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urbanism + landscape
DBFL
CONSULTING ENGINEERS
Comhairle Contae
Fhine Gall
Fingal County
Council
Skerries Active Travel Plan

Contents

1 Introduction

1.1. Overview

DBFL Consulting Engineers Ltd. (DBFL) have been commissioned by Fingal County Council (FCC) to develop the Skerries Active Travel Plan. The Vision of the Plan is:

To identify projects and Active Travel improvements in Skerries that will provide high-quality infrastructure to encourage greater use of sustainable modes such as walking, cycling and scooting for short distance journeys under 5km, and to avail of (or make available) access to public transport for medium distance journeys.

The Fingal County Development Plan 2023-2029 (FCDP) and the Fingal Active Travel Strategy 2023 are key drivers of this Active Travel Plan. At the heart of the former is the principle of healthy placemaking, whilst the vision of the latter is to ensure that walking, cycling and wheeling become a realistic and safe choice for everyday short journeys.

The extent of the Study Area for this Plan is depicted in Figure 1-2 on page 4.

1.2. Report Structure

This Report is set out in such a way as to summarise the background analysis and evidence-base for the Strategy, as well as the key proposals and recommendations. This report is structured in three parts:

- Part A: Background
- Part B: The Strategy
- Part C: Implementation and Outcomes

1.3. Approach & Methodology

FCC launched a six-week non-statutory public consultation in 2022 to gather the public's views on Active Travel needs for Skerries. Following the consultation stage, various tools, analysis methods and datasets were utilised as an evidence base for the development of the Plan, including the following:

Baseline Assessment

Establishes a robust foundation for understanding the baseline conditions of Skerries (policy context, existing transport infrastructure and services, current travel patterns, and identifying the various constraints and, opportunities). Establishes baseline travel conditions though Baseline Traffic Surveys.

Long List of Options

Includes a range of targeted interventions designed to enhance safety, accessibility, and connectivity while promoting sustainable transport and vibrant public spaces.

Option Selection Report

Focuses on refining and filtering the long list of proposals to identify the most feasible, deliverable options for inclusion in the plan. Key tasks included:

- Assessing each proposal to determine technical feasibility and alignment with objectives; and
- Analysing routes and interventions across key corridors to see what active travel improvements can be realistically progressed.

Multi-Modal Transport Plan

Project proposals will be categorised in phases (Quick-wins, short, medium, and long-term projects), based on cost, delivery complexity, ease of planning and implementation and funding. An Implantation Plan will accompany the proposals.

Skerries Active Travel Plan

Brings together all stages of the process, from understanding current conditions to identifying opportunities, refining options, and outlining a clear path for delivery.

1.4. Overriding Status of the Plan

This Plan is situated alongside the hierarchy of statutory documents that is subject to environmental assessment/screening for environmental assessment, as appropriate, and that forms the decision-making and consent-granting framework.

The Plan does not provide consent or establish a framework for granting consent and does not contribute towards a framework for granting consent.

The Plan is not binding on any decisions relating to the granting of consent. The Plan does not introduce rules, limits, or other criteria to be used in development management. The Plan solely sets out recommendations that may be considered for integration into Statutory documents, such as the Fingal Development Plan.

In order to be realised, the types of projects referred to in the Plan will have to comply, as relevant, with various legislation, policies, plans and programmes (including requirements for lower-tier environmental assessment and other licencing requirements as appropriate) that form the statutory decision-making and consent-granting framework.

As such, implementation of the Plan is wholly subject to the requirements set out in these documents, including provisions relating to sustainable development, environmental protection and environmental management, and does not introduce any alterations or additions to those provisions.

All provisions from the Fingal Development Plan 2023-2029 (including those identified in the accompanying Screening for SEA report) shall be complied with throughout the implementation of the Plan.

Figure 1-1: View of the Mill Pond. Source: DBFL.

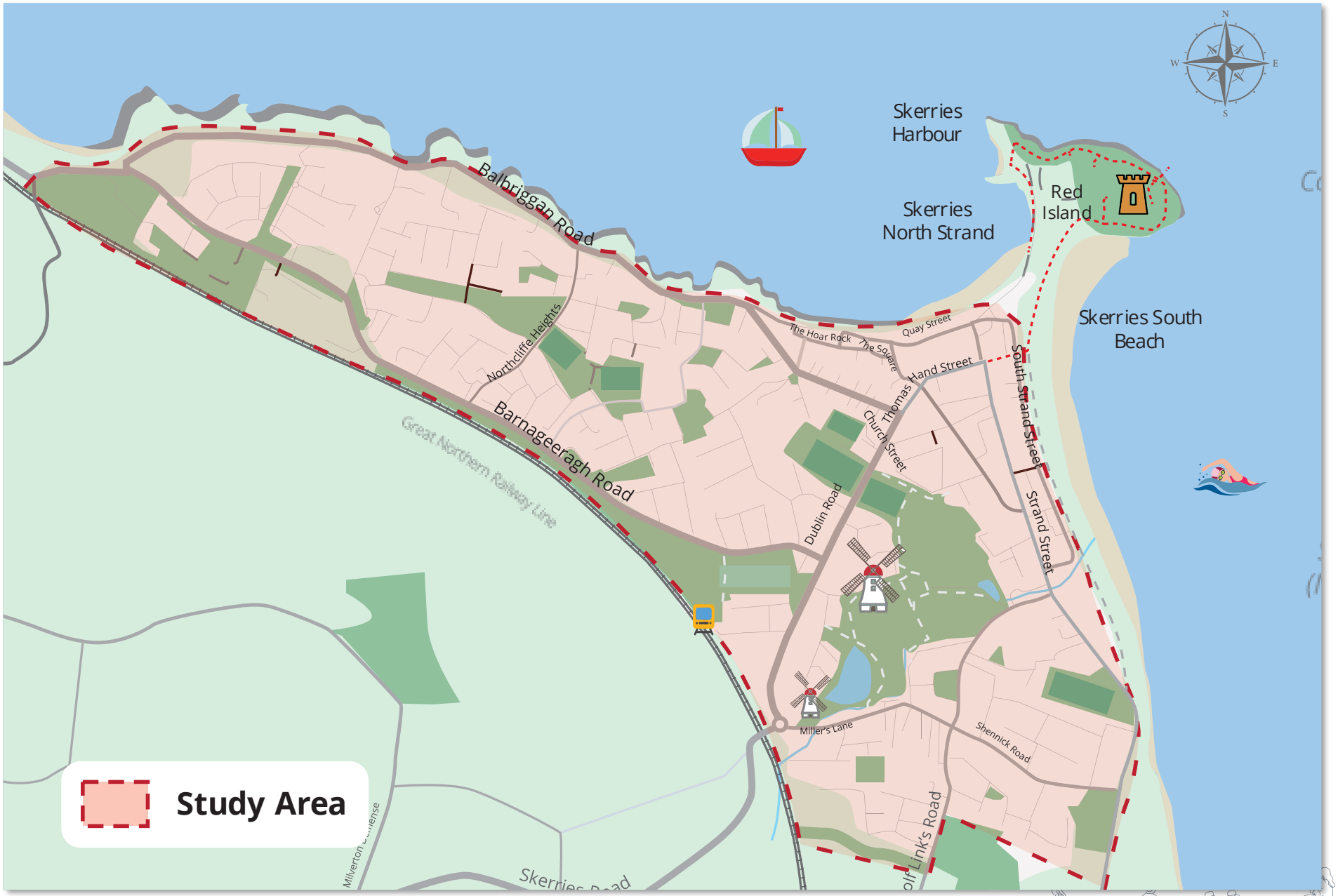


Figure 1-2: Skerries Active Travel Plan Study Area

This Active Travel Plan seeks to...

Public Transport
Provide safer and more convenient access to the railway station and bus stops for pedestrians and cyclists, encouraging residents to choose sustainable travel modes.

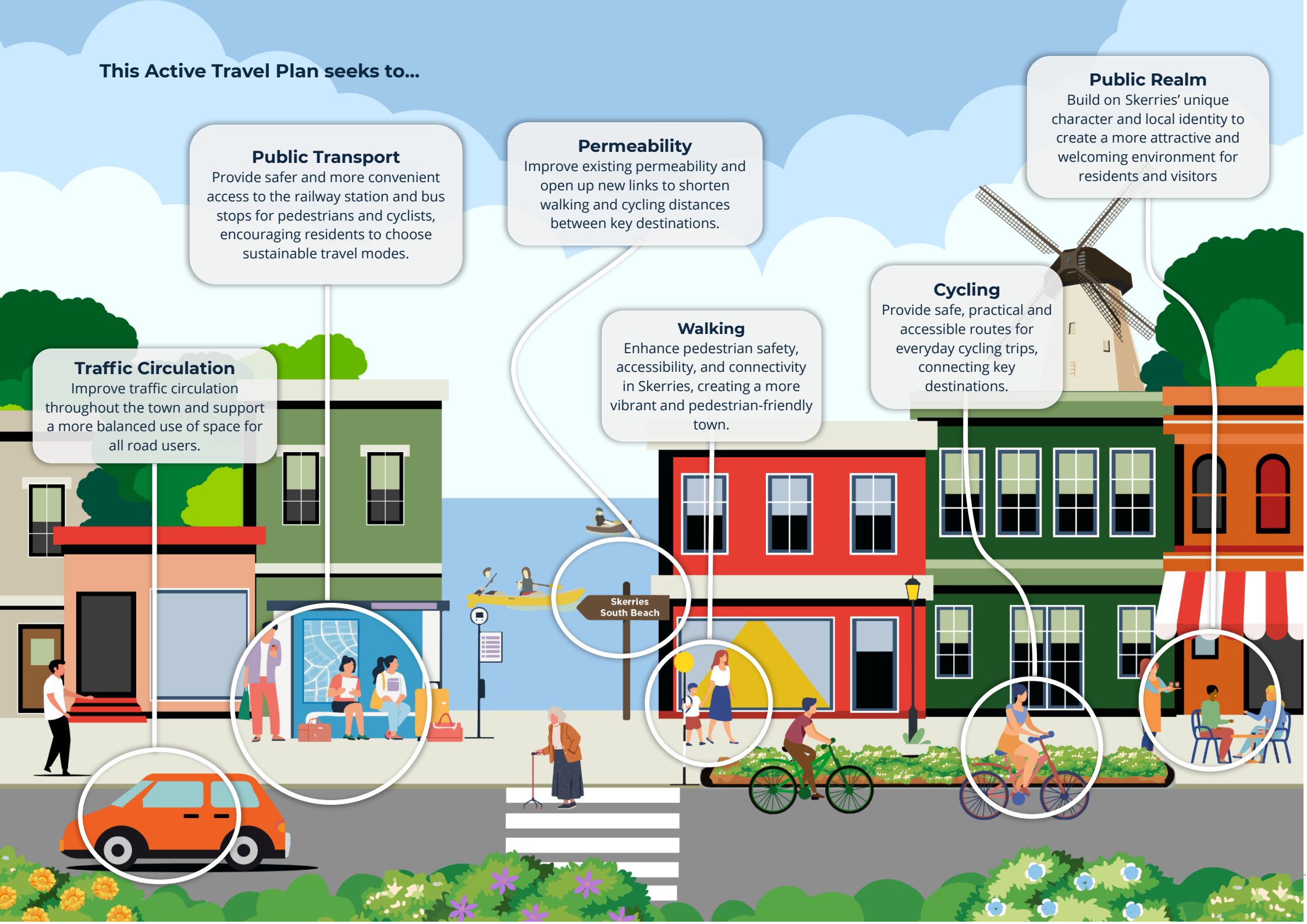
Permeability
Improve existing permeability and open up new links to shorten walking and cycling distances between key destinations.

Public Realm
Build on Skerries' unique character and local identity to create a more attractive and welcoming environment for residents and visitors

Traffic Circulation
Improve traffic circulation throughout the town and support a more balanced use of space for all road users.

Walking
Enhance pedestrian safety, accessibility, and connectivity in Skerries, creating a more vibrant and pedestrian-friendly town.

Cycling
Provide safe, practical and accessible routes for everyday cycling trips, connecting key destinations.



1.5.Benefits of Walking and Cycling

Overview

The Department of Transport defines Active Travel as 'travelling with a purpose, using your own energy.' In this sense, active travel typically comprises walking, running, wheeling, scooting and cycling.

In recent years we have begun to re-examine the role our streets play as places that support a broad range of functions, not just catering to the movement, use and storage of the private car. This shift of focus away from the private vehicle recognises the benefits that travelling by active modes can have for the environment, economy and quality of life. This chapter summarises some of those key benefits.

Economic Benefits

Studies have linked the quality of public spaces to people's perceptions of attractiveness of an area, which can influence where they shop.

Environmental Benefits

Walking and cycling have well-known environmental benefits, and can help mitigate the climate crisis. In 2020, emissions from the transport sector accounted for 17.9% of Ireland's total greenhouse gas (GHG) emissions. A key target of the *Climate Action Plan (CAP)* is to reduce transport-related emissions by 50% by 2030 - encouraging a modal shift from private transport to active modes will be critical to achieve this.

Health Benefits

Health benefits associated with active travel activities includes reducing the risk of chronic diseases and improved physical fitness. Walking, wheeling and cycling also benefits mental health by reducing feelings of stress, anxiety and depression, increasing energy levels, and boosting self-esteem.

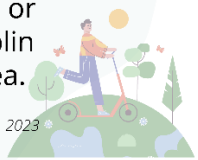
Societal Benefits

Streets that are designed for 'people first' makes it safe and attractive for those who may not own a car or cannot drive, and who therefore need to walk, cycle or take the bus. This encourages independent journeys, creates a more inclusive town and reduces the need for escort journeys and accompanying travel demand.

Well-planned improvements to public spaces can boost footfall by up to **40%**, and walking and cycling projects can increase retail sales by **30%**.

87,000 tonnes of greenhouse gas emissions are saved annually by walking, wheeling or cycling in the Dublin Metropolitan Area.

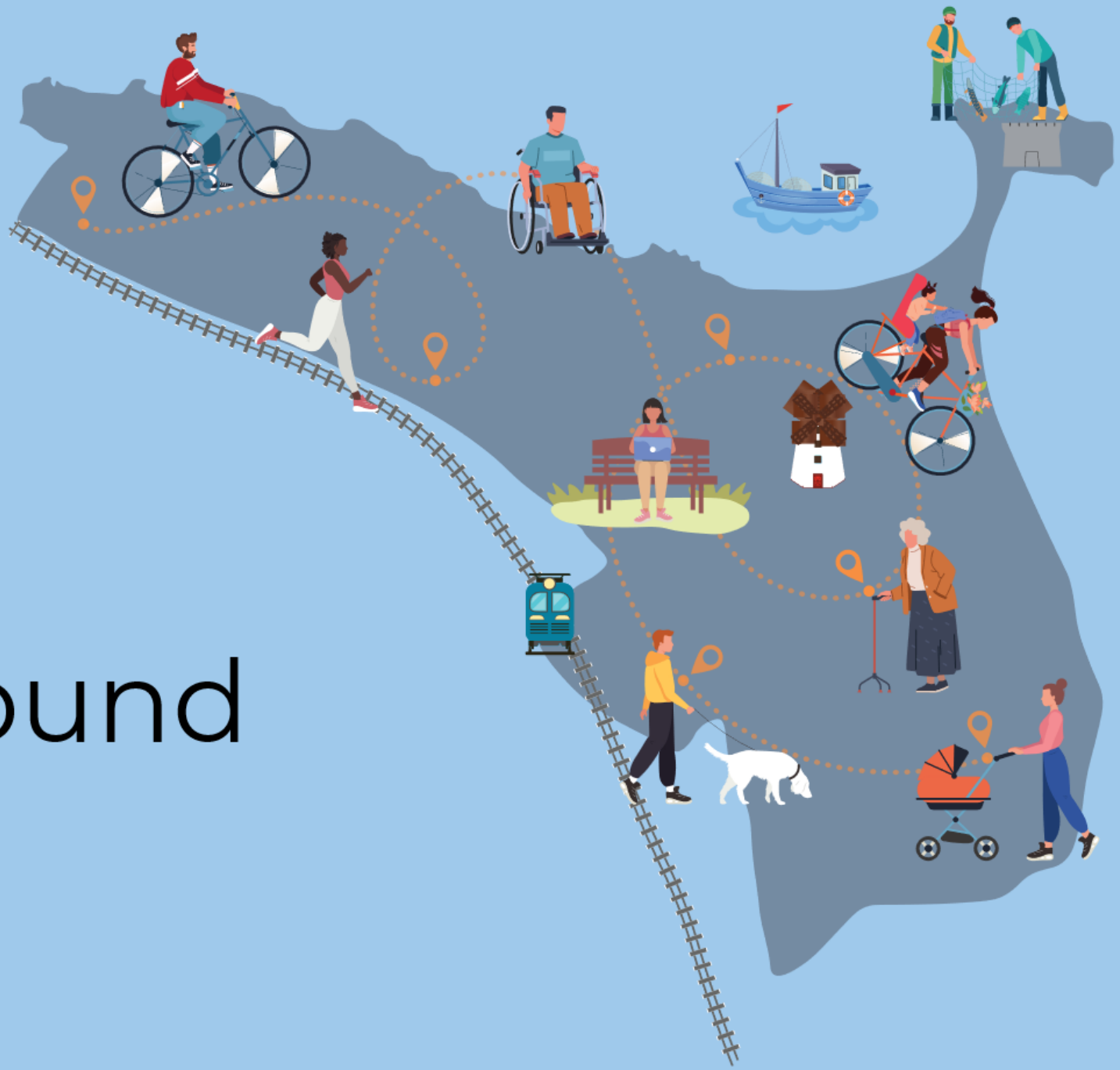
NTA Walking and Cycling Index, 2023



Walking saves the HSE **€53.4 million** per year, whilst cycling saves the HSE **€11.1 million** per year. In total, this is equivalent to the cost of 1.17 million GP appointments.

NTA Walking and Cycling Index, 2023

Part A Background



2 Skerries Today

2.1. Overview

Preparing the Active Travel Plan began with a comprehensive review of the existing transport network (infrastructure and services), as well as current travel demand and movement patterns to establish a solid foundation in the understanding of Skerries' existing transport network.

Understanding the local context is essential for identifying opportunities and challenges for active travel, ensuring that proposed interventions are feasible, appropriate, and aligned with the needs of residents, businesses, and visitors. The analysis of Skerries' character provides the foundation for designing measures that enhance connectivity, safety, and the overall quality of the town's public realm.

The Baseline Assessment was informed by policy reviews, traffic surveys, junction counts, census analysis, parking surveys, GIS analysis tools, and field surveys by the project team. This Chapter presents a summary of this work.

2.2. Geographic Context

Skerries is situated along the R127, positioned between Balbriggan (8 km to the north) and Lusk (7 km to the south).

With a population of 10,743 (Census 2022), the town's layout has been shaped by its proximity to the coast, with routes such as the R128 offering scenic access along the shoreline. Skerries' historical development is closely linked to its maritime heritage and the railway line, which continues to provide a direct and vital connection to Dublin.

The Skerries Active Travel Plan covers the entire town and its surrounding areas, including the key approach routes along the R127 and R128. It is important to note that there are separate projects also taking place within the area, such as the Fingal Coastal Way and the Skerries Red Island Loop Scheme. While distinct from the Plan, these projects will complement the Plan's objectives by contributing to improved connectivity and public realm quality in Skerries.

The extent of the Study Area is depicted in Figure 1-2 on page 4

Figure 2-1: The Mils. Source: Fingal County Council.

2.3. The Character of Skerries

Understanding the local context is essential for identifying opportunities and challenges for active travel, ensuring that proposed interventions are both feasible, appropriate, and aligned with the needs of residents, businesses, and visitors.

The analysis of Skerries' character provides the foundation for designing measures that enhance connectivity, safety, and the overall quality of the town's public realm.

Skerries is a distinctive and vibrant coastal town with a strong sense of place shaped by its maritime heritage, compact urban form, and scenic setting along the Dublin coastline.

The town's identity is rooted in its historical role as a fishing and milling community, with key heritage features such as Skerries Mills, the historic harbour, Red Island, and a number of Martello Towers contributing to its unique character.

The town centre retains a traditional village feel, with a fine grain of narrow streets, terraced buildings, and active shopfronts that encourage walking and informal social interaction.

This older core contrasts with more recent residential development on the periphery, yet the town maintains a human scale throughout, supported by mature street trees, coastal views, and well-used public spaces.

Figure 2-2: (above) Martello Tower. (right) St Patrick's Way signage. Source: DBFL.

Figure 2-3: Strand Street. Source: DBFL.

Figure 2-4: Skerries Mills. Source: DBFL.

Skerries enjoys a strong culture of community life, with a wide range of schools, sports clubs (including GAA, sailing, and hockey), and local organisations that foster a high level of civic engagement. The town also benefits from a lively cultural calendar, including festivals, markets, and community events that draw people to its public spaces.

