				
FIN-C400-563	1		1	1	1	1
FIN-C400-564		1		1		
FIN-C400-565	1	1	1			
FIN-C400-566						
FIN-C400-567						
FIN-C400-568		1				
FIN-C400-569		1			1	
FIN-C400-570						
FIN-C400-571	1		1	1	1	1
FIN-C400-572	1		1	1	1	1
FIN-C400-573		1				
FIN-C400-574		1				1
FIN-C400-575						
FIN-C400-576	1		1	1	1	
FIN-C400-577	1		1	1	1	1
FIN-C400-578		1	1	1		1
FIN-C400-579		1				
FIN-C400-580		1				1
FIN-C400-581	1		1	1	1	1
FIN-C400-582	1			1	1	1
FIN-C400-583						
FIN-C400-584	1		1	1	1	1
FIN-C400-585		1			1	1
FIN-C400-586						
FIN-C400-587						
FIN-C400-588			1	1		1
FIN-C400-589	1			1	1	

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-590						1
FIN-C400-591		1	1			
FIN-C400-592				1	1	
FIN-C400-593		1				
FIN-C400-594						
FIN-C400-595	1			1	1	
FIN-C400-596						
FIN-C400-597						
FIN-C400-598						1
FIN-C400-599						
FIN-C400-600	1		1	1	1	
FIN-C400-601		1	1	1	1	1
FIN-C400-602	1		1	1	1	1
FIN-C400-603		1				
FIN-C400-604	1		1	1	1	1
FIN-C400-605						
FIN-C400-606		1	1			1
FIN-C400-607	1		1	1	1	1
FIN-C400-608	1			1	1	
FIN-C400-609	1	1	1	1	1	1
FIN-C400-610	1	1	1	1	1	1
FIN-C400-611		1	1			
FIN-C400-612	1	1	1	1	1	1
FIN-C400-613						
FIN-C400-614						1
FIN-C400-615						
FIN-C400-616		1			1	1
FIN-C400-617	1			1	1	1
FIN-C400-618						
FIN-C400-619						1
FIN-C400-620						1
FIN-C400-621						
FIN-C400-622						
FIN-C400-623		1	1	1	1	1
FIN-C400-624						
FIN-C400-625	1		1			
FIN-C400-626						
FIN-C400-627	1		1	1	1	1
FIN-C400-628						
FIN-C400-629		1				1
FIN-C400-630						
FIN-C400-631	1		1	1	1	1
FIN-C400-632	1		1	1	1	1
FIN-C400-633						
FIN-C400-634	1		1	1	1	
FIN-C400-635	1	1	1	1	1	1
FIN-C400-636	1		1	1	1	
FIN-C400-637		1	1		1	1
FIN-C400-638	1		1	1		1
FIN-C400-639	1			1	1	
FIN-C400-640	1	1	1	1	1	1
FIN-C400-641	1		1	1		1
FIN-C400-642						1
FIN-C400-643						
FIN-C400-644		1				
FIN-C400-645						
FIN-C400-646		1				1
FIN-C400-647						
FIN-C400-648	1	1		1	1	

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-649	1		1	1	1	
FIN-C400-650		1	1			1
FIN-C400-651	1	1	1		1	1
FIN-C400-652	1		1			
FIN-C400-653	1		1	1		
FIN-C400-654						
FIN-C400-655	1		1			
FIN-C400-656	1		1	1	1	1
FIN-C400-657						
FIN-C400-658						
FIN-C400-659						
FIN-C400-660						
FIN-C400-661			1	1		1
FIN-C400-662	1		1	1	1	1
FIN-C400-663		1	1			
FIN-C400-664	1		1			
FIN-C400-665	1					
FIN-C400-666	1	1	1	1	1	1
FIN-C400-667		1				
FIN-C400-668		1				
FIN-C400-669	1				1	1
FIN-C400-670	1		1	1		1
FIN-C400-671						
FIN-C400-672	1		1	1		1
FIN-C400-673		1			1	1
FIN-C400-674		1				1
FIN-C400-675			1	1	1	
FIN-C400-676						
FIN-C400-677						
FIN-C400-678		1			1	
FIN-C400-679						
FIN-C400-680	1			1		
FIN-C400-681	1			1		
FIN-C400-682						
FIN-C400-683	1		1	1	1	1
FIN-C400-684		1		1	1	1
FIN-C400-685		1				
FIN-C400-686						
FIN-C400-687	1			1	1	
FIN-C400-688	1		1	1		
FIN-C400-689		1				1
FIN-C400-690	1		1	1	1	1
FIN-C400-691						
FIN-C400-692						
FIN-C400-693	1		1	1	1	1
FIN-C400-694	1		1	1	1	1
FIN-C400-695						
FIN-C400-696	1	1	1	1	1	1
FIN-C400-697	1	1				
FIN-C400-698						
FIN-C400-699	1		1	1	1	1
FIN-C400-700		1				
FIN-C400-701						1
FIN-C400-702	1		1	1	1	1
FIN-C400-703						
FIN-C400-704		1				1
FIN-C400-705						
FIN-C400-706			1			
FIN-C400-707				1	1	

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-708	1		1	1	1	1
FIN-C400-709	1			1	1	1
FIN-C400-710	1					
FIN-C400-711			1			
FIN-C400-712	1		1	1	1	1
FIN-C400-713	1	1	1	1	1	
FIN-C400-714		1	1	1	1	1
FIN-C400-715	1	1	1	1	1	
FIN-C400-716						
FIN-C400-717						
FIN-C400-718						
FIN-C400-719	1		1	1	1	
FIN-C400-720						
FIN-C400-721	1		1	1	1	
FIN-C400-722			1	1		
FIN-C400-723	1		1	1	1	
FIN-C400-724	1		1	1	1	
FIN-C400-725	1			1	1	
FIN-C400-726	1		1		1	
FIN-C400-727	1	1	1	1	1	
FIN-C400-728	1		1	1	1	
FIN-C400-729						1
FIN-C400-730						
FIN-C400-731	1		1	1	1	
FIN-C400-732		1				
FIN-C400-733						
FIN-C400-734						
FIN-C400-735	1	1	1	1	1	1
FIN-C400-736		1				
FIN-C400-737						
FIN-C400-738						
FIN-C400-739	1		1			1
FIN-C400-740	1		1			
FIN-C400-741						1
FIN-C400-742	1	1	1	1	1	
FIN-C400-743						
FIN-C400-744						
FIN-C400-745		1				1
FIN-C400-746	1			1	1	
FIN-C400-747	1	1	1	1	1	1
FIN-C400-748		1				
FIN-C400-749						
FIN-C400-750						
FIN-C400-751	1	1	1	1	1	
FIN-C400-752	1		1			1
FIN-C400-753	1		1			
FIN-C400-754	1		1			
FIN-C400-755	1					
FIN-C400-756	1		1	1	1	
FIN-C400-757	1		1	1	1	1
FIN-C400-758	1		1			
FIN-C400-759	1		1			
FIN-C400-760	1		1	1		
FIN-C400-761	1		1	1	1	
FIN-C400-762	1		1	1		
FIN-C400-763	1		1	1		
FIN-C400-764	1		1	1		
FIN-C400-765	1		1	1	1	
FIN-C400-766	1	1	1	1	1	1

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-767	1		1	1		
FIN-C400-768	1		1		1	1
FIN-C400-769	1		1		1	1
FIN-C400-770	1		1		1	1
FIN-C400-771	1		1	1	1	
FIN-C400-772	1		1	1	1	1
FIN-C400-773	1			1	1	
FIN-C400-774	1		1	1	1	
FIN-C400-775	1		1		1	1
FIN-C400-776	1		1		1	1
FIN-C400-777	1		1	1	1	
FIN-C400-778	1		1		1	1
FIN-C400-779	1		1	1	1	1
FIN-C400-780	1	1	1	1	1	
FIN-C400-781	1		1	1	1	1
FIN-C400-782	1		1			1
FIN-C400-783	1		1			
FIN-C400-784	1		1	1	1	1
FIN-C400-785	1		1	1	1	1
FIN-C400-786	1	1	1	1	1	
FIN-C400-787	1		1	1	1	1
FIN-C400-788	1		1	1		1
FIN-C400-789	1	1	1	1	1	
FIN-C400-790	1		1			
FIN-C400-791	1		1	1		
FIN-C400-792	1		1			1
FIN-C400-793	1	1	1	1	1	
FIN-C400-794	1		1	1	1	1
FIN-C400-795	1		1	1		
FIN-C400-796	1		1			1
FIN-C400-797	1		1			1
FIN-C400-798	1		1	1		1
FIN-C400-799	1		1	1		1
FIN-C400-800	1		1			
FIN-C400-801	1		1			1
FIN-C400-802	1		1			1
FIN-C400-803	1	1	1	1	1	
FIN-C400-804	1		1			1
FIN-C400-805	1		1	1		
FIN-C400-806	1		1			1
FIN-C400-807	1	1	1	1	1	
FIN-C400-808	1		1	1		
FIN-C400-809	1		1	1		
FIN-C400-810	1		1			1
FIN-C400-811	1		1			1
FIN-C400-812	1	1	1	1	1	
FIN-C400-813	1	1	1	1	1	
FIN-C400-814	1		1			1
FIN-C400-815	1		1			1
FIN-C400-816	1		1	1		
FIN-C400-817	1	1	1	1	1	
FIN-C400-818	1		1			1
FIN-C400-819	1	1	1	1	1	
FIN-C400-820	1		1			1
FIN-C400-821	1		1			1
FIN-C400-822	1		1			1
FIN-C400-823	1		1			1
FIN-C400-824	1		1	1	1	1
FIN-C400-825	1		1	1		