Figure 2-5: Skerries Astro Pitch

Figure 2-6: Existing Bus Stop in Skerries..

Skerries benefits from a strong foundation for active and sustainable mobility, with its compact and walkable layout complemented by the presence of a well-connected railway station offering direct access to Dublin.

Many day-to-day journeys within the town are short and local, making walking and cycling both practical and attractive for residents. Building on these strengths, the Active Travel Plan seeks to enhance connectivity, improve comfort and safety for all users, and support a vibrant public realm that reflects and reinforces the character of the town.

Figure 2-7: Skerries Harbour.

Placemaking In Skerries

Placemaking and active travel are deeply interconnected, with active travel being the key component of creating high-quality, liveable places. This Active Travel Plan aims to strengthen the sense of place in Skerries by improving access to key services, facilities, and amenities (see Figure 2-8) but also by enhancing green spaces through landscaping schemes, expanding the public realm within the town centre, and reducing congestion and emission associated with private car use.

The town is already defined by its coastal landscape and accessible beaches, making Skerries a popular destination for visitors, while also contributing to the quality of life for residents. The promenade, town park, and coastal walks are integral to the town's identity and its recreational offer (see Figure 2-8).

This Plan aims to ensure that all residents and visitors can enjoy these elements of local environment through the use of active modes (walking, wheeling and cycling) or through the use of public transport services.

Figure 2-8: Ecological Map of Skerries. Source: DBFL.

Placemaking

With community-based participation at its centre, an effective placemaking process capitalises on a local community's assets, inspiration, and potential, and it results in the creation of quality public spaces that contribute to people's health, happiness and well-being.

Project for Public Spaces

Proposed schemes within Skerries Town Centre must take full account of the area's architectural heritage. Where interventions may affect protected structures or the historic streetscape, an Architectural Heritage Impact Assessment will be required to ensure sensitive and appropriate design.

2.4. Demographic Profile

Population

According to the 2022 Census, the population of Skerries is 10,743. The population has increased by 7% since the last Census in April 2016.

Table 2.14 of the *Fingal County Development Plan 2023-2029* includes Core Strategy figures estimating a **population** of 10,272 for 2023 and 10,446 for 2029. It is worth noting that these targets have already been surpassed, as the 2022 Census recorded a population of 10,743.

According to the National Planning Framework 2016, Skerries has a **resident workers ratio** of 0.343, highlighting an imbalance between employment opportunities in Skerries and employment elsewhere.

Additionally, Census 2022 data shows that the **percentage of people in Skerries with a disability** is growing, from 12% in 2011 to 22% in 2022. Disability figures are a vital consideration to provide an equitable public realm and transport network, which is accessible to all.

Figure 2-9: Population of Skerries. Data Source: CSO, 2022

Persons with a Disability in Skerries

The residential areas on Northcliffe Heights and south of Shenick Road have the highest population of persons with a disability. Therefore, the importance of providing a range of inclusive transport options is essential.

Census 2022

Equity in transport is an important consideration for the Plan, and will focus on providing equitable (i.e., sustainable, affordable, reliable and safe) mobility options for all.

Our transport network plays a key role in ensuring an equitable and just society. For many, the cost of owning and maintaining a private vehicle is prohibitive.

Car ownership levels are gradually rising in Skerries. In 2022, 48% of households own one car compared to 47% in 2016 and 45% in 2011. Additionally, 2022 data shows that 43% of households own at least two cars. There are also now fewer people without access to a car, at 10% in 2022 compared to 12% in 2016. Despite this, it is still important to provide alternative transport options, such as walking, cycling or public transport.

Figure 2-10 shows the **Pobal Deprivation Index** for Skerries, where it can be seen that the majority of the population are marginally above average or better. There are several areas which are marginally below average, such as St Patricks Close, and some areas labelled as disadvantaged, such as Mourne Close. Very affluent areas include Hamilton Hill, Fulmar and Linnett.

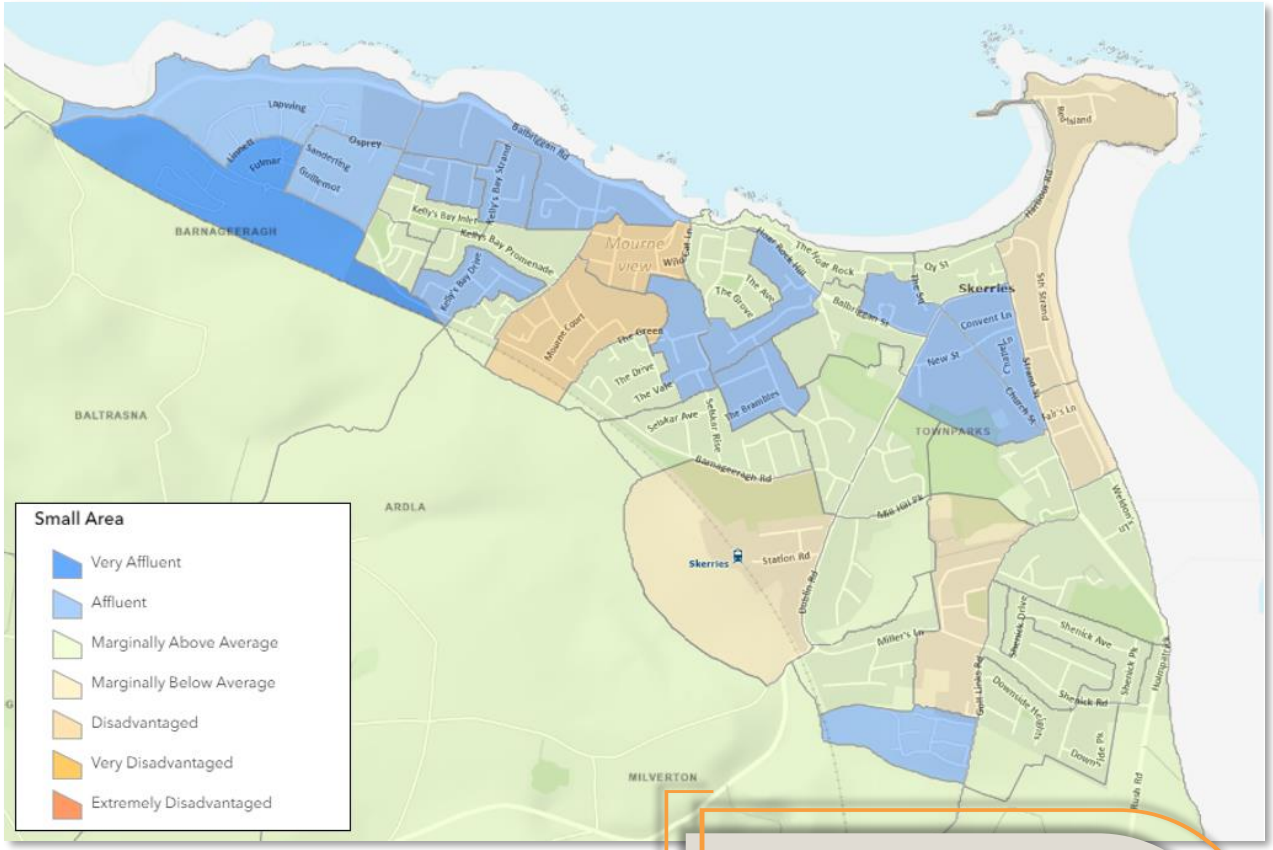


Figure 2-10: Pobal HP Deprivation Index 2022 for Skerries. Source: DATA Pobal.ie.

Pobal Deprivation Index

The Pobal Deprivation Index uses data from Census 2022, and analyses an area's levels of disadvantage, including educational attainment, and employment status.

2.5. Local Amenities

Skerries benefits from a favourable availability of local amenities, which are strategically dispersed throughout the Study Area, with, as to be expected, a notable concentration in the town centre.

Skerries has five national schools, one secondary school and one special school. Skerries also has a large number of amenities throughout the town, including sports clubs, playgrounds and beaches.

Figure 2-11 adjacent shows a summary map of the location of schools and key amenities..

The *Fingal Development Plan 2023-2029* defines the retail core of Skerries. This area forms a triangular shape, bordered by three streets - Strand Street, Church Street, and Thomas Strand Street. Several restaurants, cafés and retail shops are located in this area. There is also a retail area on Barnageeragh Road.

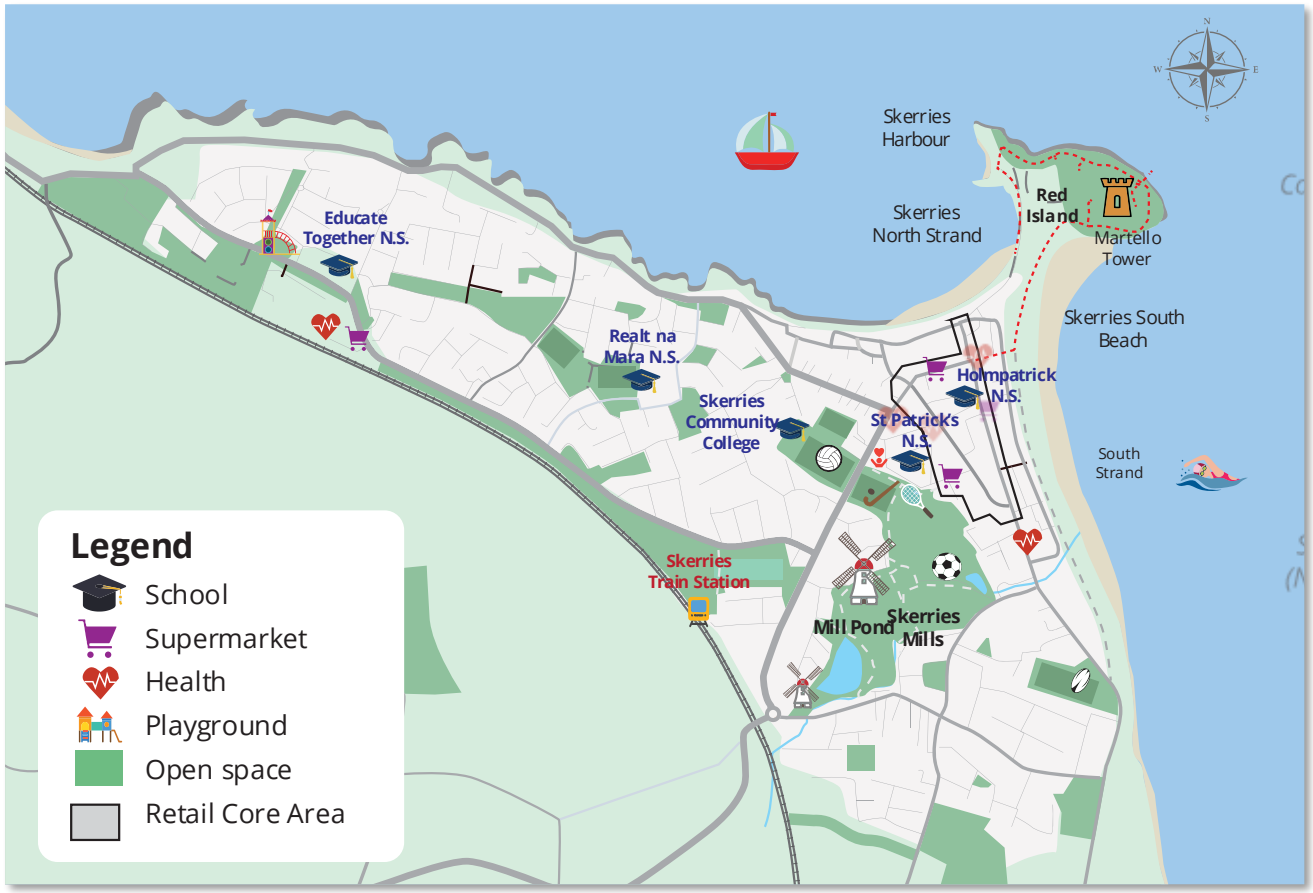


Figure 2-11: Map of Key Destinations in Skerries and the Retail Core.

2.6. Existing Transport Infrastructure

Existing Pedestrian Facilities

The Study Area presents a highly car-dominated public realm, with street environments that limit pedestrian accessibility and detract from the sense of place. Excessive street clutter, such as poles and bollards, creates physical barriers to pedestrian movement, making navigation difficult and uninviting.

Formal crossing points are often located off pedestrian desire lines, while the overall lack of pedestrian facilities, including tactile paving and sufficient waiting areas at crossings, compromises safety and comfort. Figure 2-13 shows that a lack of appropriate safety facilities such as dedicated crossings can create unsafe conditions for school children.

Access to schools is substandard, with wide junctions and a lack of appropriate safety facilities, creating unsafe conditions for school children.

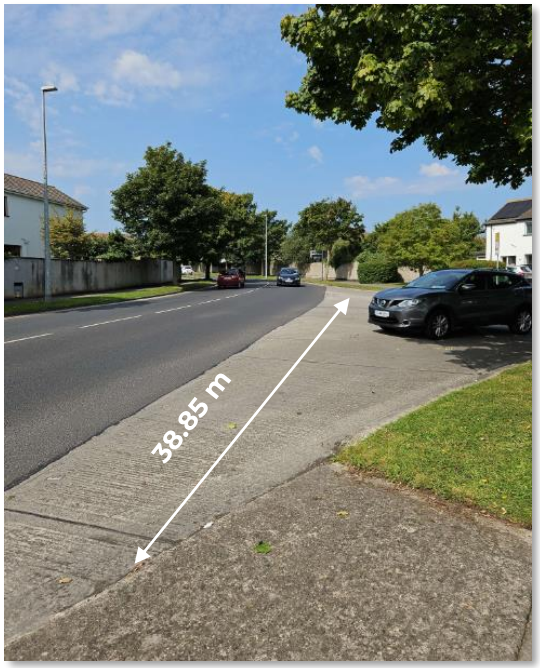


Figure 2-12: Barnageeragh Road / Townparks Junction. Source: DBFL.

The 38.85 metre-wide crossing near the railway station at the Barnageeragh Road / Townparks junction can contribute to higher vehicle speeds and poses as a risk to pedestrian safety.

Figure 2-13: Balbriggan St./ Seacrest / The Park. Source: DBFL.

Despite the presence of speed ramps at the Balbriggan St. / Secrest / The Park junction, the lack of formal pedestrian crossings increases the vulnerability of pedestrians, particularly for children attending Skerries Community College.

The street layouts prioritise the movement of private vehicles, particularly at junctions and urban roundabouts, where the design prioritises cars over people. This reduces the emphasis on pedestrian comfort and accessibility. This 'vehicle-first' approach is also inconsistent with the principles set out in the Design Manual for Urban Roads and Streets (DMURS), which aims to balance road use more effectively for all users.

Figure 2-14: Cars parked on the footpath on Balbriggan Road. Source: DBFL.

Additionally, many of the paths and links around Skerries, particularly near the railway station and The Mills, remain informal and lack consistent signage or wayfinding. This absence of clear navigation is particularly problematic for visitors seeking scenic destinations such as the Mills or the beach.

Figure 2-15: (above) Mill Hill Park link to the Mills & The Park. Source: DBFL.

There are a number of formal and informal paths which follow desire lines throughout Skerries, connecting residential areas with key destinations, bus stops and amenities.

Figure 2-16: Desire line at the Town Park. Source: DBFL

Walkability Audit

A Healthy Streets™ Check of key streets in Skerries was carried out to inform the Baseline Assessment. This approach, developed by Lucy Saunders, prioritises people and their well-being at the heart of decisions regarding the design, management, and use of public spaces. It is guided by 10 Healthy Streets Indicators that focus on the experience of individuals using streets. These indicators, shown in Figure 2-17, each represent an aspect of the user's experience on streets.

To enhance social, economic, and environmental sustainability, it is essential to prioritise and balance these ten indicators in the design and management of urban streets.

Figure 2-17: Healthy Streets Approach Indicators. Source: Lucy Saunders.

Healthy Streets™ offers two on-site assessment tools, which provide a comprehensive look at both the objective and subjective aspects of a street's environment:

- **Measurement Survey:** Evaluates 20 specific, quantifiable elements of the street, providing a more data-driven assessment
- **Feelings Survey:** Captures personal impressions, helping gauge how the street feels to those experiencing it.

Each survey generates a score out of **100**, which can be used to guide efforts to make streets more welcoming and healthier for everyone.

The scores of both Surveys are in general alignment in all streets, indicating that the objective features of the street have a clear impact on how we feel when we are on it. This includes positive elements such as wide footpaths, tree coverage, and sheltered areas, and challenges such as trip hazards, lack of cycle infrastructure, and limited pedestrian amenities.

The only exception to this pattern is Barnageeragh Rd, where the Feelings Survey score is higher than the Measurement Survey score. This discrepancy may be due to the sense of safety and relaxation provided by the footpath being segregated from the carriageway by a grass verge and trees, creating a more pleasant walking environment.

Table 2-1: Measurement and Feelings Survey Scores for each street

Street	Survey & Score	
	Measurement	Feelings
Strand St.	62	61
Thomas Hand St.	30	40
Dublin Rd (north)	23	32
Dublin Rd (south)	20	32
Barnageeragh Rd	23	46
Mill Hill Park	37	55
Balbriggan St.	34	58
Church St.	48	55

Full details of the methodology used, and results of the Healthy Streets™ Check can be found in the supporting Walkability Audit – Healthy Streets Check Technical Note.

Walking Catchment Analyses

Walking Catchment Analyses were undertaken from two points in the Study Area - the Monument and the Railway Station – to assess the baseline accessibility conditions and help identify potential locations for new walking connections where there are currently barriers to movement.

Figure 2-18 overleaf shows that accessibility from The Monument encounters barriers in the 10 and 15-minute catchment. To the south, there are barriers as a result of the green lands north of the Skerries Mills Car Park, and to the west of the town affecting access to the Community College.

In comparison, accessibility from the Railway Station is limited by low permeability within the 5-minute catchment area (see Figure 2-19). This issue becomes more pronounced in the 10 and 15-min. catchments, particularly to the east of the town, where missing formalised links around Skerries Mills Car Park reduce connectivity. As a result, eastern residential areas fall outside the 15-minute walking catchment.

Figure 2-18: Baseline Walking Catchment from The Monument.

Figure 2-19: Baseline Walking Catchment from Skerries Railway Station.

Summary of Constraints

- Poor quality footpaths, including poor surfacing and narrow paths in places
- Lack of dropped kerbs
- Insufficient number of dedicated safe crossings
- Wide radii of junctions and roundabouts lack consistency with DMURS principles
- Lack of permeable connections
- Poor wayfinding and legibility especially from the Railway Station to the main amenities in the town

Summary of Opportunities

- Compact town centre makes walking trips between core retail area, residential areas and amenities easy
- New permeability links and formalisation of existing informal links.
- Improvements strategic and local junctions to make crossing easier and safer for pedestrians
- Adding more crossings to encourage people to walk more freely around Skerries
- Opportunities for front school improvements

Cycling Facilities

Skerries generally lacks dedicated cycling infrastructure, requiring cyclists to share the road with motorised vehicles on the majority of the town's roads. Where provided, facilities are disconnected narrow or directly adjacent to pedestrian facilities without a buffer.

Cycling facilities on Barnageeragh Rd at the junction with Selskar Rd. Source: DBFL.

There is a below standard and narrow, two-way cycle track on Barnageeragh Road, extending from Selskar Court to Barnageeragh Cove View Point, which links with a cycle track on the southern section of Northcliffe Heights.

Figure 2-20: Existing Cycle Infrastructure.

(l) Barnageeragh Road to Railway Station Link; and (r) 150m two-way cycle track in Ballygossan Park.

Cycle tracks between Barnageeragh Road and the Station, and in Ballygossan Park provide some safety for cyclists, however, they are relatively short sections (approx. 130m and 150m respectively) and do not connect to a wider network of cycling facilities.

Bike Parking

Public cycle parking is observed around the town, especially in the town centre and the Red Island. There is also sheltered cycle parking at the Train Station.

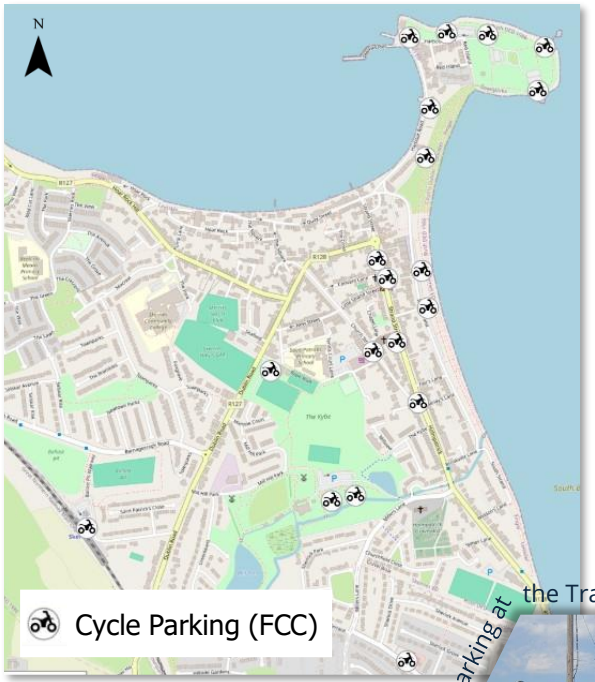


Figure 2-21: (above) Cycle Parking in Skerries

Bike Sharing

There were previously two bike-sharing schemes operating in Fingal County – Bleeper Bikes and TIER (e-bikes).

These were previously dispersed at designated bike racks throughout the Fingal operational area, with up to nine Bleeper bikes.

However, as of December 2024, due to low usage, Bleeper bicycles are no longer available in Skerries. Tier (e-bikes) have also ceased operations in Ireland, including those in Skerries. Therefore, at present there is a lack of dedicated mobility sharing platforms in Skerries.

Cycling Catchment Analysis

Cycling catchments from the Monument and the Railway Station were analysed to assess cycling accessibility within the town. These maps are shown on the following page.

The results indicate that from the Monument, the town centre, retail core and a significant residential area are accessible in a 5-minute cycle. The entire town is reachable within a 10-minute cycle, including outer retail areas such as Skerries Point Shopping Centre, schools and amenity areas.

The results from the Railway Station are similar, however with a larger catchment within the 5-minute cycle. The same can be said for the 15-minute cycle, with Skerries Golf Club and St Michael's Special School on Golf Links Road accessible within a 10-15-minute cycle. .

There is significant potential to expand cycling facilities and permeability links to increase the number of destinations within the 5-10 minute catchment and promote cycling as a viable transport option.

Figure 2-22: Baseline Cycling Catchment from The Monument

Figure 2-23: Baseline Cycling Catchment from Skerries Railway Station

Summary of Constraints

- Overall lack of dedicated cycling facilities across the town
- Lack of permeability and connectivity between different parts of the town.
- Car-dominated town with high-concentration of on-street parking increases the risk of injury for cyclists.
- Lack of safe crossings
- Lack of cycle connections between key destinations (schools, amenities and town centre)
- Limited sheltered and secure cycle parking in the town centre

Summary of Opportunities

- Emerging Active Travel & Infrastructures Schemes in Skerries (GDACNP, Harbour Rd and Red Island Scheme, Fingal Coastal Way, DART+ Programme)
- Most of the town can be accessed within a 15-minute cycle
- Potential for Front of School Interventions to improve safety for children cycling to school
- Completion of a cycle network will make cycling more attractive and may unlock future tourism potential

Bus Services

Table 2-2 summarises bus routes in Skerries, including operators and frequencies. Figure 2-24 illustrates these bus routes and the location of the local bus stops. All bus routes call at Barnageeragh Road, in the vicinity of one of the access points to Skerries Train Station.

Rail Services

Skerries Train Station is located to the south of the town centre, approx. 15 minute by foot from the town centre. The station has sheltered bike parking, offers bicycle lockers for rent and has paid 24h car parking with over 100 spaces, including designated spaces for disabled users.

Services at this station connect to the wider Metropolitan Area, with good level of service to Dublin City m(approx. 40 min.). Skerries is served by the Drogheda/Dundalk–Dublin Commuter and the Rosslare Europort–Gorey–Dublin Connolly services. Onward journeys to Belfast from Drogheda/Dundalk are also available.

Table 2-2 Bus Routes Serving Skerries

No.	Destination	Frequency		
		M-F	Sat	Sun
Dublin Bus				
33	Lower Abbey St - Balbriggan	25	14	12
33x	Custom House Quay / St Stephens Green – Skerries	5	-	-
	Skerries - Custom House Quay / St Stephens Green	5	-	-
33n	Westmoreland St - Balbriggan	4 Fri. only	4	-
Go-Ahead Ireland				
33A	Dublin Airport – Balbriggan	25	24	20

Figure 2-24 Bus Routes and the location of the Train Station in Skerries.

Existing Public Transport Network

Summary of Constraints

- Poor bus stops without shelters, seating, key information and crossing points.
- Lack of bus stops along Balbriggan Road.
- Poor wayfinding and legibility between the Train Station, the town centre and key amenities
- Lack of bus services along school routes.
- Gaps in bus service provision along Balbriggan Road, particularly for residents of The Green, and Secrest

Summary of Opportunities

- Future DART+ Programme to include Skerries Train Station
- Potential to upgrade bus stops with seating, lighting, and weather protection (e.g. Balbriggan Road)
- Opportunity for crossings near bus stops, with clear markings, signalised options, and features like tactile paving
- Improve permeability to the Station through formalised and new pedestrian and cycle links

Road and Street Network

Skerries is connected to the Regional road network via the R127, which runs through the town and links it to Balbriggan in the north and Lusk in the south. The R128 connects Skerries to Rush. Additionally, local roads provide access to surrounding areas, including the coastal route to Barnageeragh and the rural hinterland.

A map of the existing road and street network can be found in Figure 2-27 overleaf.

The majority of roads within Skerries are two-way streets. However, in the town centre, there are several streets that are one-way, as can be seen in Figure 2-28.

Figure 2-29 shows the speed limits on key streets in Skerries. The main road corridors have a speed limit of 50 kph, whilst several roads, including those in The Green, Hoar Rock, and Quay Street, have a 30 kph speed limit. The remaining roads are predominantly residential streets with a 30 kph limit.

Figure 2-25 Approximate widths of Thomas Hand Street, with two-way traffic, parking on both sides, and often operating as a shuttle system. Source: DBFL.

Figure 2-26: Strand Street,

Existing Road & Street Network

Summary of Constraints

- Car-dominated town centre reduces quality of public realm
- Poor quality walking and cycling facilities increases traffic particularly during school drop-off and pick-up times
- Wide junctions and & large corner radii encourage high speeds, posing safety risks for vulnerable road users.
- Properties on some streets lack off-street parking, contributing to on-street parking demand (e.g. Strand Street).

Summary of Opportunities

- Introduce speed limit zones, particularly within the town centre, around key amenities and school zones to improve safety for all road users.
- Reallocate road space to allow for the delivery of active travel facilities, while also safeguarding the vibrancy and character of Skerries town centre.
- Implement a one-way system on some streets (e.g. Church Street, Strand Street) to ensure a more balanced, multi-modal traffic system
- Address wide junctions and & large corner radii

Figure 2-27: Overview of the Road and Street Network in Skerries.

Figure 2-28 Traffic Management in Skerries Town Centre

Figure 2-29 Speed Limits in Skerries (km/h).

Car Parking Provision

There are a number of public and private off-street carparks and on-street parking facilities throughout the town. The locations of off-street car parks maintained by FCC can be found in Figure 2-30.

All of the key streets within the town centre offer on-street parking, with the exception of Dublin Road (see Figure 2-31). The extensive provision of on-street parking has resulted in a car-dominated town centre, negatively impacting the overall look, feel, and accessibility of the urban environment.

During site visits, vehicles were observed parked along double yellow lines, and some vehicles were found obstructing footpaths, forcing pedestrians to step into the road, creating unsafe conditions.

There is one existing EV charging point that can accommodate two vehicles on South Strand Street, and there are a number of disabled parking spaces throughout Skerries Town Centre.

Figure 2-30 Off-Street Parking Locations in Skerries maintained by Fingal County Council.

Figure 2-31 On-Street Parking Provision in Skerries Town Centre

Existing Car Parking Provision

Summary of Constraints

- Properties on some streets lack off-street parking, contributing to on-street parking demand (e.g. Strand Street).
- Lack of wayfinding / signage to off-street parking areas.

Summary of Opportunities

- Parking surveys show on-street parking is underutilised on some of the main streets and corridors
- Re-allocate on-street parking in some areas to widen footpaths, provide cycle lanes, plant street trees or accommodate street furniture or play areas.
- Allocate remaining on-street parking to support a hierarchy of parking need.
- Time-limited loading zones could be provided.
- Potential for Mobility Points near the Train Station, Strand St, Church St and South Strand St.

2.7. Current Travel Patterns

The baseline analysis also included an analysis of the Census 2022 data, as well as data from 2011 and 2016 in order to assess the change in mobility patterns.

This section presents an overview of some of the key Census 2022 data for current travel patterns in Skerries.

Modal Split

In total, 44% of all trips to work and education are by sustainable modes, including walking (21%), cycling (4%) and public transport (19%). However, this is only slightly higher than the use of the private car (driver and passengers) at 45%, as shown in Figure 2-32.

Comparing work and education trips, a notably higher proportion of school trips are undertaken on foot (44%) compared to the proportion of those who travel to work on foot (6%). This difference is also observed in the proportion of cycle trips - 9% of the school trips are by bike compared to the 1% of work trips.

Car use is the most popular mode of choice for trips to work at 49% (drivers and passengers).

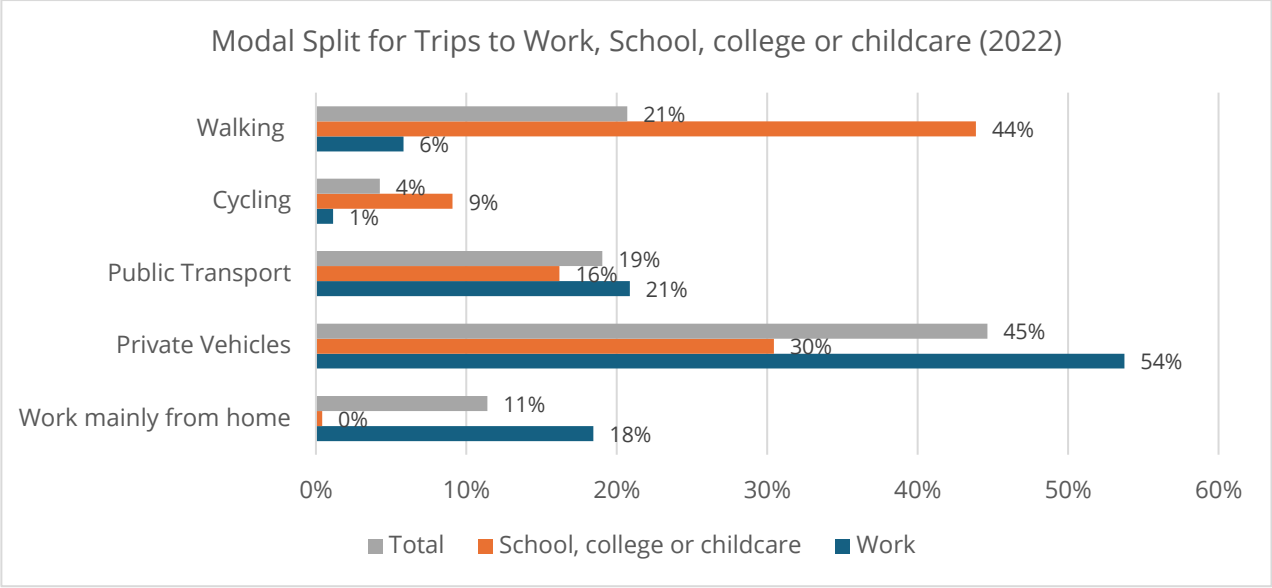


Figure 2-32: Census 2022 Modal Split for Work Trips and Education Trips in Skerries. Source: Census, 2022

Journey Time

Figure 2-34 overleaf illustrates journey times in 2016 compared to 2022. Most trips in 2022 are relatively short, with two out of five (38%) work and education trips under 15 minutes duration. This is an increase from 35% of trips under 15 minutes in 2016.

With 16% of trips ranging from 15 to 30 minutes, and 15% of trips from 30 minutes to 45 minutes, there is incentive to further encourage those

Figure 2-33: Parents and Children walking and cycling during the school pick-up/drop-off. Source: DBFL.

who drive (30%) to choose more sustainable modes for their journeys.

Correlating with shorter distances travelled to work and school, there has been an increase in both walking and cycling journeys since 2016.

Walking trips have increased from 19% to 21% between 2016 and 2022, and cycling trips have increased from 2% to 4%. This indicates a need for investment in active travel and public transport infrastructure to support this percentage of Skerries' population.

Also of note from the analysis of Census data is equality considerations. Transport services and infrastructure need to cater to the needs of all population groups, regardless of gender, age, ability, or socioeconomic status.

The data shows that there is a higher reliance on active travel modes for females over males, at 11% and 5% respectively.

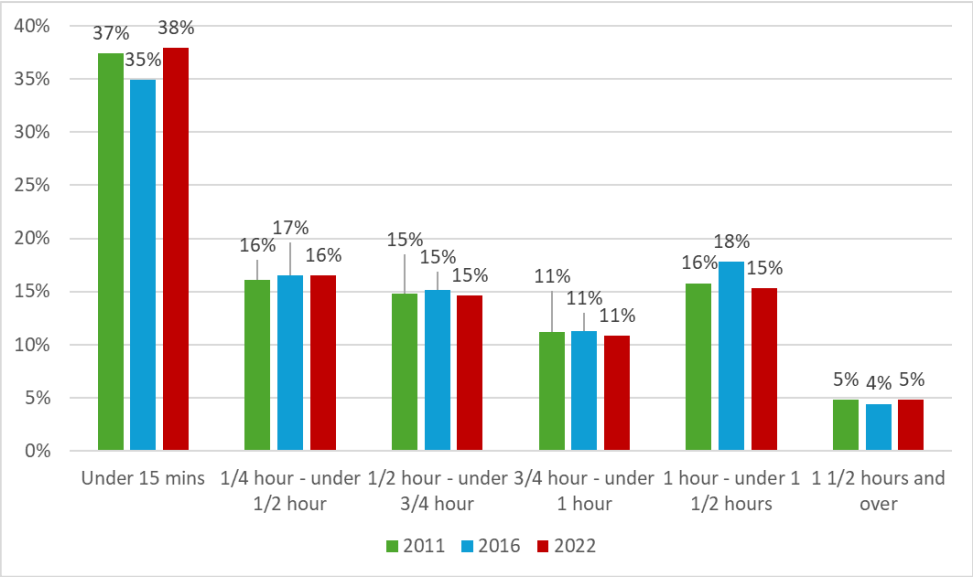


Figure 2-34: Journey Time to work, school or college.

Source: Source: Census, 2022

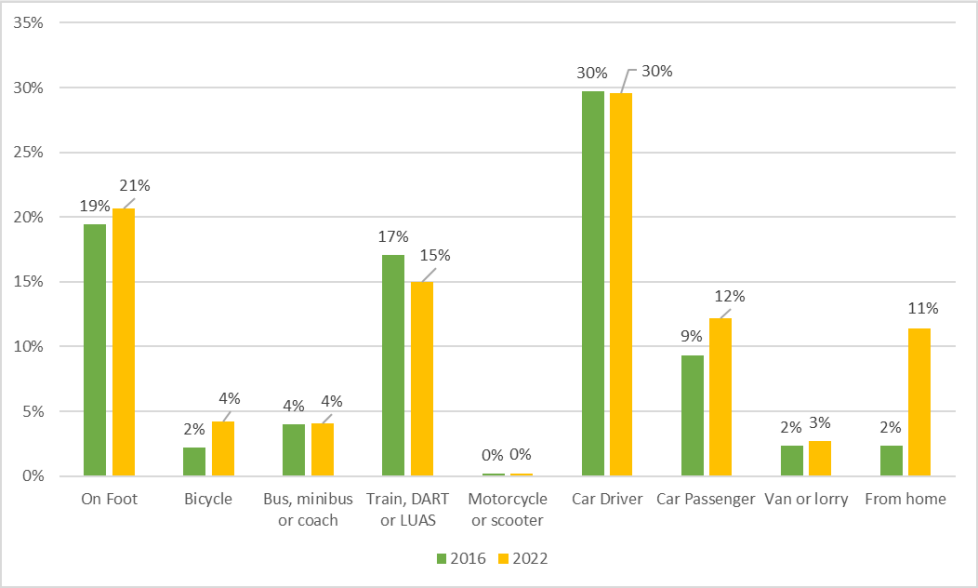


Figure 2-35: Modal Split Comparison (Census 2022 vs 2016) showing the increase in the percentage of people walking and cycling between 2016 and 2022.

Source: Census, 2022

2.8. Baseline Traffic Survey

To gain a comprehensive understanding of the current transportation landscape in the area, traffic levels and patterns were also assessed as part of the baseline assessment. The following surveys were undertaken during different periods of time in November and December 2024:

- Queue Length Surveys (QLS)
- Junction Turning Counts (JTC)
- Parking Surveys
- Automatic Traffic Counts (ATC)
- Pedestrian Counts (PED)

This section summarises some of the key findings, the full analysis of which can be found in the *Baseline Traffic Survey Report:*

Queue Length Surveys (QLS)

The Thomas Hand Street / Balbriggan Street Junction registered the highest traffic queues out of all junctions surveyed.

Automatic Traffic Counts (ATCs)

Traffic Volumes and Speed Analysis

Dublin Road and Barnageeragh Road have the highest AADT values due to access to the train station and traffic arriving and departing from the residential areas along Barnageeragh Road. High AADT values are also observed along Miller's Lane before the traffic splits into the various residential areas.

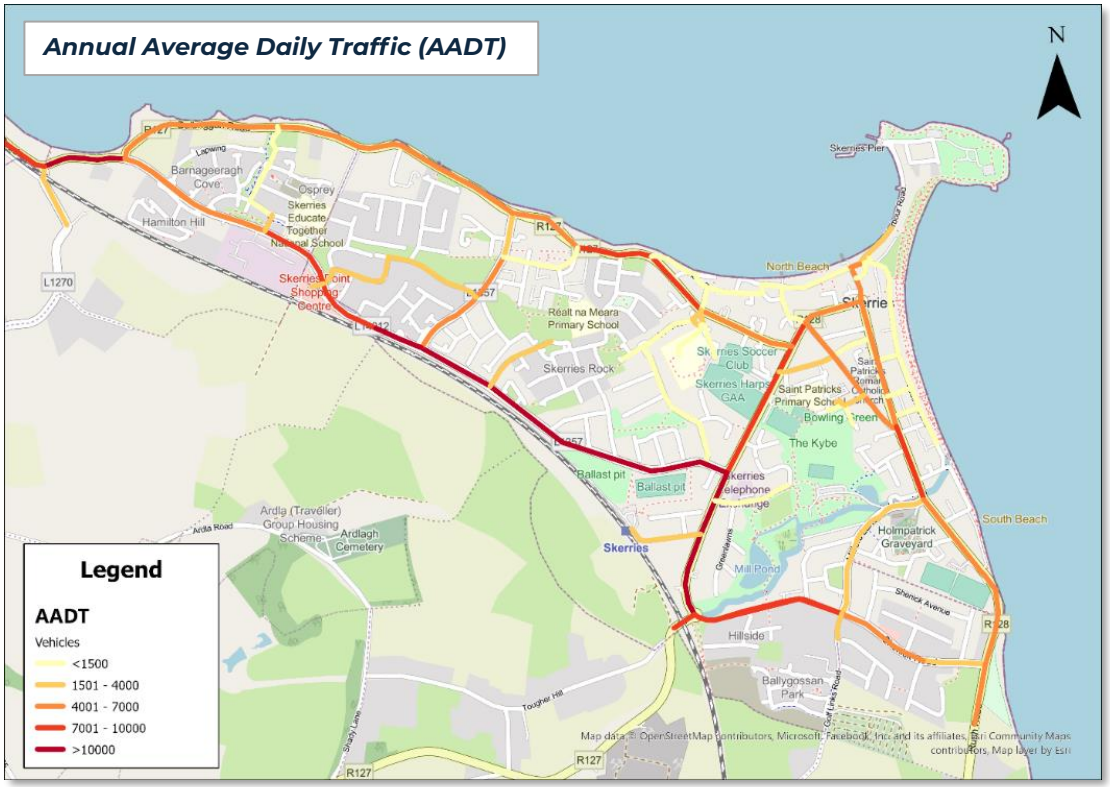


Figure 2-36 Baseline Traffic Survey Results - Annual Average Daily Traffic (AADT).

Junction Turning Counts (JTCs)

Dublin Road and Barnageeragh Road have the highest Annual Average Daily Traffic (AADT) values due to access to the train station and traffic arriving and departing from the residential areas along Barnageeragh Road.

The western section of Balbriggan Road shows higher AADT values before the road splits between Barnageeragh Road and Balbriggan Road. High values are also observed along Miller's Lane before the traffic splits into the various residential areas.

Parking Surveys

There were 164 off-street, and 1,318 on-street parking spaces surveyed. Overall, occupancy analysis indicates that many parking areas operated below full capacity on both surveyed days (Thursday and Saturday), which suggests that car parking is underutilised.