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-826	1	1	1	1	1	
FIN-C400-827	1		1	1		1
FIN-C400-828	1	1	1	1	1	
FIN-C400-829						1
FIN-C400-830	1		1	1	1	
FIN-C400-831						
FIN-C400-832	1		1			1
FIN-C400-833	1	1	1	1	1	
FIN-C400-834	1		1			1
FIN-C400-835	1	1	1	1	1	
FIN-C400-836	1		1			1
FIN-C400-837	1		1			1
FIN-C400-838	1		1	1		
FIN-C400-839	1		1			1
FIN-C400-840	1		1			1
FIN-C400-841	1		1	1		
FIN-C400-842	1		1	1		
FIN-C400-843	1		1			1
FIN-C400-844	1	1	1	1	1	
FIN-C400-845	1	1	1	1	1	
FIN-C400-846	1		1			1
FIN-C400-847	1	1	1	1	1	
FIN-C400-848	1	1	1	1	1	
FIN-C400-849	1		1	1	1	1
FIN-C400-850	1		1	1	1	1
FIN-C400-851	1		1	1	1	1
FIN-C400-852						
FIN-C400-853	1		1	1	1	
FIN-C400-854						
FIN-C400-855	1		1	1	1	
FIN-C400-856	1		1	1	1	1
FIN-C400-857	1		1	1	1	1
FIN-C400-858	1		1	1	1	1
FIN-C400-859	1		1	1	1	1
FIN-C400-860	1		1	1		
FIN-C400-861	1		1	1		1
FIN-C400-862	1		1	1	1	1
FIN-C400-863	1		1	1		
FIN-C400-864	1		1	1	1	1
FIN-C400-865	1		1	1		
FIN-C400-866	1		1	1	1	1
FIN-C400-867				1	1	
FIN-C400-868	1		1	1	1	
FIN-C400-869	1		1	1	1	
FIN-C400-870	1			1	1	
FIN-C400-871			1	1	1	
FIN-C400-872	1		1	1		
FIN-C400-873		1	1			1
FIN-C400-874			1	1	1	
FIN-C400-875	1		1	1		
FIN-C400-876	1		1	1	1	
FIN-C400-877	1		1	1	1	
FIN-C400-878	1		1	1		
FIN-C400-879	1		1		1	
FIN-C400-880	1	1	1	1	1	
FIN-C400-881	1		1	1		
FIN-C400-882	1	1	1	1	1	
FIN-C400-883	1		1	1	1	1
FIN-C400-884	1	1	1			