For duration of stay, the surveys show that most people parking in the various parking zones typically remain for less than an hour. However, parking for longer durations is still occurring, potentially as a result of vehicles with residential permits

Pedestrian Counts (PED)

For both Thursday and Saturday, the highest number of pedestrian movements are observed in the town centre, specifically at The Monument. The flow is higher for the Saturday than on the Thursday.

Although the percentage of cyclists recorded compared to pedestrians is generally low, high numbers of cyclists were observed during the week at Balbriggan Road / Northcliffe Heights, Dublin Road / Barnageeragh Road and at Thomas Hand Street / The Square / Church Street.

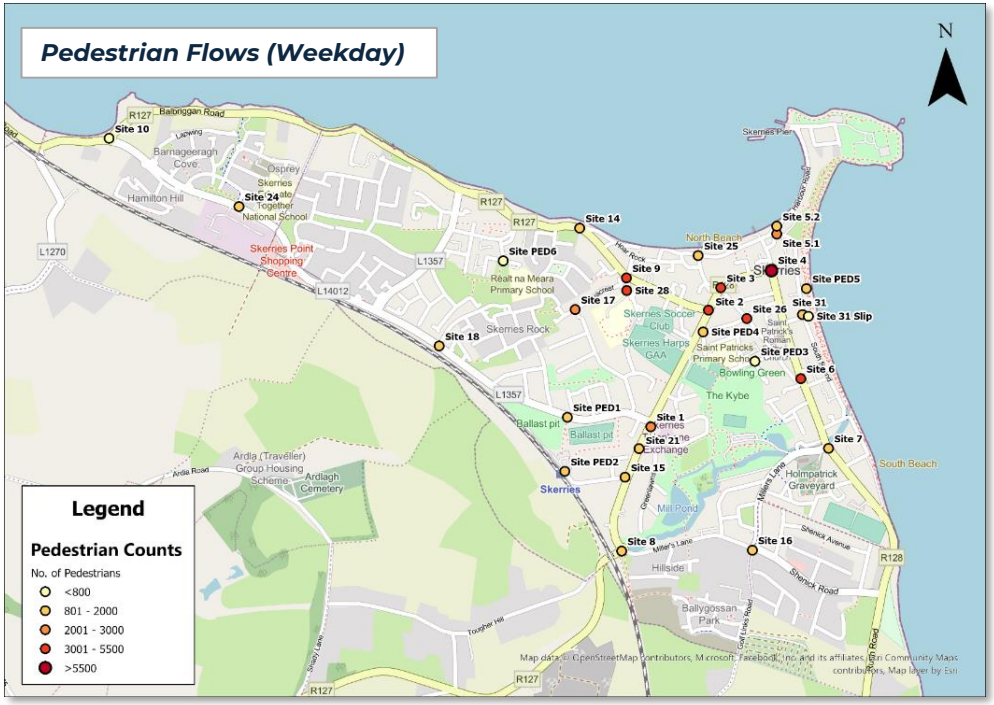


Figure 2-37 Baseline Traffic Survey Results - Pedestrian Flows (Weekday)

2.9. Strengths, Weaknesses, Opportunities and Challenges (S.W.O.C)

Strengths

Local assets and amenities which amenities enrich community life and provide diverse recreational opportunities for both residents and visitors (e.g. scenic coastline, historic Skerries Mills, leisure and sporting facilities).

Skerries' **built heritage,** historic streets, preserved architecture, and protected landmarks contribute to its distinctive character, attracting visitors and fostering a strong community identity.

Skerries benefits from **strong local and regional planning policies** that promote sustainable growth, infrastructure development, and economic vitality, ensuring a resilient and self-sustaining community.

Skerries is part of the **local rail network** within the wider Metropolitan Area, providing rail connectivity to Dublin in approximately 40 minutes.

Weaknesses

Car-dominated appearance and underdeveloped public realm with high concentration of on-street parking, evident street clutter on key streets and barriers obstructing desire lines.

Poor quality of pedestrian infrastructure, with deteriorating narrow paths, lack of dropped kerbs, and insufficient dedicated safe crossings.

Lack of cycling infrastructure.

Wide radii of junctions and roundabouts lack consistency with DMURS principles

Lack of permeability and connectivity between different parts of the town.

Poor wayfinding and legibility between different areas of the town, especially from the Railway Station to Skerries main amenities.

Opportunities

Strong support for walking and cycling infrastructure received during Pre-Design Public Consultation.

Potential for **compact, sustainable growth of Skerries town centre,** following '15-Minute Neighbourhood' model.

Emerging Active Travel & Infrastructures Schemes in Skerries (*GDACNP*, Harbour Rd and Red Island Scheme, Fingal Coastal Way, DART+ Programme).

Active Travel links and accessibility improvements offer a chance to enhance connectivity and open up new areas around the town.

Potential for **Front of School Interventions** to improve safety for school children, minimising the impact of school runs.

High % of school trips are already made via **active modes** (2022 Census data), creating opportunities to expand use of sustainable transport options for work commutes as well.

Completion of cycle network and transformation of the public realm will make a more attractive, vibrant and liveable town centre that may unlock further **tourism potential.**

Challenges

Low residents per work ratio, highlighting an imbalance between employment opportunities in Skerries and employment elsewhere.

Failure to address the level of car parking provision could exacerbate congestion and car dependency as the population grows.

Changes to political and financial climate that threatens investment in public realm and active travel projects.

Potential for increased flood extents and other environmental issues as a result of **climate change**.

3 Policy Context

3.1. Overview

The Skerries Active Travel Plan is being developed within an existing transport and land use planning policy framework, and will align with and translate the relevant national, regional, and local objectives.

National, Regional and Local policy all include a strong mandate to support compact growth and a shift away from the private car to sustainable modes. Key strategic objectives set out documents such as the National Planning Framework, and the Climate Action Plan have been reviewed. A number of design guides were also reviewed in the preparation of this Plan, such as DMURS and the Cycle Design Manual.

A detailed review of all policy and guidance documents can be found in the *Baseline Conditions and Context Report*. A synopsis of key policy is outlined in this Chapter.

National Policy and Guidance

Regional and Local Policy and Guidance

3.2. National Level: Statutory Planning Policy

National Planning Framework (2040) (NPF)

The NPF was published in 2018 and revised in April 2025, and sets out the strategic vision for the spatial development of Ireland up to 2040. The NPF sets 9 National Strategic Outcomes (NSO):

Figure 3-1: NPF National Strategic Outcomes. (Source: www.NPF.ie)

These NSOs are supported by Strategic Investment Priorities where Housing and Sustainable Urban Development and National Road Networks are the first and second priorities. These concepts are central to the proposed scheme.

Figure 3-2: NPF Strategic Investment Priorities for Ireland (Source: www.NPF.ie)

National Development Plan (2021-2030) (NDP)

The National Development Plan (NDP) provides a 10 Year Investment Plan level of investment that underpins the NPF and drives its implementation over the next ten years.

The NDP states that with over 50% of housing to be provided in our cities and 30% elsewhere to be provided within existing built-up areas, this urban compact growth, "*will be supported under this NDP through investment in high quality integrated active travel and public transport systems and supporting amenities." (NDP, 2021).*

National Sustainable Mobility Policy

This policy sets a strategic framework to 2030 for active travel and public transport, in order to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by 2030.

The target of the policy is to *"deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030."* The policy focuses on four main areas:

- Supporting Safe and Green Mobility
- Supporting People Focused Mobility
- Supporting Better Integrated Mobility
- Improving the Delivery of Sustainable Mobility

National Investment Framework for Transport in Ireland (NIFTI)

The NIFTI is the DoT's strategic framework for future investment decision making in transport in Ireland.

In addition to four investment priorities (Decarbonisation; Protection & Renewal; Mobility of People and Goods in Urban Areas & Enhanced Regional and Rural Connectivity), the NIFTI framework is underpinned by an **Intervention Hierarchy** and **Modal Hierarchy** which prioritise sustainable modes, such as active travel, followed by public transport investments, and finally private transport.

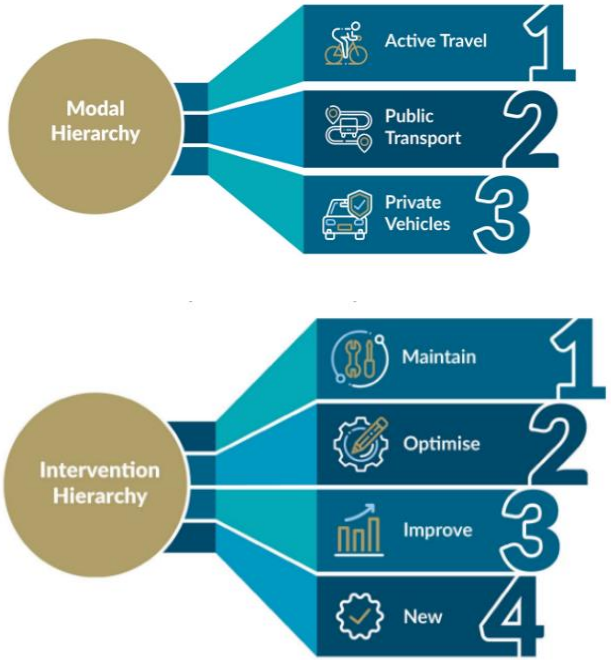


Figure 3-3:NFITI Modal and Intervention Hierarchies. (Source: Department of Transport).

Climate Action Plan (CAP)

The Climate Action Plan (CAP) 2025 sets out a major programme for change in response to reducing Ireland's greenhouse gas emissions.

The Plan makes a commitment to reduce by 20% the total vehicle kilometres travelled and deliver an additional 125,000 sustainable journeys daily by 2030. Of relevance to the subject scheme are identified actions relating to:

- Reallocating road space where it complements measures to prioritise active travel and public transport and to improve the public realm.
- Providing safe and accessible walking and cycling infrastructure to encourage a modal shift.
- Accelerating the implementation of smart and sustainable mobility projects through the Smart and Sustainable Mobility Accelerator project.

3.3. Regional Level

Regional Spatial and Economic Strategy for the Eastern and Midlands Region

The RSES is a strategic plan and investment framework influencing future development of the region to 2031 and beyond. Regional Policy Objectives (RPOs) of relevance to the Skerries Active Travel Plan include:

- **RPO 7.25:** Greenways, Blueways and Peatways;
- **RPO 7.42:** Decarbonising Transport;
- **RPO 8.7:** Mobility Management and Travel Plans; and
- **RPO 9.10:** Healthy Placemaking

Greater Dublin Area (GDA) Transport Strategy 2022-2042

The overall aim of the GDA Transport Strategy is "to provide a sustainable, accessible, and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy".

Four primary objectives are identified in the Strategy, including:

- An Enhanced Natural and Built Environment
- Connected Communities and a Better Quality of Life
- A Strong Sustainable Economy
- An Inclusive Transport System

A number of measures are identified in the Strategy which are relevant to the Skerries Active Travel Plan relating to walking, cycling, permeability links, behavioural change, public transport, and placemaking.

3.4. Local Level

Fingal County Development Plan

The Fingal County Development Plan 2023-2029 came into effect in April 2023. The Plan is a strategic document setting out the framework to guide future development in Fingal.

Skerries is defined as a Self-sustaining town by the Settlement Hierarchy in the *Fingal County Development Plan 2023-2029* and as a Town Centre in the County's Retail Hierarchy.

One of the key strategic objectives of the Fingal County Development Plan 2023-2029 is to "*strengthen the integration of land-use and transport planning with a priority focus on increased provision of walking, cycling and public transport infrastructure*."

The Plan supports the creation of healthy communities and sustainable towns that are equipped with high quality active travel infrastructure and access to public transport, to ensure that communities are connected in a sustainable and efficient way.

A number of Objectives have been developed to support the shift away from the private car and towards more sustainable modes of transport, to assist Fingal County Council in achieving its climate change targets as well as other positive environmental benefits.

Two Objectives are particularly relevant to the preparation of the Skerries Active Travel Plan:

Policy Objective CMO1 – Transition to Sustainable Modes: Work with the NTA, TII and other transport agencies in facilitating the integrated set of transport objectives for the County as set out in this Plan, in line with National and Regional policy including the NTA's GDA Transport Strategy and any subsequent plan to encourage modal shift towards more sustainable modes of transport and patterns of commuting to reduce reliance on the private car.

Objective CMO2 – Modal Shift: Work with the NTA to develop mode share targets for the County to achieve and monitor a transition to more sustainable modes including walking, cycling and public transport, during the lifetime of this Plan. This includes providing targeted infrastructure in the most appropriate locations and prioritising development at the most accessible locations in order to achieve the appropriate levels of integration and sustainable transport provision.

The following objectives are also relevant:

Objective CSO55 – Development and Growth of Balbriggan and Skerries: Promote and facilitate the development and growth of Balbriggan and Skerries as primary service, social, cultural and local tourist centres in north Fingal.

Objective CSO57 – Harbours, Beaches Seashores: Preserve and improve access to the harbours, beaches and seashores of Balbriggan, Skerries and Rush, while protecting environmental resources including water, biodiversity, and landscape sensitivities.

Policy CMP7 – Pedestrian and Cycling Network: Secure the development of a high-quality, connected and inclusive pedestrian and cycling network and provision of supporting facilities / infrastructure across the County, including the upgrade of the existing network and support the integration of walking, cycling and physical activity with placemaking including public realm improvements, in collaboration with the NTA, other relevant stakeholders, local communities and adjoining Local Authorities in the context of the impact of development schemes with cross boundary impacts and opportunities where appropriate. Routes within the network shall have regard to NTA and TII national standards and policies

Policy CMP9 – Prioritisation of Pedestrians and Cyclists: Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct and more attractive.

Policy CMP10 – Bicycle Infrastructure: Improve bicycle priority measures and cycle parking infrastructure throughout the County in accordance with best accessibility practice.

The Zoning Objectives for Skerries are illustrated overleaf in Figure 3-5.

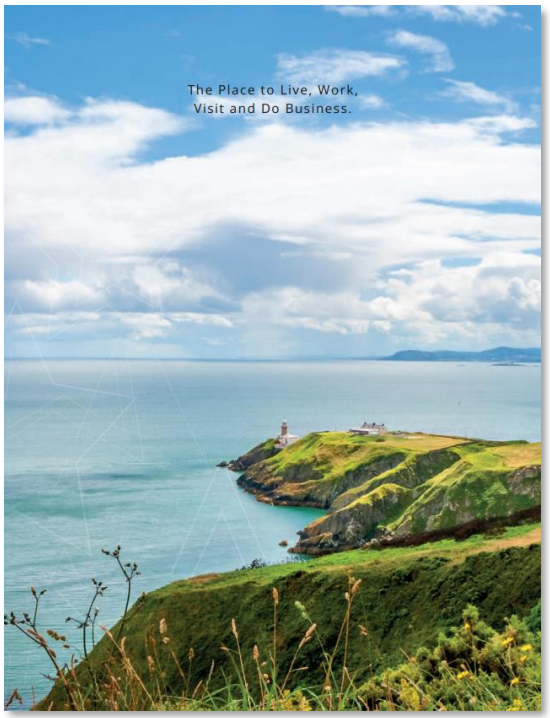


Figure 3-4: "The Place to Live, Work, Visit and Do Business" is the tagline used by Fingal County Council to promote Fingal. Source: FCDP 2023-2029.

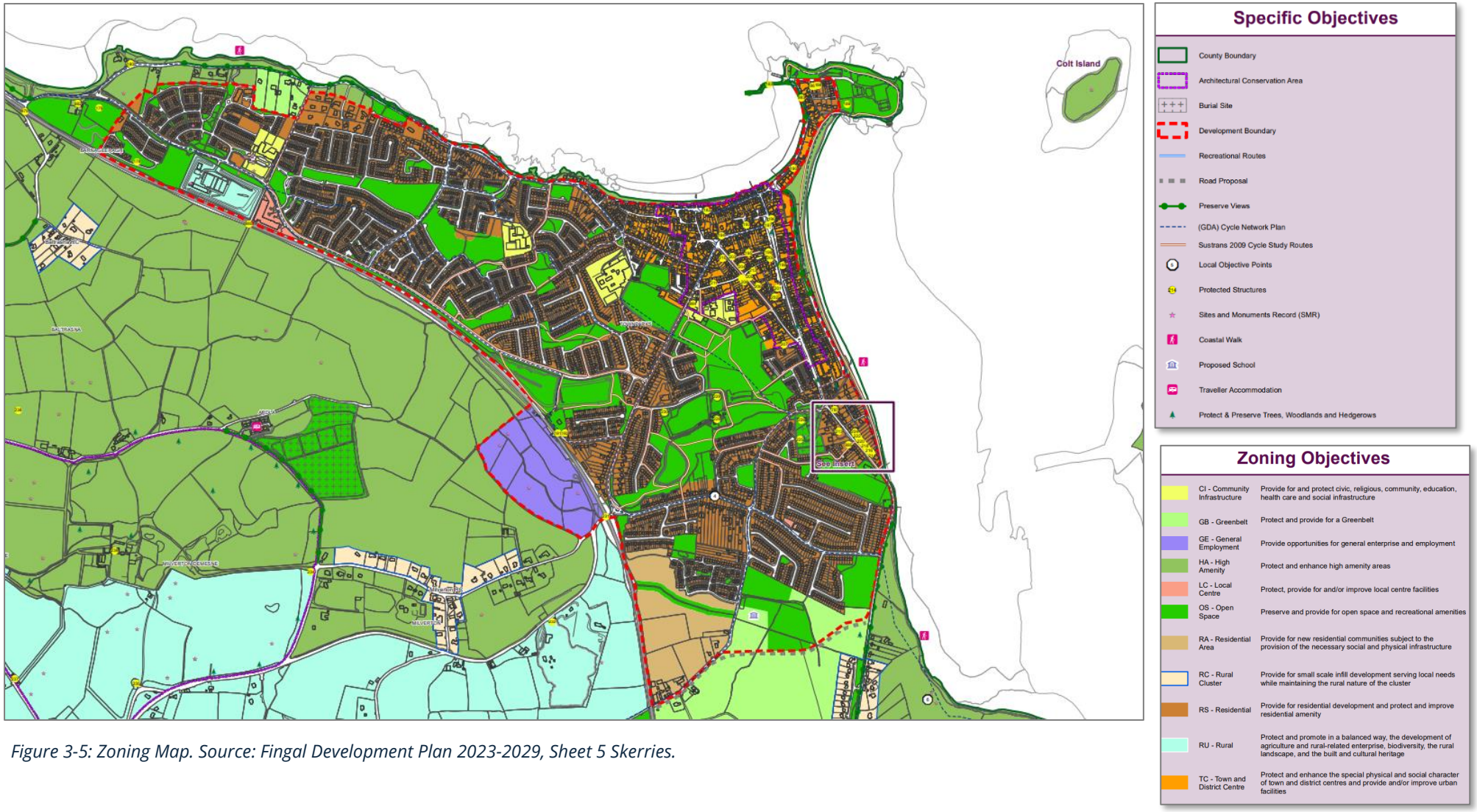


Figure 3-5: Zoning Map. Source: Fingal Development Plan 2023-2029, Sheet 5 Skerries.

Fingal Active Travel Strategy 2023

The *Fingal Active Travel Strategy* details ambitions to increase the number of people choosing Active Travel for everyday short journeys and sets out a wide array of infrastructure and initiatives designed to support that goal. The Strategy was informed by the feedback gathered in a public consultation, which took place throughout 2022.

The Active Travel Strategy is now being used by key decision makers in Fingal County Council to inform choices that influence how people travel in the county.

There are six pillars within the Strategy that reflect the key priorities to incorporate and consider in the development of the Skerries Active Travel Plan:

1. **Protected cycleways** with particular consideration to the cycle network proposed in the GDA Cycle Network Plan.
2. **Road Safety,** improving road safety for all users, especially improving safety around schools, making it safer for children to walk, wheel or cycle to school.
3. **Towns and villages,** providing a unified plan to improve Active Travel throughout Skerries, in line with the 15-Minute Town principle.
4. **Mobility,** including existing and future shared mobility schemes for e-bikes, e-scooters or mobility hubs.
5. **Connectivity,** connecting and strengthening communities through Active Travel.
6. **Strategic Planning,** making sure that all sections of the plan work together to provide a comprehensive plan for Skerries.

The "15 Minute Town" concept is also emphasised in the Strategy, where towns and villages are invited to engage in 30kph pilot projects, advancing the 15-minute town goal by ensuring that key destinations can be reached safely within a short walk or cycle.

Figure 3-6 Six Pillars of the Fingal Active Travel Strategy. Source: FCC.