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-885			1	1		
FIN-C400-886			1	1	1	
FIN-C400-887	1		1			
FIN-C400-888			1	1	1	
FIN-C400-889	1			1		1
FIN-C400-890	1	1	1	1		
FIN-C400-891	1					
FIN-C400-892	1			1		
FIN-C400-893				1	1	
FIN-C400-894	1		1	1		1
FIN-C400-895	1		1	1	1	
FIN-C400-896			1			1
FIN-C400-897			1	1	1	
FIN-C400-898	1		1			
FIN-C400-899	1		1	1	1	
FIN-C400-900	1					
FIN-C400-901	1		1			
FIN-C400-902			1	1		
FIN-C400-903	1	1	1	1	1	1
FIN-C400-904	1			2	1	1
FIN-C400-905	1		1	1	1	
FIN-C400-906						
FIN-C400-907	1		1	1		1
FIN-C400-908	1		1	1		1
FIN-C400-909	1		1	1		1
FIN-C400-910	1	1	1	1	1	1
FIN-C400-911	1		1	1	1	1
FIN-C400-912	1		1	1	1	1
FIN-C400-913	1		1	1	1	1
FIN-C400-914	1		1	1	1	1
FIN-C400-915	1		1	1	1	1
FIN-C400-916	1		1	1		
FIN-C400-917	1		1	1		
FIN-C400-918	1		1	1	1	1
FIN-C400-919	1		1	1	1	1
FIN-C400-920	1		1	1	1	1
FIN-C400-921	1		1	1	1	1
FIN-C400-922	1		1	1	1	1
FIN-C400-923	1		1	1	1	1
FIN-C400-924	1		1	1	1	1
FIN-C400-925	1		1	1		
FIN-C400-926	1		1	1	1	1
FIN-C400-927	1		1	1	1	1
FIN-C400-928	1		1	1	1	1
FIN-C400-929	1		1	1	1	1
FIN-C400-930	1		1	1	1	1
FIN-C400-931	1		1	1	1	1
FIN-C400-932	1		1	1	1	1
FIN-C400-933	1		1	1	1	1
FIN-C400-934	1		1	1	1	1
FIN-C400-935	1		1	1	1	1
FIN-C400-936	1		1	1	1	1
FIN-C400-937	1		1	1	1	1
FIN-C400-938	1		1	1	1	1
FIN-C400-939	1		1	1	1	1
FIN-C400-940	1		1	1	1	1
FIN-C400-941	1		1	1	1	1
FIN-C400-942	1		1	1	1	1
FIN-C400-943	1		1	1	1	1

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-944	1		1	1	1	1
FIN-C400-945	1		1	1	1	1
FIN-C400-946	1	1	1			1
FIN-C400-947	1	1		1	1	
FIN-C400-948	1	1	1			1
FIN-C400-949	1	1	1			1
FIN-C400-950	1	1	1			1
FIN-C400-951	1	1	1			1
FIN-C400-952	1	1	1			1
FIN-C400-953	1	1	1			1
FIN-C400-954	1		1	1	1	1
FIN-C400-955	1	1		1	1	
FIN-C400-956	1		1	1	1	1
FIN-C400-957	1	1	1	1	1	
FIN-C400-958	1	1	1	1	1	
FIN-C400-959	1	1		1	1	
FIN-C400-960	1	1	1			1
FIN-C400-961	1	1	1	1	1	
FIN-C400-962	1		1	1	1	1
FIN-C400-963	1		1	1		
FIN-C400-964	1	1	1	1	1	
FIN-C400-965	1	1		1	1	
FIN-C400-966	1	1		1	1	
FIN-C400-967	1		1			1
FIN-C400-968	1	1		1	1	
FIN-C400-969	1		1	1		
FIN-C400-970	1		1	1		
FIN-C400-971	1	1	1			1
FIN-C400-972	1		1	1		
FIN-C400-973	1	1		1	1	
FIN-C400-974	1		1			1
FIN-C400-975	1		1	1	1	1
FIN-C400-976	1	1		1	1	
FIN-C400-977	1	1		1	1	
FIN-C400-978	1		1	1	1	
FIN-C400-979	1		1	1	1	1
FIN-C400-980	1	1	1	1	1	
FIN-C400-981	1		1			1
FIN-C400-982	1		1			1
FIN-C400-983	1		1			1
FIN-C400-984	1		1	1		
FIN-C400-985	1		1			1
FIN-C400-986	1	1	1	1	1	
FIN-C400-987	1	1		1	1	
FIN-C400-988	1		1	1	1	1
FIN-C400-989	1	1	1	1	1	
FIN-C400-990	1	1	1			1
FIN-C400-991	1		1			1
FIN-C400-992	1		1			1
FIN-C400-993	1	1	1			1
FIN-C400-994	1	1	1			1
FIN-C400-995	1	1	1			1
FIN-C400-996	1		1	1		
FIN-C400-997	1		1			1
FIN-C400-998	1	1	1	1	1	
FIN-C400-999				1	1	1
FIN-C400-1000				1	1	
FIN-C400-1001	1		1	1	1	1
FIN-C400-1002	1	1	1			