4 Emerging Transport Infrastructure and Schemes

4.1. Overview

Skerries is in the midst of an exciting time in its development with a number of active travel infrastructure and public transport schemes earmarked for development in the coming years. This chapter highlights specific transport and land use projects, which the Strategy aims to complement and build on. A more detailed summary can be found in the *Baseline Conditions and Context Report.*

Figure 4-1: Proposed Skerries Harbour Road Public Realm & Red Island Loop. Source: FCC.

4.2. Greater Dublin Area Cycle Network Plan

The *Greater Dublin Area Cycle Network Plan 2022* (*GDACNP*) provides a substantial update of the previous 2016 *GDACNP*. Figure 4-2 illustrates the routes identified by the *GDACNP* for Skerries.

In the context of Skerries, the proposed Fingal Coastal Way is identified by the *GDACNP* as a Greenway-Leisure route. This will extend along the Skerries coastline from Newbridge Demesne in Donabate, to Balbriggan.

The total length of the route is estimated to be approximately 32 km, subject to final route selection. It is envisioned as a flagship project, aiming to boost tourism in the region and stimulate the local economy. The route can be found overleaf in Figure 4-3.

In Skerries, there are no routes marked as Primary. However, several main corridors in Skerries are designated as Secondary Routes, including the Dublin Road and its continuation onto Thomas Hand Street, Barnageeragh Road, Miller's Lane and its extension to Shenick Road and R128 heading southwards.

These Secondary routes will connect with the Fingal Coastal Way greenway at multiple points.

Additionally, a proposed Feeder network (indicated by dashed pink lines) is planned for other streets within the town, such as Northcliffe Heights, Mourne View, Balbriggan Street, and Millers Lane.

A Greenway-Utility route is also identified as a west-east link within Skerries, beginning at the Fingal Coastal Way on the R127 (Balbriggan Road) passing through a number of residential areas, and schools (Realt na Mara National School, and Skerries Community College) and amenity areas (Skerries FC Town Park pitches) before connecting to the R128.

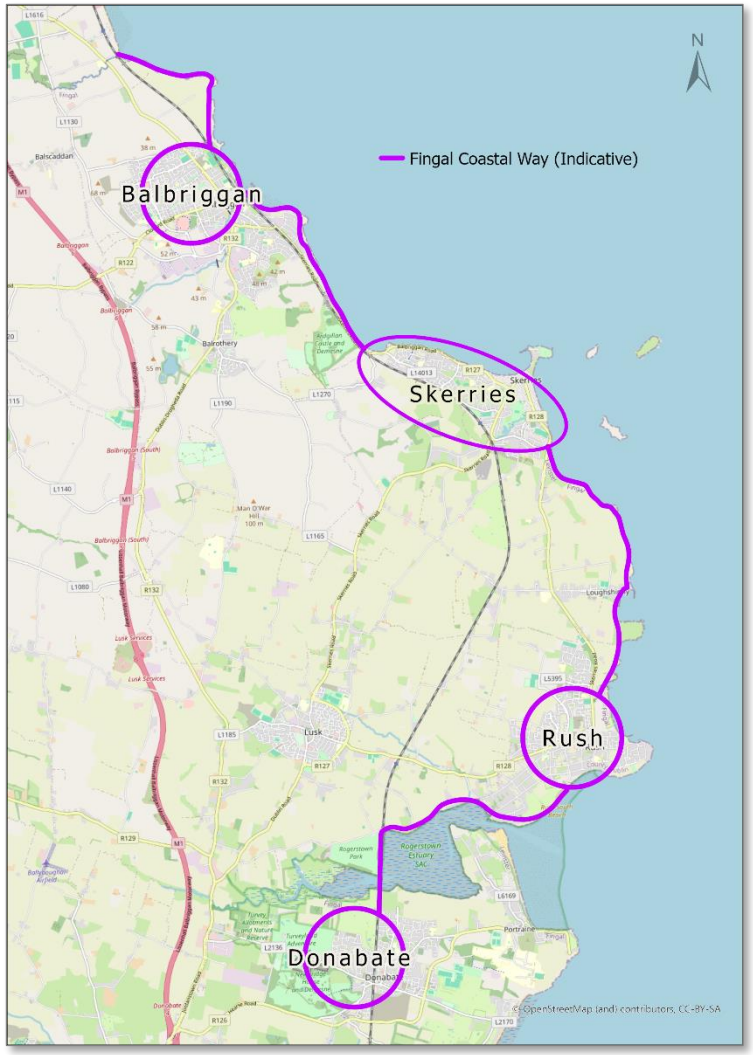


Figure 4-3 Fingal Coastal Way Route, connecting Donabate, Rush, Skerries and Balbriggan.

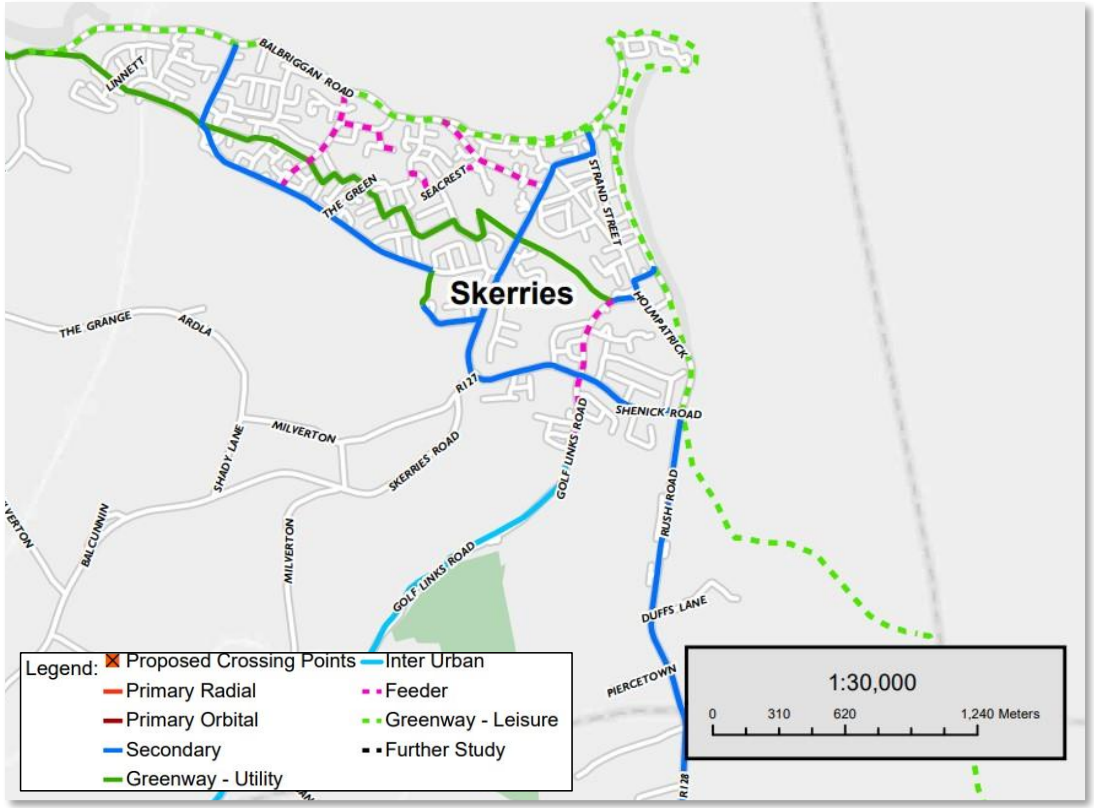


Figure 4-2: GDA Cycle Network Plan in Skerries (Source: 2022 GDA Cycle Network Plan – Balbriggan & Skerries)

The GDA Cycle Network Plan proposes an increase in the provision of cycling facilities from **500km** to **2,840km** across the four Dublin local authorities, as well as in Co. Kildare, Wicklow and Meath.

4.3. Skerries Harbour Road Public Realm & Red Island Loop Scheme

The aim of FCC's Skerries Harbour Road and Red Island Loop Scheme is to transform the Skerries peninsula into a pedestrian-friendly, accessible, and safe space that promotes social interaction and active travel through place-making, public realm enhancements and improved walking and cycling infrastructure.

The scheme will include shared streets on Harbour Road and Red Island Car Parks 1-3, incorporating traffic calming measures. At the Sea Memorial, an off-road cycle lane will run parallel to the shoreline, passing many of Skerries' landmarks such as the Martello Tower. Additionally, the public realm proposal includes creating an open space at Dorn Lane with placemaking elements to enhance the area's accessibility and aesthetic appeal.

Public Consultation was held in 2024 and Part 8 Process was completed. The project is now at derailed design stage.

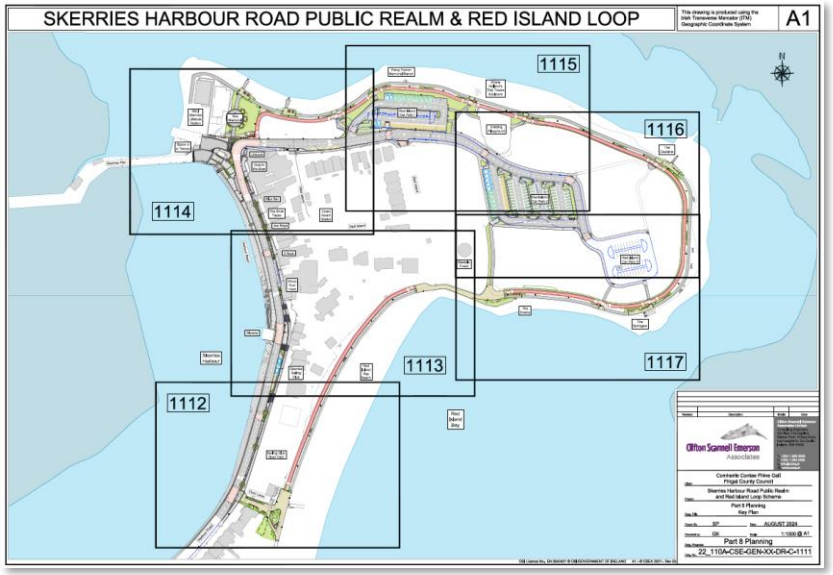


Figure 4-4 (above left) Skerries Harbour Road Public Realm & Red Island Loop;

(above) Proposed layouts of Skerries Harbour;

(far left) Current and Proposed Layout of Red Island & The Captains; and

(left) Current and Proposed Layout of Skerries South Beach Walk. Source: FCC.

4.4. BusConnects Dublin

BusConnects Dublin involves significant investment in the development of on-going bus priority infrastructure, as well as improved pedestrian and cycling facilities on key corridors across the Dublin region. There are two routes of note for Skerries:

- **L85 Local Route:** Balbriggan - Skerries - Rush/Lusk - Swords – Airport *(19 services on a weekday)*
- **X76 Peak Time Route:** Skerries - Rush - Lusk - City Centre - UCD

Figure 4-5 BusConnects Dublin Network Map for Skerries. Source: NTA, 2025.

4.5. DART+ Programme

The DART+ Programme aims to expand the DART network from its current 50 km to over 150 km, extending DART services and benefits to new and existing communities.

The Programme ais to significantly improve connections to regional towns and cities, promote multi-modal transit and active transport, enhance regional connectivity, and make public transport the preferred choice for more people across the GDA.

Skerries will benefit from the DART+ Coastal North project, which extends the DART line from Drogheda to the City Centre and includes electrification of the line from Malahide to Drogheda MacBride Station. The project will increase train frequency

from 11 to 24 services and double passenger capacity from 12,500 to 26,600 during the 3-hour peak period between Drogheda and Dublin City Centre.

4.6. Irish Rail Station Accessibility Programme

The main aim of the Irish Rail Accessibility Programme is to ensure that stations across the Irish rail network comply with statutory accessibility requirements, and meet EU, national and Iarnród Éireann standards for accessible design.

This national initiative seeks to address infrastructure such as ticket desks, lifts, footbridges and toilets to ensure accessibility for all rail users. The Programme has already made accessibility upgrades to station infrastructure at Maynooth, Hazelhatch & Celbridge, and Banteer (Cork), with 52 total stations receiving lift upgrades between 2020 and 2024.

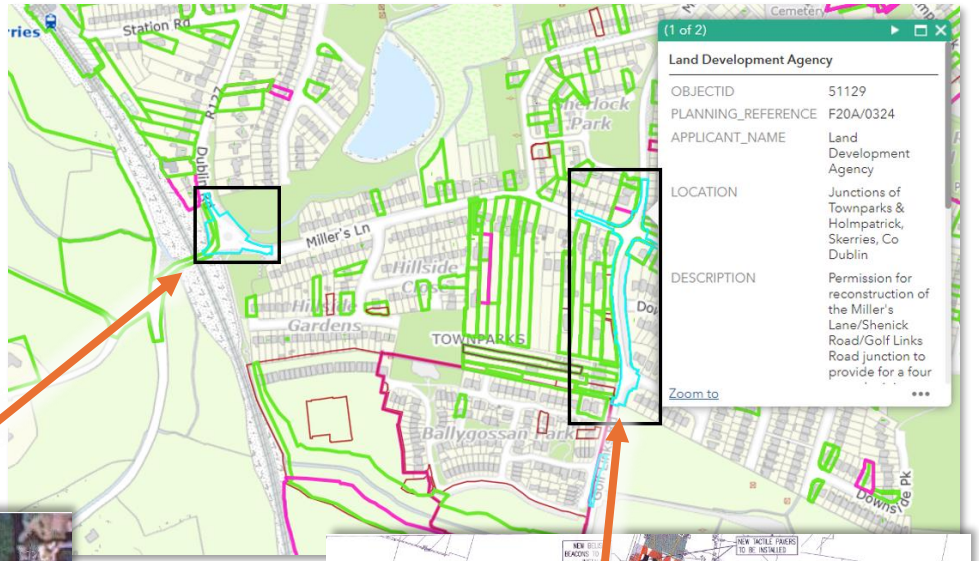
4.7. Other Proposals

Junction Upgrades

Permission has been granted, under planning reference F20A/0324, for the reconstruction of two junctions in Townparks and Holmpatrick: the Dublin Road (R127) / Miller's Lane / Skerries Road (R127) three-arm roundabout and the Miller's Lane / Golf Links Road / Shenick Road four-arm crossroad junction.

The proposed infrastructure upgrade works incorporate a number of traffic management initiatives that seek to enhance accessibility and safety levels for all road users, particularly pedestrian and cyclists, in addition to actively managing vehicle speeds through the following two local junctions and along a section of Golf Link Road Corridor.

Figure 4-6: Junctions of Townparks & Holmpatrick, Planning and Strategic Infrastructure Department website, Fingal County Council, Planning Reference: F20A/0324)



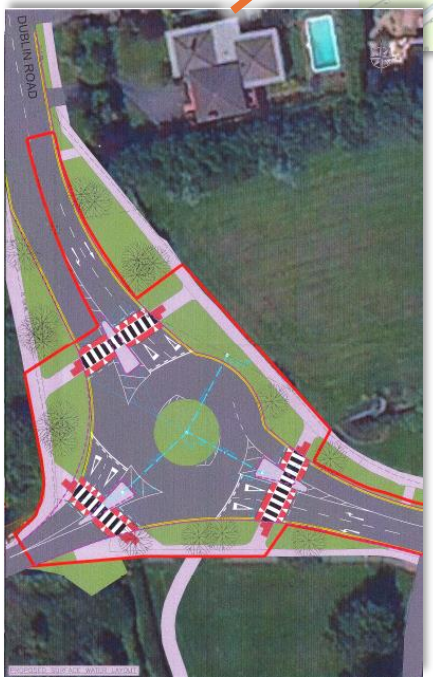


Figure 4-8: Proposals on the Skerries Rd / Millers Ln / Dublin Rd Roundabout. Source: Junctions of Townparks & Holmpatrick, Planning and Strategic Infrastructure Department website, Fingal County Council, Planning Reference: F20A/0324.

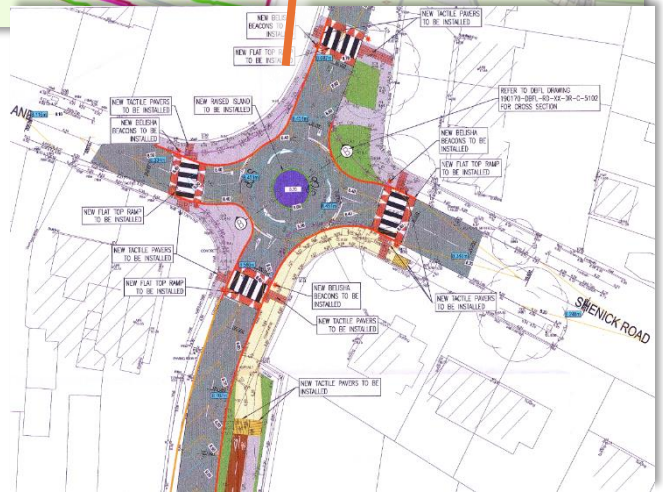


Figure 4-7: Proposals on the Miller's Lane/Shenick Road/Golf Links Road Junction. Source: Junctions of Townparks & Holmpatrick, Planning and Strategic Infrastructure Department website, Fingal County Council, Planning Reference: F20A/0324.

5 Pre-Design Public Consultation

5.1. Overview

In September 2022, FCC launched a six-week non-statutory public consultation to gather the public's views on Active Travel needs for Skerries. This Chapter presents a summary of the key findings.

The consultation revealed a range of concerns and suggestions focused on cycling, walking, pedestrian crossings, traffic management, and parking. Findings indicate that improvements in accessibility, safety, and connectivity are necessary to promote active travel within the town. Submissions and suggestions made during this public consultation period have directly informed the preparation of Skerries' Active Travel Plan, guiding improvements in cycling, walking, pedestrian crossings, and traffic management.

The pre-design public consultation included:

Launch event to raise awareness of the consultation and encourage participation

Survey of 145 people on the streets of Skerries, where Project Team members proactively approached members of the public to ensure that a wide demographic was engaged with.

Suggestion Boxes were placed in high traffic locations during the consultation period

1 Webinar for members of the public

3 Community and School Workshops to ensure that the youth were engaged with.

An **Online Survey** received 158 responses on the public's current active travel habits.

FCC Public Consultation Portal received 72 submissions with an additional 26 submissions received by email and post.

567 submissions

with over 2000 suggestions

Figure 5-1: Selection of Images from the Pre-design Public Consultation.

5.2. Summary of Feedback

Walking and Cycling

Cycling infrastructure was highlighted as a priority, with suggestions for continuous and connected cycle lanes, expansion of bike rental schemes, and more cycle parking, particularly with a focus on safety for children.

Walking conditions received significant criticism. **66%** of participants rated footpath conditions as poor or very poor, and called for widened pathways, and repairs to damaged paths.

Pedestrian crossings were also deemed inadequate, with **71%** of respondents were dissatisfied with the number of and placement of pedestrian crossings. Many highlighted poor traffic-light timing, which often favours vehicles over pedestrians.

Participants requested more pedestrian crossings at key amenities, and for improvements at critical **junctions** such as Dublin Road, and the roundabout near the Railway Bridge, which many residents felt left them "trapped" in estates due to the lack of safe pedestrian routes.

Participants called for better **traffic management**, including traffic calming measures, speed reductions, and new road layouts at busy intersections.

Parking emerged as a contentious issue, with some advocating for the removal of on-street parking to prioritise active travel, while others emphasised the need to maintain parking due to the residential nature of the town.

Accessibility was another recurring theme, with calls for improved wheelchair access, better beach access, and safer footpaths for people using mobility aids throughout Skerries.

These findings suggest that while long-term strategies are important, immediate, practical steps can be taken to enhance active travel in the town.

Some of the key issues and suggestions raised during the pre-design public consultation can be found adjacent.

> “Get the Council to erect more seats / benches around town...this, in my opinion would make walking around the town an enjoyable experience.”

> “All of the cul-de-sacs cut off by a wall which can be made open to [Active Travel Routes] should be opened up.”

> “We need a network of segregated safe walking and cycles lanes.”

> “People who cannot drive should never be forced to give up their independence or face isolation due to lack of accessibility in a town as welcoming as Skerries.”

> “It’s easier to bring my child to school on a bike, but I drive as it’s safer.”

6 Active Travel Plan Objectives

To guide the development of the Skerries Active Travel Plan, six Transport Objectives have been developed in collaboration with Fingal County Council.

These Objectives were developed to align with the pillars of the *Fingal Active Travel Strategy 2023* and provide a clear framework for decision-making.

- Protected Cycleways
- Towns and Villages
- Connectivity
- Road Safety
- Mobility
- Strategic Planning

All interventions and options identified through the plan have been assessed against these objectives to ensure consistency, relevance, and alignment with the wider strategic goals for sustainable mobility in Fingal.

Protected Cycleways

Support the delivery of **high-quality cycling infrastructure**, facilities and an enhanced cycling environment and network.