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-1003	1	1	1			
FIN-C400-1004	1		1	1	1	1
FIN-C400-1005	1		1	1	1	1
FIN-C400-1006	1	1	1			
FIN-C400-1007			1	1	1	1
FIN-C400-1008	1	1	1			1
FIN-C400-1009	1	1		1	1	
FIN-C400-1010	1	1				
FIN-C400-1011	1	1		1	1	
FIN-C400-1012	1	1	1		1	1
FIN-C400-1013	1	1		1	1	
FIN-C400-1014	1	1		1	1	
FIN-C400-1015	1	1	1	1	1	
FIN-C400-1016	1	1		1	1	
FIN-C400-1017	1		1	1		1
FIN-C400-1018	1	1		1	1	
FIN-C400-1019	1		1	1		1
FIN-C400-1020	1		1	1	1	1
FIN-C400-1021	1		1			1
FIN-C400-1022	1		1	1	1	1
FIN-C400-1023	1		1	1	1	1
FIN-C400-1024	1		1	1	1	
FIN-C400-1025	1					
FIN-C400-1026	1		1	1	1	1
FIN-C400-1027	1		1	1	1	1
FIN-C400-1028	1		1			1
FIN-C400-1029	1		1	1	1	1
FIN-C400-1030	1		1	1	1	1
FIN-C400-1031	1		1	1	1	1
FIN-C400-1032	1		1			1
FIN-C400-1033	1		1			1
FIN-C400-1034	1		1			1
FIN-C400-1035	1		1			1
FIN-C400-1036	1		1			1
FIN-C400-1037	1		1	1	1	1
FIN-C400-1038	1		1			1
FIN-C400-1039	1		1	1	1	1
FIN-C400-1040	1		1	1	1	
FIN-C400-1041	1	1	1	1	1	
FIN-C400-1042	1		1	1		1
FIN-C400-1043	1		1	1		1
FIN-C400-1044	1		1			1
FIN-C400-1045	1		1	1	1	1
FIN-C400-1046	1		1	1		1
FIN-C400-1047	1		1	1		1
FIN-C400-1048	1		1			1
FIN-C400-1049	1		1			1
FIN-C400-1050	1		1	1		1
FIN-C400-1051	1		1	1	1	1
FIN-C400-1052	1		1			1
FIN-C400-1053	1		1			1
FIN-C400-1054	1					
FIN-C400-1055			1	1	1	1
FIN-C400-1056	1		1	1		1
FIN-C400-1057	1		1	1	1	
FIN-C400-1058	1		1	1		1
FIN-C400-1059	1		1			1
FIN-C400-1060	1		1			1
FIN-C400-1061	1		1			1

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-1062	1		1	1		1
FIN-C400-1063	1		1			1
FIN-C400-1064	1		1	1		1
FIN-C400-1065	1		1			1
FIN-C400-1066	1		1	1		1
FIN-C400-1067	1		1			1
FIN-C400-1068	1		1	1		1
FIN-C400-1069	1		1			1
FIN-C400-1070	1		1	1	1	1
FIN-C400-1071	1		1			1
FIN-C400-1072	1			1	1	
FIN-C400-1073	1	1		1	1	
FIN-C400-1074	1		1			1
FIN-C400-1075			1	1	1	
FIN-C400-1076			1	1	1	
FIN-C400-1077	1		1	1	1	1
FIN-C400-1078	1	1	1	1		1
FIN-C400-1079	1	1	1	1		1
FIN-C400-1080		1	1	1		1
FIN-C400-1081	1		1	1	1	1
FIN-C400-1082	1		1	1	1	1
FIN-C400-1083	1		1	1	1	1
FIN-C400-1084	1		1	1	1	1
FIN-C400-1085	1		1	1	1	1
FIN-C400-1086	1			1	1	
FIN-C400-1087	1		1	1	1	1
FIN-C400-1088	1		1	1	1	
FIN-C400-1089	1	1	1	1	1	1
FIN-C400-1090	1				1	
FIN-C400-1091	1		1			1
FIN-C400-1092	1	1	1			
FIN-C400-1093	1		1			1
FIN-C400-1094	1		1	1	1	1
FIN-C400-1095	1		1			
FIN-C400-1096	1		1	1		1
FIN-C400-1097	1	1	1			
FIN-C400-1098	1	1		1	1	
FIN-C400-1099	1		1	1		1
FIN-C400-1100	1	1		1	1	
FIN-C400-1101	1	1		1	1	
FIN-C400-1102	1		1	1		1
FIN-C400-1103	1		1	1	1	1
FIN-C400-1104	1			1		1
FIN-C400-1105	1		1			
FIN-C400-1106	1		1			1
FIN-C400-1107	1	1	1	1	1	
FIN-C400-1108	1		1	1		1
FIN-C400-1109	1		1	1	1	1
FIN-C400-1110	1		1	1		1
FIN-C400-1111	1		1	1	1	
FIN-C400-1112	1		1			1
FIN-C400-1113			1	1	1	
FIN-C400-1114	1	1	1	1	1	
FIN-C400-1115	1		1	1	1	1
FIN-C400-1116	1		1	1		1
FIN-C400-1117	1		1	1	1	1
FIN-C400-1118	1			1	1	
FIN-C400-1119			1		1	
FIN-C400-1120			1			