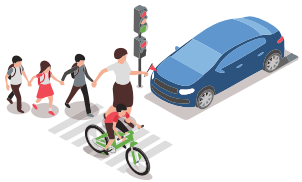
Towns and Villages

Provide measures to reduce car-dependency, promote active travel and enhance the unique character, sense of place and vibrancy in **towns and villages.**

Connectivity

Identify and deliver new and improved permeability links in order to **maximise connectivity,** ensuring inclusive and accessible active travel routes for everyone.

Road Safety



Develop measures to improve **road safety** for all users, including motorists, in order to protect and encourage more people to undertake local journeys on foot or by bicycle.

Mobility

Enable efficient, flexible and multimodal movements through **targeted physical and behavioural interventions** that support active travel uptake.

Strategic Planning

Ensure Active Travel projects reflect and reinforce **strategic planning** at local, regional and national levels.

Part B
The Strategy

7 Active Travel Plan Goals

7.1. Vision

The Vision for the Skerries Active Travel Plan is:

To identify projects and Active Travel improvements in Skerries that will provide high-quality infrastructure to encourage greater use of sustainable modes such as walking, cycling and scooting for short distance journeys under 5km, and to avail of (or make available) access to public transport for medium distance journeys.

7.2. Guiding Principles

To achieve this vision, the Plan is framed by a comprehensive list of guiding principles. These summarise the desired outcomes of the Plan, based on the information gathered to-date in the baseline analysis and public consultation feedback.

The Active Travel Plan Objectives outlined in *Chapter 6* are guided by the 12 principles and are intended to implement the Vision for Skerries. Both the Guiding Principles and Active Travel Plan Objectives can be found overleaf.

Consistent with to the *Active Travel Strategy for Fingal*, the approach to the Skerries Active Travel Plan follows the *Design Manual for Urban Roads and Streets (DMURS)* User Hierarchy, illustrated adjacent.

The User Hierarchy emphasises that designers must design for pedestrians and those with mobility impairments first, followed by cyclists, public transport and lastly, private vehicles.

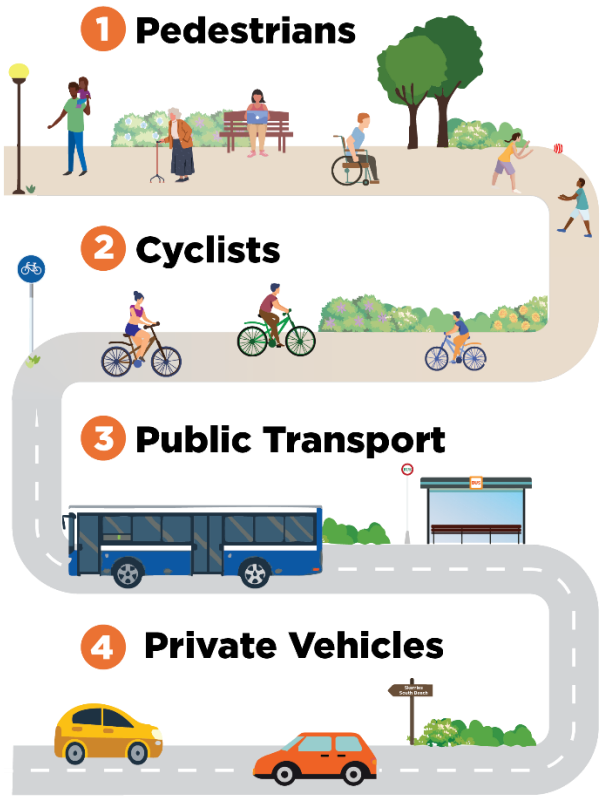


Figure 7-1: DMURS User Hierarchy.

Guiding Principles

1. Encourage walking, cycling, scooting, wheeling for **everyday journeys** to work, educational facilities, schools or the shops.
2. Make Active Travel **easy and accessible** for all abilities and ages.
3. Develop designs to **improve existing** infrastructure or **recommend improvement projects** that support Active Travel.
4. Improve **road safety** for all road users around Skerries Town.
5. Recommend **public realm improvements, outdoor dining facilities, meeting points, bicycle parking, seating areas.**
6. Consider **linkages** to other local projects such as Skerries Harbour Road, Fingal Coastal Way.
7. Support the delivery of **enhanced recreational, community, social, youth and educational facilities.**
8. Promote and facilitate **increased permeability and accessibility** for those using active travel modes, prams, wheelchairs, personal scooters and other modes.
9. Promote and ensure a **safe and convenient road, pedestrian and cycle system** highlighting accessibility and connectivity both within the town as well as between the town and surrounding towns and villages.
10. **Reduce car dependency** and **improve noise and air-quality.**
11. **Improve health and wellbeing, social inclusion, addressing climate emergency and sustainable economic growth.**
12. Recommend and increase **Placemaking** improvements and opportunities.
13. Support b**etter integration between active travel routes and the public transport system** in Skerries.

Six Pillars of the Fingal County Council Active Travel Strategy:

- Protected Cycleways
- Towns and Villages
- Connectivity
- Road Safety
- Mobility
- Strategic Planning

Active Travel Plan Objectives

1. Support the delivery of **high-quality cycling infrastructure**, facilities and an enhanced cycling environment and network.
2. Provide measures to reduce car-dependency, promote active travel and enhance the unique character, sense of place and vibrancy in **towns and villages.**
3. Identify and deliver new and improved permeability links in order to **maximise connectivity,** ensuring inclusive and accessible active travel routes for everyone.
4. Develop measures to improve **road safety** for all users, including motorists, in order to protect and encourage more people to undertake local journeys on foot or by bicycle.
5. Enable efficient, flexible and multimodal movements through **targeted physical and behavioural interventions** that support active travel uptake.
6. Ensure Active Travel projects reflect and reinforce **strategic planning** at local, regional and national levels.

8 Transport Strategies for Skerries

8.1. Overview

This Chapter presents an overview of the various transport strategies that are recommended as part of the Skerries Active Travel Plan, based on the objectives and baseline analysis outlined in the Part A.

The seven key strategies listed below are supported by a number of Supporting Measures to best facilitate the development of an inclusive, attractive and vibrant town.

Chapter 8 'Development of Schemes' presents the individual schemes under each strategy.

Figure 8-1: Skerries Train Station. Source: DBFL.

8.2. Pedestrian Strategy

The Pedestrian Strategy includes proposals that aim to enhance pedestrian safety, accessibility, and connectivity in Skerries, creating a more vibrant, attractive and pedestrian-friendly town. The Pedestrian Strategy supports the overall objectives of the Plan, seeking to enhance the vibrancy, attractiveness and connectivity of Skerries, and ensuring the provision of inclusive and accessible walking routes for everyone.

Key Goals of the Pedestrian Strategy

- To address gaps in footpath provision and enhance accessibility and safety for pedestrians;
- To upgrade the pedestrian environment through resurfacing works, lighting and signage;
- To provide new pedestrian crossings and upgrade existing crossings to enhance safety, particularly at junctions; and
- To provide a pleasant and safe walking experience on key corridors to support children walking to school.

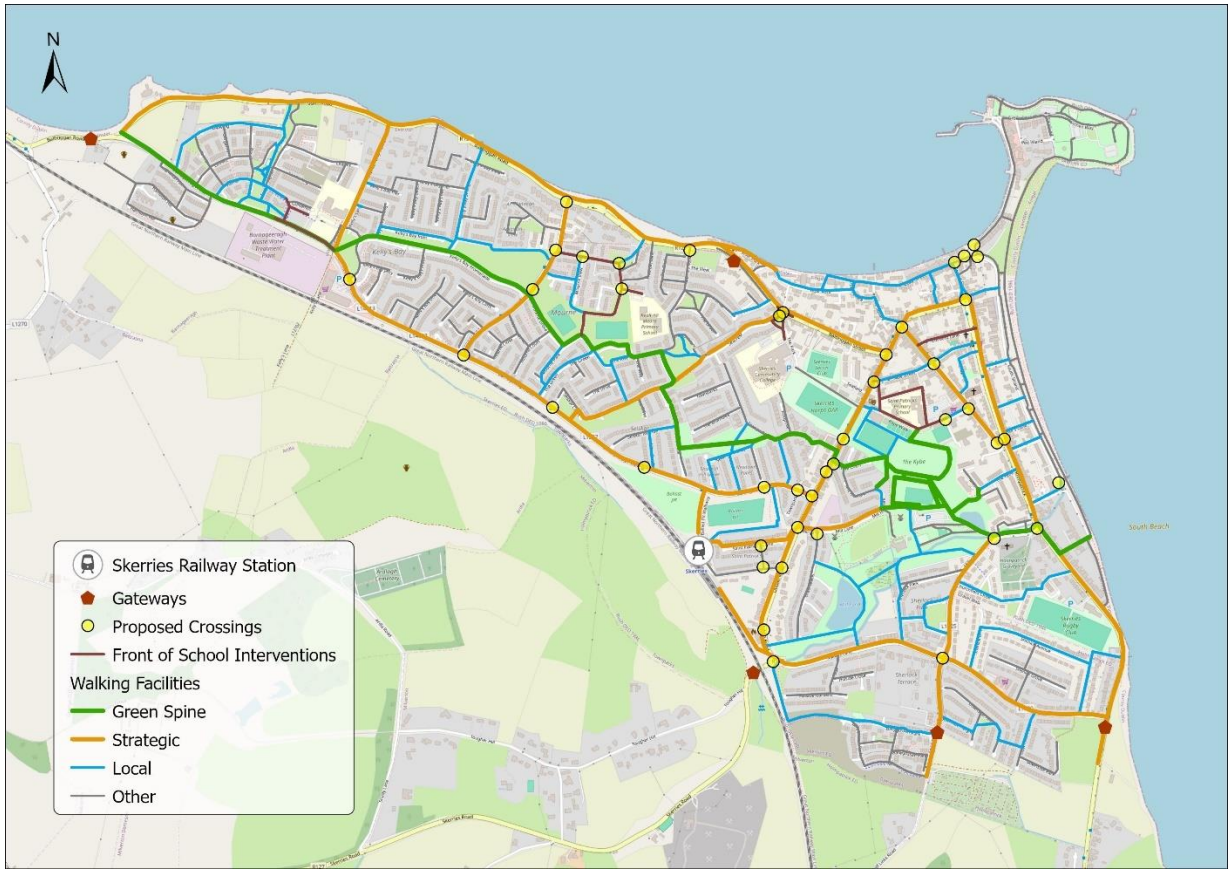


Figure 8-2: Pedestrian Strategy.

8.3. Cycling Strategy

The focus of the Cycling Strategy is to create a comprehensive network of cycling infrastructure across Skerries, to connect residential areas with key destinations. By enhancing safety, comfort and accessibility for cyclists, this Strategy seeks to encourage more people to cycle for commuting journeys and as a leisure activity.

The aim is to reduce traffic congestion, improve air quality, and enhance the health and wellbeing of residents and visitors to Skerries.

Key Goals of the Cycle Strategy

- To address gaps in cycling infrastructure provision to support everyday commuting and school trips;
- To identify low-speed zones to enhance safety and comfort for cyclists;
- To enhance recreational routes by connecting open spaces, coastal amenities, and recreational destinations; and
- To provide new cycle parking where needed to facilitate the secure and convenient storage of bikes.

Figure 8-3: Cycling Strategy.

8.4. Permeability Strategy

Permeability describes the ease with which people can move around an area by walking or cycling. It is not concerned with motor vehicles; instead it focuses on providing a competitive advantage to pedestrians and cyclists over the use of cars.

The Permeability Strategy is a key component of supporting a more walkable environment in Skerries.

Key Goals of the Permeability Strategy

- To formalise existing permeability links to ensure their usability and safety;
- To introduce new permeability links to bridge the gap in underserved areas; and
- To improve overall access for pedestrians, create more direct and efficient routes, and contribute to a cohesive and comprehensive network that supports mobility and accessibility for all.

8.5. Public Realm Strategy

A Public Realm Strategy has been developed to accompany the Pedestrian and Cycling Strategies. It builds upon Skerries' unique character, distinctive coastal setting, vibrant sports and community life, and accessible beaches.

Enhancing the overall public realm aims to respond to the town's local identity, support active travel, and create a more welcoming environment for residents and visitors.

Key Goals of the Public Realm Strategy

- To improve Front of School environments;
- To declutter footpaths to improve accessibility and pedestrian movement;
- To incorporate public art, declutter the streets and enhance historical features to enhance pedestrian movement, and celebrate local culture and creativity; and
- To expand and connect green spaces across Skerries to improve air quality, promote biodiversity, and increase the aesthetic appeal of the streets.

Figure 8-4: Seating area at Oak Park, Kildare. Source: Cairn Homes

8.6. Public Transport Strategy

The Public Transport Strategy comprises measures to improve access to bus stops and Skerries Train Station.

Improvements to the public transport network are also considered through the Pedestrian, Cycling and Permeability Strategies. Individual schemes recommended under these strategies aim to enhance the accessibility and convenience of taking public transport in Skerries.

Key Goals of the Public Transport Strategy

- To provide safer and more convenient access to the railway station through enhanced walking and cycling connections; and
- To enhance existing bus stop facilities to support improve comfort and accessibility.

8.7. Traffic Management Strategy

The Traffic Management Strategy seeks to provide a safer, more efficient transport network that better balances the need of all road users. This Strategy will also be supported by schemes recommended under the Pedestrian and Cycling Strategies.

Key Goals of the Traffic Management Strategy

- To improve safety, accessibility, and multimodal connectivity;
- To introduce speed limit zones to improve safety, particularly around schools;
- To implement one-way traffic systems to improve access to key destinations and relieve particular vehicular corridors of existing pressures; and
- To support a more balanced use of road space among pedestrians, cyclists and vehicles.

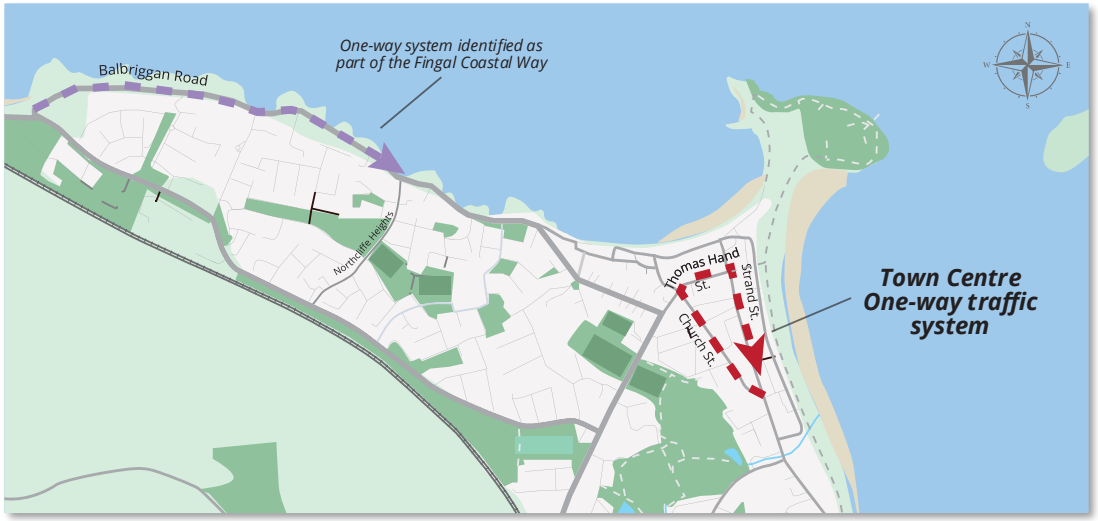


Figure 8-5: Overview of Town Centre One-Way System identified by this Active Travel Plan.

8.8. Car Parking Strategy

The Car Parking Strategy aims to proposes a more balanced and strategic approach to car parking provision in Skerries.

This Strategy recognises the need for reallocating on-street car parking space in certain areas to support transformative public realm improvements, and restraining its use in areas within easy walking and cycling distance of planned public transport. The Key Principles of this Strategy are:

Key Goals of the Car Parking Strategy

- To support a hierarchy of parking need, particularly in the town centre;
- To support the use of Mobility Points to ensure integration with other transport modes;
- To curtail the movement of unproductive vehicular through traffic and facilitate pedestrian safety in areas of high pedestrian movement; and
- Improve pedestrian access and circulation within existing car parks.

8.9. Supporting Measures

This Active Travel Plan also identifies a number of measures to support the identified strategies. This includes:

- Signage and wayfinding solutions;
- Behavioural Change initiatives;
- Improved lighting across the town;
- Street furniture to allow for places of rest;
- Opportunities to enhance biodiversity net gain and create therapeutic and inclusive spaces;
- Community-led groups;
- Air pollution monitoring; and
- Campervan Facilities and Tourism Routing.

9 Development of schemes

9.1. Overview

This chapter presents the full range of possible options for each mode before refinement and assessment. The development of long lists of options builds on the data gathered in the baseline analysis, survey findings, and stakeholder input, and responds to the project objectives.

The options cover a wide range of measures, such as infrastructure upgrades, public realm enhancements, permeability improvements, and behavioural initiatives. Each option has been identified for its potential to improve safety, connectivity, and accessibility, and to support a shift towards sustainable and active modes of travel.

The long lists provide the foundation for option selection and prioritisation in the next stage of the Plan.

Figure 9-1: Skerries Mills. Source: DBFL.

Figure 9-2 Skerries Town Centre. Source: DBFL.

9.2. Pedestrian Network

The pedestrian network has been developed through the integration of a range of measures, which will be discussed on the following pages. These initiatives would enhance accessibility and safety and would create a more pedestrian-friendly environment that is highly connected to the wider street network.

Table 9-1: Proposed Walking Network Measures

No.	Proposed Walking Network
GS 01	Green Spine
WK 01	Strategic Routes
WK 02	Local Routes

WK: Walking Network

The Walking Network identified for Skerries includes three main route classifications, as identified below. The aim is to provide a comprehensive and connected network of high-quality walking infrastructure across Skerries:

- **GS 01: Green Spine:** Continuous, green pedestrian route connecting key areas, offering a pleasant and safe walking experience.
- **WK 01: Strategic Routes:** The main routes where pedestrian improvements have been identified.
- **WK 02: Local Routes:** Connect Strategic Routes to the Green Spine.

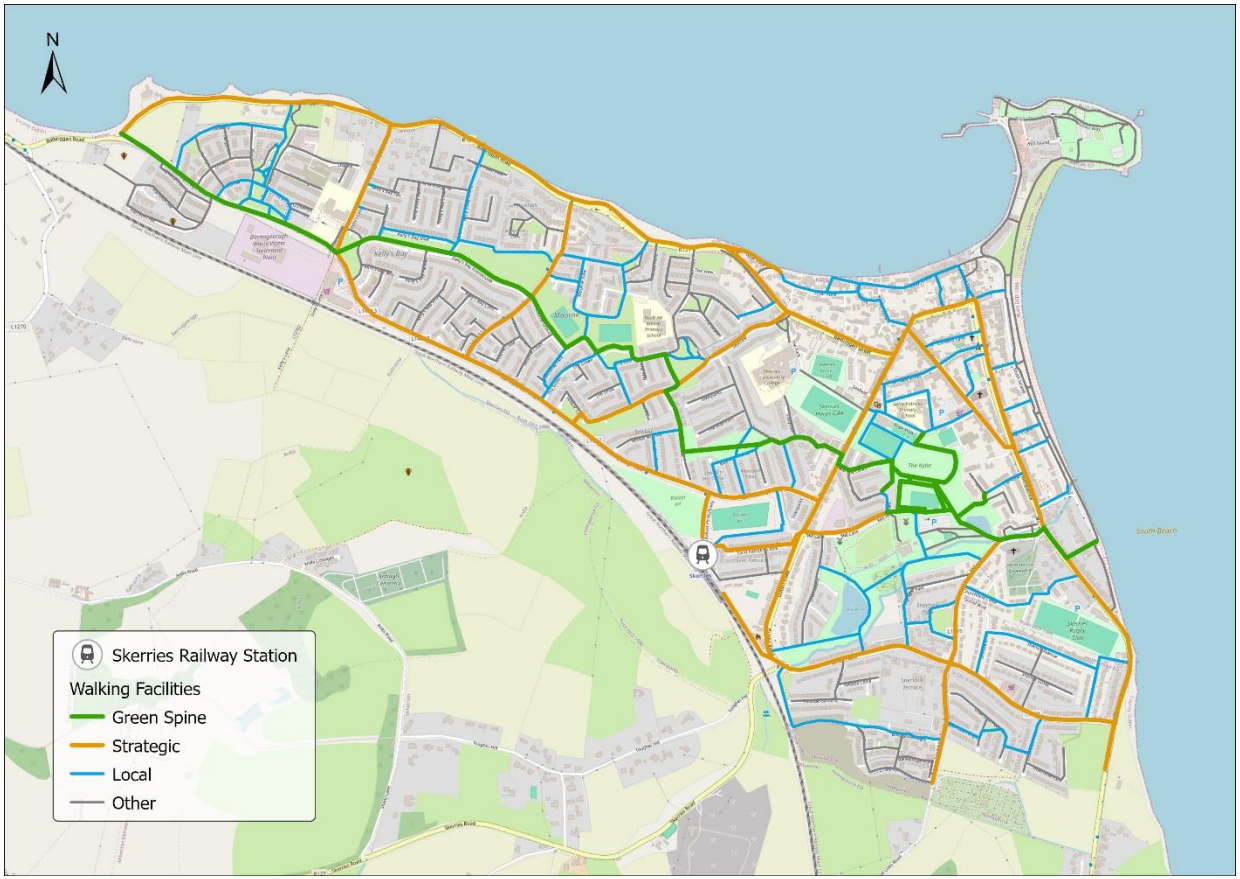


Figure 9-3 Recommended Walking Network and Route Classification Descriptions.

44% of school trips in Skerries are made by foot.

Source: Census, 2022.

GS 01: Green Spine

The Green Spine is a proposed two-way cycle route shared with pedestrians. The design of the route will focus on creating direct links to key destinations while integrating seamlessly with the broader cycling network to encourage high usage. Key destinations include:

- Schools: Skerries Educate Together N.S., Realt na Mara N.S. Skerries Community College, and St. Patrick's Catholic School.
- Amenity areas: Skerries GAA & Hockey Club, the Community Centre, The Mills, and the Town Park.
- *The Green Spine would also align with the Fingal Coastal Way (part of a different scheme) at both ends, providing seamless integration into the broader coastal network.*

The preferred format for the majority of the Green Spine is a **Shared Active Travel facility**. The optioneering process for the Green Spine is discussed in detail in Chapter 11.

The route will feature a sealed, machine-laid surface to ensure **quality and comfort** comparable to other urban cycle routes.

Lighting will provide safe and continuous access throughout the year, enabling use at any time of day. This lighting will be less disruptive to the surrounding environment than standard public lighting, contributing to reduced light pollution and aiming to preserve the natural behaviours of wildlife along the greenway.

Figure 9-4: Shared Active Travel Facility, Curraheen, Cork. Source: CDM

Frequent access points and wayfinding will improve connectivity and safety, ensuring a high level of service for utility cycling.

It will also incorporate features such as **biodiversity gains**, **play areas** and **resting areas**, enhancing the route's functionality and community value.

Sustainable Drainage Systems (SuDS) will be included to manage stormwater, reduce flooding, and promote local biodiversity, further complementing the route's environmental benefits.

By providing a route away from busy and noisy roads, the Green Spine will be an **inclusive and sensory-friendly** environment for all individuals, particularly those who are neurodivergent, living with dementia, or seeking restorative environments.

Key design considerations

- Plan and design for all kinds of users – the facility should be multi-access;
- The design should incorporate safe systems principles and meet the requirements for cyclists;
- Protect users from motor traffic;
- Separate users (people cycling, walking and wheeling) where necessary;
- Make it intuitive and clear which space is allocated to different users;
- Reduce the need to slow down/stop; and
- Design with maintenance in mind.

PC: Pedestrian Crossings

Limited pedestrian crossings in the Study Area create real challenges for safe and easy movement for pedestrians. Without dedicated crossing points, pedestrians often cross unsafely, taking risks in busy areas. Without dedicated crossing points, particularly on junctions with wide corner radii, pedestrians often cross unsafely, taking risks in busy areas.

Adding more crossings would enhance accessibility and safety across the town, providing well-marked, designated areas for pedestrians to cross busy streets with ease. This would also encourage people to walk more freely around the area.

Figure 9-5: (above) Mapped Locations for New Pedestrian Crossings

Table 9-2: (below) Identified Locations for New Pedestrian Crossings.

No.	Pedestrian Crossing Schemes	No.	Pedestrian Crossing Schemes	No.	Pedestrian Crossing Schemes
PC 01	Barnageeragh Rd / Kelly's Bay Harbour Junction	PC 16	Barnageeragh Rd / Dublin Rd Junction	PC 31	Church St. / New St. Junction
PC 02	Barnageeragh Rd / Northcliffe Heights Junction	PC 17	Dublin Rd / Mill Lane Junction	PC 32	The Monument
PC 03	Northcliffe Heights / Kelly's Bay Promenade / Mourne Grove Junction	PC 18	Mill Lane / Greenlaws Junction	PC 33	Strand St. / Quay St.
PC 04	Northcliffe Heights / Mourne View Junction	PC 19	St. Patrick's Close	PC 34	Harbour Rd /Sandybanks
PC 05	Balbriggan Rd / Northcliffe Heights Junction	PC 20	St. Patrick's Close / Station Rd Junction	PC 35	Harbour Rd (North ofSculpture of Cormorant)
PC 06	Mourne View	PC 21	Station Rd / Dublin Rd Junction	PC 36	Harbour Rd /Sandybanks/ South Strand St.
PC 07	Mourne View	PC 22	Dublin Rd (at Skerries Fire Station)	PC 37	Tennis Court Lane (Skerries Bowling Club)
PC 08	Mourne View / Wild Cat Lane Junction	PC 23	Dublin Rd / Millers Lane / Skerries Rd.	PC 38	Tennis Court Lane / Church St.
PC 09	Balbriggan Rd / The Green Junction	PC 24	Dublin Rd /Shenick Rd / Miller's Lane Junction	PC 39	Church St.
PC 10	Balbriggan Rd / Pump Lane / Secrest Junction	PC 25	Dublin Rd	PC 40	Holmpatrick / Church St.
PC 11	Secrest / The Park Junction	PC 26	Martine Court / Dublin Rd Junction	PC 41	Millers Lane (entrance to Skerries Mills)
PC 12	Barnageeragh Rd atSelskar Court	PC 27	Skerries Service Station (Dublin Rd)	PC 42	Holmpatrick / Millers Lane
PC 13	Barnageeragh Rd atSelskar Road	PC 28	Dublin Rd / New St. Junction	PC 43	South Strand St.
PC 14	Barnageeragh Rd at Newtown Parks	PC 29	Dublin Rd / Balbriggan St. Junction		
PC 15	Barnageeragh Rd / Townparks Junction	PC 30	Dublin Rd / Thomas Hand St. / The Square / Church St. Junction		

JT: Junction Tightening

Junctions throughout the Study Area are a major barrier to safe and direct movement for pedestrians and cyclists. Many junctions are excessively wide, allowing vehicles to maintain high speeds while turning, which discourages slower, safer driving behaviour and compromises pedestrian and cyclist safety.

Junction Tightening can improve safety by reducing crossing distances for pedestrians and slowing traffic, encouraging safer interaction between road users. The map identifies locations where improvements to junctions would address these issues. This includes:

Junction Upgrades: Key junctions along strategic transport corridors.

Local Junctions Improvements: Local junctions at the entrance or within developments or local streets.

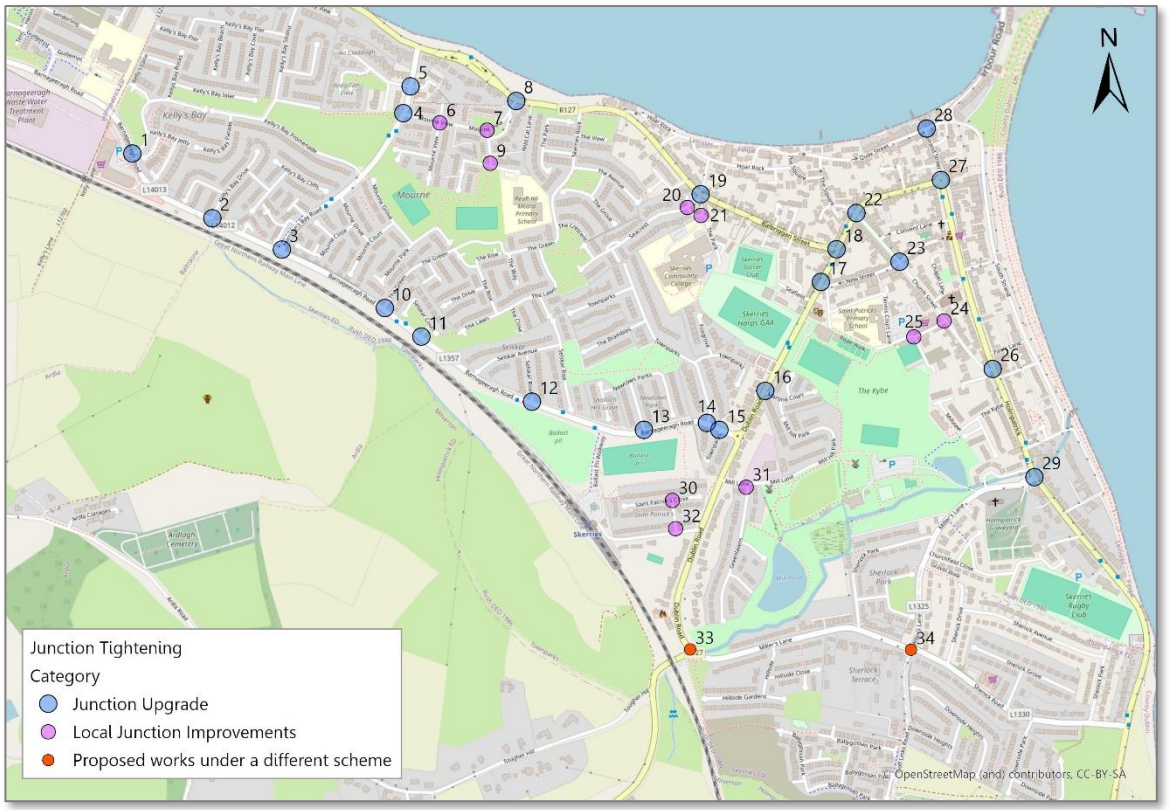


Figure 9-6: Mapped Locations for Junction Tightening Schemes.

Table 9-3: (below) Identified Locations for Junction Tightening Schemes.

No.	Junction Tightening Schemes	No.	Junction Tightening Schemes	No.	Junction Tightening Schemes
JT 01	Barnageeragh Rd / Kelly's Bay Harbour Junction	JT 13	Barnageeragh Rd / Newtown Parks Junction	JT 25	Tennis Court Lane (Skerries Bowling Club)
JT 02	Barnageeragh Rd / Kelly's Bay Drive Junction	JT 14	Barnageeragh Rd / Townparks Junction	JT 26	Holmpatrick / Church St.
JT 03	Barnageeragh Rd / Northcliffe Heights Junction	JT 15	Barnageeragh Rd / Townparks Junction	JT 27	The Monument
JT 04	Northcliffe Heights / Mourne View Junction	JT 16	Dublin Rd / Martine Court Junction	JT 28	Strand St. / Quay St.
JT 05	Northcliffe Heights / An Claddagh / Harrison's Cove Junction	JT 17	Dublin Rd / New St. Junction	JT 29	Holmpatrick / Millers Lane
JT 06	Mourne View	JT 18	Dublin Rd / Balbriggan St. Junction	JT 30	St. Patrick's Close
JT 07	Mourne View	JT 19	Balbriggan St. / The Park / Seacrest Junction	JT 31	Mill Lane / Greenlaws Junction
JT 08	Mourne View / Balbriggan Rd Junction	JT 20	Seacrest / The Park Junction	JT 32	St. Patrick's Close / Station Rd Junction
JT 09	Mourne View (at School View Open Orchard)	JT 21	The Park Junction		
JT 10	Barnageeragh Rd / The Green Junction	JT 22	Dublin Rd / Thomas Hand St. / The Square / Church St. Junction		
JT 11	Barnageeragh Rd /Selskar Court Junction	JT 23	Church St. / New St. Junction		
JT 12	Barnageeragh Rd /Selskar Rd Junction	JT 24	Tennis Court Lane / Church St.		

FOSI: Front of School Interventions

Front of School Interventions ensure that children can walk to school safely, promoting active travel while reducing traffic congestion around school zones. Five schools have been identified for Front of School Interventions in Skerries, as identified in Table 9-4.

Front of School Intervention Measures

Front of School Intervention measures and the creation of a School Zone outside of a school gate can highlight the presence of the school to motorists and encourage slower speeds within the school zone area.

Figure 9-7: (above) Location of Front of School Interventions Identified for Skerries.

Table 9-4: (below) Proposals for Front of School Interventions.

No.	School	Front of School Interventions
FOSI 1	**Educate Together N.S**	• Address poor permeability connections to adjacent residential areas. • School zone treatment (zebra crossings, speed ramps, signs, road marking, buff-coloured surfacing and pencil bollards).
FOSI 2	**Realt na Mara N.S.**	• School zone treatment (zebra crossings, speed ramps, signs, road marking, buff-coloured surfacing and pencil bollards). • Create kid-friendly links and "play-along-the-way"
FOSI 3	**Skerries Community College**	• School zone treatment • Formalise a path and improve the public realm on the Seacrest/The Park island. • Provide link to the back of Skerries Community College. • Create Gateway or Transition Zone on Balbriggan Road to show the approach to the town centre, to include traffic calming measures i.e. speed reduction to 30 kph, high-quality surfacing, street furniture and planting.
FOSI 4	**St Patrick's N.S.**	• School zone treatment • Enhance access routes to the school by following the Playful City concept, which emphasises creating safe, child-friendly, and engaging streetscapes that encourage walking and cycling while fostering a sense of play and community.
FOSI 5	**Skerries Community College & St Patrick's N.S.**	• Park & Stride potential at the Community Centre car park, aimed at those travelling from further afield to both the Community College and St. Patrick's N.S. • New third access point at the Community College and new east-west link to St. Patrick's N.S.
FOSI 6	**Holmpatrick N.S.**	• School zone treatment • Covent Lane has the potential to serve as a vibrant, liveable link, connecting the two main streets in the town centre, Church Street and Strand Street.

A School Zone typically includes narrowed carriageways, zebra crossings and speed ramps, signage, buff-coloured surfacing and colourful pencil bollards, landscaping and micro-art. Interventions can also include the creation of permeability links to shorten walking/cycling journeys, and infrastructure improvements to connect potential Park'n'Stride locations.

Figure 9-8: Concept image of what Beau Piers Street could look like with Front of School Interventions.

Existing Conditions

Opportunities

Opportunity for an improved public realm in the vicinity of Skerries Community College.

Opportunity near Skerries Community School to enhance the public realm. Source: Google Maps Street View

Example of an enhanced public realm in Clontarf. Source: Google Maps Street view.

Opportunity for new crossings and tighter junctions on the approach to Realt na Mara N.S.

Wide junction with no crossings on the approach to Realt na Mara N.S.. Source: DBFL.

Example of Safe Routes to School Measure at St Philip the Apostle. Source: FCC

Opportunity to create a vibrant, liveable link on Convent Lane at Holmpatrick N.S.

Current green pods present at Convent Lane. Source: Google Maps Street View

The Woonerf Concept. Source: Urban Mobility Academy.

LL: Liveable Laneways

The purpose of a **Liveable Laneways** strategy for Skerries is to support the Walking Network through the provision of attractive, pedestrian-focused routes that celebrate Skerries' coastal and historical character and village charm.

Strand Street and South Strand Street are linked by a network of laneways that provide a direct connection between the town centre and the beach, the Promenade, Town Park and Harbour, offering the potential to highlight Skerries' distinctive coastal character and traditional village feel.

However, these laneways are currently dominated by vehicular traffic, leaving pedestrians with narrow or sometimes non-existent footpaths.

Poor surface quality, inadequate lighting, limited sightlines, and a lack of welcoming features further reduce their appeal, making them less inviting for pedestrians and preventing them from fully showcasing the town's heritage, community vibrancy, and scenic coastal setting.

Therefore, a number of laneways have been identified for improvement and form a central part of a Laneways Strategy for Skerries. Key considerations should be to improve the pedestrian environment and the perception of safety in these areas to make them more welcoming and attractive for all. Key elements should include:

- Removing doglegs from laneway to ensure clear sightlines.
- Improving lighting – ensuring that lighting does not create downward shadows.
- Widening paths where possible.
- Promoting active frontage and uses that encourage activity and footfall (passive surveillance).
- Removing superfluous or unsightly components or obstacles, to enhance the appearance of the spaces and to reduce clutter.
- Integrating Sustainable Drainage Systems (SuDS) to manage stormwater, reduce flooding, and promote biodiversity.
- Introducing public art in the laneways to increase the aesthetic appeal of the laneways.

Table 9-5: Proposed Liveable Laneways

No.	Proposed Walking Network
LL 01	Dillon's Lane
LL 02	Sandy Banks
LL 03	McLoughlin's Lane
LL 04	Convent Lane
LL 05	Little Strand Street
LL 06	Chapel Lane
LL 07	Manning's Opening
LL 08	Callaghan's Lane
LL 09	Fair's Lane
LL 10	Heeney's Lane
LL 11	Brookeville Lane

The images overleaf illustrate potential 'after' concepts of what Little Strand Street, Beau Piers and McLoughlin's Lane could look like with targeted interventions aimed at enhancing the laneways.

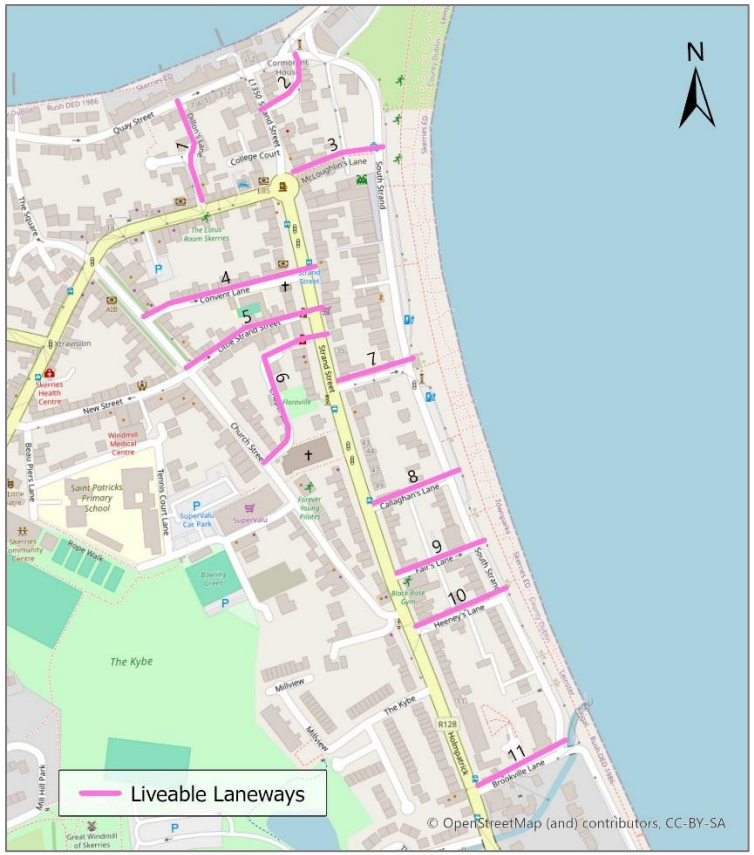


Figure 9-9: Laneways Identified for Improvement.

Before

Little Strand Street

Sandybanks

McLoughlin's Lane

After

Little Strand Street

Sandybanks

McLoughlin's Lane

Please note that the 'after' images are Concept Images only and do not reflect any dedicated or final plans to alter the existing conditions of Little Strand Street, Sandybanks and McLoughlin's Lane

9.3. Cycling Network

The cycle network has been developed in line with national and local policy objectives, the Greater Dublin Area (GDA) Cycle Network Plan, and the Cycle Design Manual (CDM) recommendations.

It establishes a coherent and connected framework for Active Travel in Skerries, supporting safe, accessible, and attractive cycling routes for both everyday journeys and recreational use.

The Cycle Network is categorised by the following route-types:

GS 01: Green Spine

A continuous quiet, walking and cycling route running west to east through Skerries, the **Green Spine** forms the backbone of the local network. The Green Spine is discussed in more detail in Section 9.2.

Figure 9-10: Proposed Cycle Routes for Skerries.

In Skerries, **9%** of school trips are made by bike - a **significantly higher proportion** than in other Fingal towns, including those with larger populations and dedicated cycling infrastructure.

Source: Census, 2022.

CY 01: Recreational Routes

The Recreational Routes focus on leisure and tourism, connecting open spaces, coastal amenities, and recreational destinations. They encourage outdoor activity while enhancing Skerries' reputation as a scenic coastal town.

Table 9-6: Proposed Recreational Routes

No.	Proposed Recreational Routes
CY 01-01	South Strand Promenade
CY 01-02	Balbriggan Road Recreational Route

CY 02: Red Island Loop

The Red Island Loop offers a dedicated recreational circuit linking the harbour, beaches, and public open spaces around Red Island. It provides a safe and attractive route for walking and cycling, complementing the town's tourism and local amenity offer.