Submission Reference Number	1. Preferred Route	2. Scheme Design	3. Environment	4. Safety Issues (Including Anti-social Behaviour)	5. Traffic and Access Routes (Including Parking)	6. Other (Including Public Consultation)
FIN-C400-1121	1		1	1	1	1
FIN-C400-1122	1		1	1	1	1
FIN-C400-1123	1		1	1	1	1
FIN-C400-1124	1		1			
FIN-C400-1125	1	1		1		
FIN-C400-1126	1		1	1		
FIN-C400-1127	1		1	1		
FIN-C400-1128	1		1			
FIN-C400-1129	1		1			
FIN-C400-1130	1		1			
FIN-C400-1131	1	1	1	1	1	
FIN-C400-1132	1				1	
FIN-C400-1133			1	1	1	
FIN-C400-1134	1		1			
FIN-C400-1135	1		1			
FIN-C400-1136	1		1	1		
FIN-C400-1137	1			1		
FIN-C400-1138	1		1	1	1	1
FIN-C400-1139		1	1	1		1
FIN-C400-1140	1		1	1	1	
FIN-C400-1141	1		1	1		
FIN-C400-1142	1	1	1	1	1	
FIN-C400-1143	1	1	1	1	1	

Appendix C Online Survey Questions

Royal Canal Urban Greenway - Online Public Engagement Questionnaire

In this section, we ask some questions that give you the opportunity to have a say on the proposed Royal Canal Urban Greenway.

6

Which category below best describes you? *

- ◯ Live/work close to the proposed route
- ◯ Live/work elsewhere in Dublin 15
- ◯ Live/work elsewhere in Dublin
- ◯ Visitor to the area
- ◯ Other

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For leisure, how often do you: *

	Daily	Weekly	Now and again	Rarely	Never
Walk	○	○	○	○	○
Cycle	○	○	○	○	○
Use Public Transport	○	○	○	○	○
Drive	○	○	○	○	○

8

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

	Daily	Weekly	Now and again	Rarely	Never
Walk	○	○	○	○	○
Cycle	○	○	○	○	○
Use Public Transport	○	○	○	○	○
Drive	○	○	○	○	○

9

Have you done the following more or less frequently over the last year than in previous years? *

	Significantly More	Slightly More	Same	Slightly Less	Significantly Less
Walk	○	○	○	○	○
Cycle	○	○	○	○	○
Use Public Transport	○	○	○	○	○
Drive	○	○	○	○	○

10

Which of the following statements best describes you? *

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

11

Which of the following potential benefits of the Royal Canal Urban Greenway do you consider to be most important? Drag the options below to match your preference from top (most important) to bottom (least important) *

Better connectivity between towns and improved local economy

Improved safety for walkers and cyclists

Reducing the number of vehicle trips made by providing a sustainable option

Connecting to other sustainable transport modes such as bus or rail

Providing a safer route for a portion of school journeys

12

Which of the following Safety & Design considerations do you consider to be most important as a Greenway user? Drag the options below to match your preference from top (most important) to bottom (least important) *

Comfort (Surface materials, gradient, width, stress levels etc.)

Personal security (e.g. provision of lighting, route planned near residences, regular access points)

Directness (Distance and time, lack of delays, dismounting bikes etc.)

Attractiveness (Scenery, availability of amenities etc.)

Reducing the number of junctions at which motor vehicles are encountered

13

Do you use the Royal Canal for any of the following? *

- [ ] Angling
- [ ] Boating
- [ ] Canoeing
- [ ] Other

14

Would you use the Royal Canal Urban Greenway if it was constructed? *

- ( ) Yes
- ( ) No
- ( ) Other

15

Would the construction of the Royal Canal Urban Greenway lead to you walking, cycling, or using public transport more often? *

- [ ] Walking
- [ ] Cycling
- [ ] Public Transport
- [ ] None of the above

16

Were you aware the Royal Canal Urban Greenway would ultimately form part of a continuous, off-road route between Dublin, the Shannon and Galway? *

- ◯ Yes
- ◯ No

17

Is there anything else that you would like to share with us with regards to the Royal Canal Urban Greenway or the Route Option Assessment carried out to date?

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