CY 03: Utility Routes

The Utility Routes prioritise everyday journeys, linking residential areas to schools, workplaces, shops, and public transport. Designed for practicality and safety, they support a shift toward sustainable commuting within Skerries.

Figure 9-11: South Strand Promenade. Source: DBFL.

Table 9-7: Proposed Utility Routes

No.	Proposed Utility Routes
CY 03-01	Skerries Town Centre
CY 03-02	Barnageeragh Road
CY 03-03	Balbriggan Road
CY 03-04	Northcliffe Heights
CY 03-05	Golf Links Road
CY 03-06	Holmpatrick
CY 03-07	Millers Lane & Shenick Road
CY 03-08	Milhill Park & Greenlawns

CY 04: Low-Speed / Traffic-Calmed Streets

A network of low-speed streets enhances safety and comfort for cyclists by reducing vehicle speeds and improving shared street environments.

Table 9-8: Proposed Recreational Routes

No.	Proposed Recreational Routes
CY 04-01	Dublin Road
CY 04-02	Harbour Road

CY 05: Feeder Routes

These quiet feeder routes will extend the reach of the network into surrounding residential areas, ensuring comprehensive local access and easy connection to the main cycle corridors.

Table 9-9: Proposed Feeder Routes

No.	Proposed Feeder Routes
CY 05-01	Trá Bhá Uí Cheallaigh
CY 05-02	Mourne View
CY 05-03	The Green
CY 05-04	The Green to Barnageeragh Road
CY 05-05	Seacrest
CY 05-06	Townparks
CY 05-07	Quay Street and The Hoar Roack
CY 05-08	Tennis Court Lane and Beau Piers
CY 05-09	The Kybe
CY 05-10	The Martings
CY 05-11	Sherlock Park to the Mills
CY 05-12	Sherlock Park
CY 05-13	The Mill Pond to Skerries Mills
CY 05-14	The Mill Pond to Greenlawns
CY 05-15	St Patricks Close
CY 05-16	St Patricks Close Open Orchard
CY 05-17	Shalloch Hill Grove

Fingal Coastal Way

Delivered as a separate project from this Active Travel Plan, the Fingal Coastal Way forms a strategic regional link connecting Skerries to neighbouring coastal towns. Once completed, it will integrate with the local cycle network, strengthening active travel connections across the wider Fingal area and enhancing tourism potential along the coast.

Skerries Active Travel Pre-Design Consultation Report
November 2022

A large proportion of respondents highlighted several barriers to cycling in Skerries, including insufficient cycle lanes, poor road surface conditions (potholes and uneven surfaces), and safety concerns due to traffic from cars and HGVs.

86% of those who completed the online survey felt that cycle lanes in Skerries are currently either poor or very poor.

Source: Skerries Active Travel Pre-design Consultation Report, 2022.

Supporting Measures for Cycling

Table 9-10: Proposed Cycle Network Supporting Measures

No.	Proposed Cycling Supporting Measures
CY 07	Cycle Parking
CY 08	Bike Sharing Schemes

CY 07: Cycle Parking

The aim of **CY 01** is to increase the level of cycle parking throughout Skerries.

Cycle parking facilities in Skerries are largely concentrated in the town centre and Red Island, with limited provision in other areas, particularly to the west. This uneven distribution highlights a gap in accessibility and presents an opportunity to expand cycle parking infrastructure in these underserved areas. Improving connectivity through additional facilities would encourage cycling and support sustainable transport options.

Areas identified for an increase in cycle parking include:

- The Town Parks
- Town Centre
- Railway Station
- Skerries Point Shopping Centre
- Along Recreational Routes.

Figure 9-12: Cycle Parking at the Skerries Mills

Did you know?

Cycle parking delivers five times the retail spend per square metre than the same area of car parking.

Source: Raje & Saffrey, 2016

CY 08: Bike Sharing Schemes

The aim of **CY 02** is to appoint a new Bike Sharing Scheme operator to deliver bike sharing stations across Skerries.

Skerries previously benefited from two bike-sharing schemes, Bleeper Bikes and TIER (e-bikes). Bleeper's operating zone s were later reviewed in the suburban areas of Dublin, and after an analysis of trip data, the company decided to discontinue operations in Skerries.

There is therefore an opportunity to introduce a new scheme tailored for Skerries. This would be highly beneficial for promoting sustainable transport, reducing car dependency, and supporting local mobility.

However, careful consideration must be given to parking infrastructure. When the schemes were active in Skerries, the railway station cycle parking often conflicted with private bike use, limiting convenience for local cyclists.

Now that these schemes are no longer present, most cycle parking spaces are occupied by private bicycles, indicating strong local demand and the potential need for expanded or better-managed bike parking.

Figure 9-13 (above) The now discontinued Bike Sharing Scheme at the Train Station; and (r) Bike lockers at the Station. Source: DBFL.

9.4. Permeability Network

Network analysis undertaken as part of the Baseline Assessment highlights notable gaps in pedestrian connectivity, presenting significant opportunities to enhance permeability and accessibility throughout Skerries.

Three key proposals are identified to address these gaps.

Table 9-11: Proposed Permeability Measures.

No.	Proposed Permeability Measures
PY 01	Opportunities to Formalise Existing Links
PY 02	Opportunities to Open Up New Links
PY 03	Other Permeability Proposals

Figure 9-14: Proposed Permeability Network.

Street networks should...

be designed to maximse connectivity between destinations to promote higher levels of permeability and legibility for all users, in particular more sustainable forms of transport.

Design Manual for Urban Roads and Streets

PY 01: Formalise **Existing** Links

Several informal pathways currently provide connectivity but lack proper infrastructure or recognition within the network. By formalising these links—through measures such as signage and surface improvements, we can ensure their usability and safety, thereby strengthening the overall network.

Table 9-12: Link Locations. See identified opportunities in Table 9-13 below.

No.	Link.
PY 01-1	Millhill Park to Skerries Town Park
PY 01-2	Millhill Park to Tennis Court Lane
PY 01-3	Dublin Road to St Patricks Close
PY 01-4	Mill Pond, to connect Miller's Lane and Greenlaws
PY 01-5	Barnageeragh Rd to Balbriggan Rd, immediate to the Educate Together School

Table 9-13: Opportunities to Formalise Existing Links

No.	Existing	Strategy Recommends:
PY 01-1	• **Hilly terrain** and **uneven surface** make it unfriendly for all users, particularly for those with additional mobility needs. • **Kissing gate** along the route further restricts access, and is a significant barrier for people using wheelchairs, mobility aids, or pushchair	• **Replacing the Kissing Gate:** Remove the existing kissing gate and replace it with an accessible alternative that allows seamless passage for all users. • **Improving the Surface:** Upgrade the pathway to create a smoother and more accessible surface suitable for all mobility levels. • **Enhancing Lighting:** Install lighting to improve safety and usability during evening hours / low-light conditions. • **Installing Wayfinding Signage:** Add clear, accessible signage to guide users to key tourist attractions, e.g. the Mills, and to town facilities.
PY 01-2	• **Hilly terrain and an uneven,** unwelcoming pathway surface • **Connects key areas,** including the railway station and the town centre.	• Improving the Surface • Enhancing Lighting
PY 01-3	• Pathway is **not fully accessible**, limiting its usability, especially for individuals with mobility challenges. • **Key route** linking the Station to Millhill Park, Skerries Mills, and the Town Park.	• **Resurfacing** the current link to make it more accessible **Design Note:** Gradients might not allow inclusivity for all users. Further assessment needed.
PY 01-4	• Existing **informal** path, presents an opportunity to enhance placemaking and improve the public realm.	• **Improving the surface, seating**, **landscaping**, and **interpretive signage** to highlight the natural and historical significance of the area, making it a key feature in the local network. ***Design Note:*** *Flooding and drainage to be assessed.*
PY 01-5	• Link is included in the **GDA Cycle Networ**k as a secondary route. **Southern** end of the link is in good condition; however the **middle** section remains informal with a poor surface, no lighting, overgrown vegetation, and an overall uninviting environment. The **northern** section is a cul-de-sac.	• **Resurfacing, new lighting, and improving safety** to create a welcoming route for all users. • Link will also **connect to the Fingal Coastal Way,** offering an off-street alternative that connects the two roads while supporting active travel and improving the overall network's usability.

PY 02: Open Up New Links

Strategic interventions can introduce entirely new connections, bridging the gaps in underserved areas.

These new links will improve access for users, create more direct and efficient routes, and contribute to a cohesive and comprehensive network that supports mobility and accessibility for all.

Table 9-14 Link Locations. See identified opportunities in Table 9-15 below.

No.	Link.
PY 02-1	Skerries Town Park, Tennis Court Lane and Dublin Road
PY 02-2	Railway Station to Barnageeragh Road via the St Patrick's Close Open Orchard
PY 02-3	Educate Together N.S. to Kelly's Bay Tide
PY 02-4	Kelly's Bay Cliffs and Mourné Cl to Northcliffe Heights
PY 02-5	Kelly's Bay Parade and Kelly's Bay Tide
PY 02-6	The Walk to Selskar Rise
PY 02-7	The Mill Pond to Skerries Mills
PY 02-8	Skerries Railway Station to Dublin Road

Table 9-15: : Opportunities to Formalise Existing Links

No.	Existing	Strategy Recommends:
PY 02-1	• Informal shortcut through the green area used by residents and schoolchildren. • Part of the Green Spine *(GDACNP).*	• Formalise the link to create a more direct route linking the west, north, and southeast parts of town. • Would provide a safer, more structured, and welcoming route for all users. • Crucial for improving access to the Community College and St. Patrick's N.S. • Enhance connectivity and promote active, sustainable modes of transport ***Note:*** *There is already a proposal within the Skerries Town Parks to formalise some of the pitches and the links between them.*
PY 02-2	• Some informal paths following desire lines, however no formal connection through the Orchard from/to the Station.	• Proposal for a new connection between the Railway Station and Barnageeragh Road. Passing through the Orchard will create a pleasant experience for the community, offering a green, tranquil space that encourages outdoor activity and fosters a sense of connection to nature. • Would significantly improve walking and cycling times between the railway station and the town centre. • Would provide a more direct link to key facilities, including sports pitches and other amenities, enhancing accessibility for residents and visitors.
PY 02-3	• Wall separating Educate Together School and Kelly's Bay Tide	• Proposal for a new connection to the existing link near Educate Together School and Kelly's Bay Tide. • Would significantly reduce walking and cycling times for residents, particularly school children, from 30 minutes to just 5 minutes, making it a much more convenient route.
PY 02-4	• Wall separating Kelly's Bay Cliffs and Mourné Close from Northcliffe Heights	• **Mourné Close to Northcliffe Heights**: This connection is highly significant as it will dramatically enhance access for all residents of Kelly's Bay residential estates to the town centre. This link aims to encourage more sustainable travel options and foster stronger connections within the community. • **Kelly's Bay Cliffs to Northcliffe Heights**: This connection is less critical but would provide an additional link, improving convenience for residents in the immediate vicinity
PY 02-5	• Wall / fence separating Kelly's Bay Parade and Kelly's Bay Tide	• Would provide a more convenient and direct route for local journeys, improving connectivity and permeability, permeability within the neighbourhood, and reducing walking times for residents.
PY 02-6	• Wall acts as a barrier between the two areas.	• Proposal involves the removal of an existing wall • Would enhance connectivity for residents of the surrounding residential estates, creating a more direct route.

No.	Existing	Strategy Recommends:
		• Would improve access to key destinations, including the railway station on one side and Realt na Mara School on the other. It is also part of the Green Spine.
PY 02-7	• Wet lands with no existing paths	• The new connection between the existing Mill Pond and Skerries Mills / Sherlock Park aims to create a continuous and accessible link between these key local amenities. This connection will enhance pedestrian movement and strengthen the relationship between the natural and cultural assets of the area.
PY 02-8	• No paths existing	• The link would create a new connection from the Dublin Road Roundabout to the Railway Station. It would provide a direct and segregated route, enhancing connectivity for residents in the southern part of the town. This link will enhance access to public transport and encourage sustainable travel modes by offering a safe and convenient route for pedestrians and cyclists.

PY 03: Other Permeability Proposals

Kissing Gates: Sometimes permeability links in Skerries include 'kissing gates' (see adjacent). Kissing gates are not accessible: their narrow design, uneven terrain placement, and lack of space for wheelchairs make them unsuitable for individuals with mobility challenges.

There are opportunities to replace existing kissing gates throughout Skerries with more inclusive alternatives.

Figure 9-15: Examples of Kissing Gates in Skerries. Source: DBFL.

Millhill Park has a section where traffic is blocked in the middle by a hedge, creating an uninviting and inefficient environment for cyclists. To address this, the hedge could be removed, allowing for greater ease of movement. These changes would make Millhill Park more accessible and welcoming to all users and improve overall connectivity in the area.

Figure 9-16: Existing conditions in Millhill Park. Source: DBFL.

Permeability Opportunities

Figure 9-17: Example of Filtered Permeability in Bishopstown, Cork. Similar measures could be applied to Millhill Park. Source: DBFL.

Figure 9-18: The modal filter is enhanced using planting, a change in materials, and street trees, and allows access for emergency and other vehicles when required. This could be applied to Skerries at amenity or residential areas to replace kissing gates. Source: DBFL.

Figure 9-19: (above and below) Filtered permeability in Hackney incorporating street trees and removable bollards. This could be applied in residential estates in Skerries where the removal of a wall/gates is proposed, however pedestrians/cyclists still require priority. Source: DBFL.

Figure 9-20: Filtered permeability between residential areas and the Ballybrack Greenway, Cork. This measure could replace kissing gates at amenity areas in Skerries. Source: DBFL.

Figure 9-21: Another example which could be applied to Skerries of Filtered Permeability with removal bollards in W'stone Central Station. Source: DBFL.

Walking Catchments

Figure 9-22 illustrates the 0–15 minute walking catchment from the railway station, comparing the existing network with the expanded area achieved by adding the new links identified in Table 9-13 and Table 9-15.

The green area highlights the additional locations brought within a 15-minute walk as a result of these new connections.

Figure 9-23 presents a similar map, showing the 15-minute walking catchments from the schools.

Figure 9-22: l) Existing Network; and (r) Incorporating formalised and new identified links.

Figure 9-23: l) Existing Network; and (r) Incorporating formalised and new identified links.

9.5. Public Realm Strategy

Building on the understanding of Skerries' unique character, its distinctive coastal setting, key heritage features, traditional village feel, vibrant sports and community life, and accessible beaches, this chapter focuses on the town centre and main access routes to key facilities.

These streets offer significant opportunities for public realm enhancements that respond to the town's local identity, support active travel, and create a more attractive and welcoming environment for residents and visitors.

Figure 9-24: Good placemaking can generate attractive environments and enliven streets and civic spaces. Source: FCC.

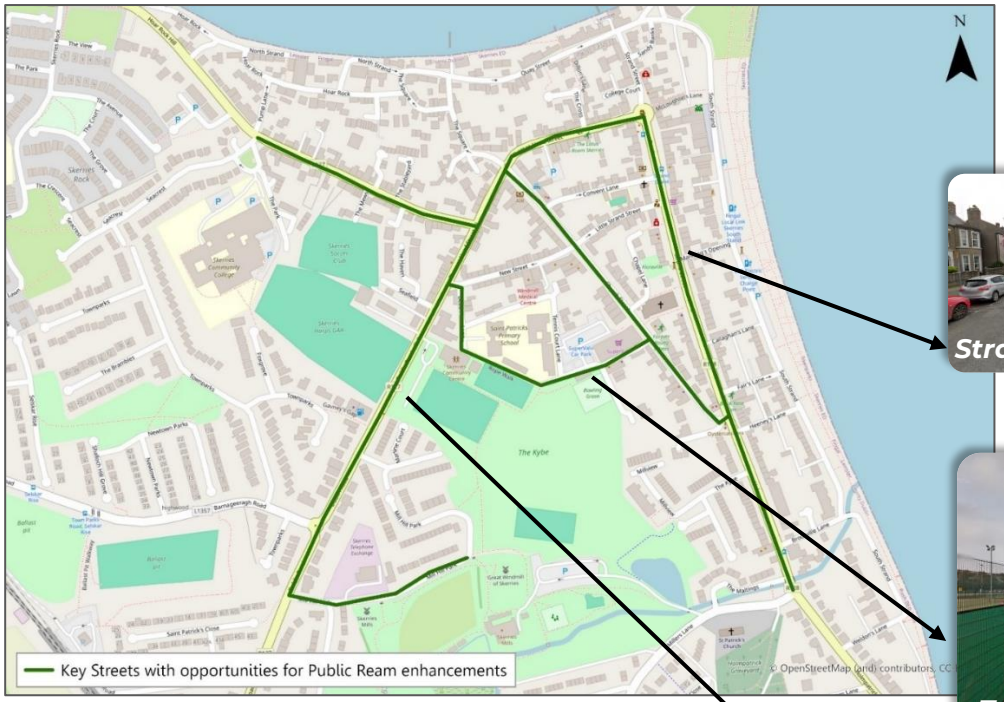


Figure 9-25: Key Streets identified for public realm enhancements.

Table 9-16: Proposed Public Realm Measures.

No.	Proposed Public Realm Measures
PR 01	Decluttering
PR 02	Inclusive Measures
PR 03	Public Art
PR 04	Incorporating Historic Features
PR 05	Greening Opportunities
PR 06	Natural Play
PR 07	Paving
PR 08	Active Travel

PR 01: Decluttering

Remove unnecessary street furniture, signs, and obstacles to improve the flow of pedestrian traffic and create a more open, welcoming space.

PR 02: Inclusive measures

Transport is aimed at serving all sectors of society and people's access to opportunities to work, get an education or partake in other activities should not be compromised by the design of the transport environment.

Universal Design is the design of an environment so that it can be accessed, understood, and used to the greatest extent possible by all people regardless of their age, size, ability, or disability, including physical, cognitive, and sensory.

The addition of dropped kerbs, level ramps, and other inclusive design features on side roads across Skerries will ensure that the streets are accessible and safe for all users.

National guidance documents such as *DMURS,* and *the National Disability Authority's (NDA) Centre for Excellence in Universal Design* will be used by FCC to ensure that active travel and public realm schemes in Skerries are fully accessible for all.

TII's *Travelling in a Woman's Shoes* is a useful guide on designing environments that feel safe for all. The following elements should be considered in the context of existing and new public realm and transport schemes:

Good Quality Lighting: Dark or poorly lit spaces, that can cast downward shadows on streets and the faces of passers-by, amplifies the perception of a space being unsafe.

Clear Sightlines: Perceptions of safety increase markedly if people can see ahead and around them, and if other people are visible to them.

Legibility and Wayfinding: Legible design enhances safety because it allows people to orientate themselves and gives them greater control over their environment.

Citizen Engagement: Engaging all members of the community in the design of public spaces ensures a wide range of views and perspectives and can ultimately lead to greater buy-in.

75% of women in Ireland jog or walk faster at night as a safety precaution. Nearly 50% take a different route, or will even walk longer distances to feel safer.

Plan International Ireland (2018), Safer Cities Report.

Figure 9-26: Example of Age Friendly seating in Cork City. Source: DBFL.

PR 03: Public Art

Street art in the form of murals and paintings can add meaning to towns and cities and can reflect the local culture by producing unique landmarks. The aim for Skerries will be to introduce public art installations to beautify the streets, engage the community, and celebrate local culture and creativity.

Figure 9-27: Mural on Amsterdamsestraatweg in Utrecht, Netherlands. The artist of the 'Bookshelf' mural painted in Utrecht (Netherlands) asked local residents about their favourite book, which resulted in a painting with 49 book covers in seven different languages. Source: DBFL.

PR 04: Incorporating Historic Features

Highlight and preserve the town's history by integrating historic features into the streetscape, creating a sense of place and heritage.

Figure 9-28: Heritage limestone kerbing in Skerries Town Centre. Source: Áit.

PR 05: Greener Opportunities

Expanding green spaces, planting trees, and enhancing landscaping will improve air quality, provide shade, and increase the aesthetic appeal of the streets. Sustainable Drainage Systems (SuDS) will also be integrated to manage stormwater, reduce flooding, and promote biodiversity. This is discussed in detail in Section 9.9.

Figure 9-29: Example of street greening on Francis St. Source: Áit.

Figure 9-30: Meadow along Active Travel Route at N81. Source: Áit.

PR 06: Natural Play

Using natural elements such as wood, water, sand, rocks, and plants to create natural play areas can transform underused green spaces into vibrant community hubs, increase biodiversity, and provide sustainable, low-maintenance alternatives to conventional playgrounds.

Figure 9-31: Timber Logs as Play elements. Source: Áit

PR 07: Paving

Clear design of paving is essential to give a simple uncluttered appearance to the streetscape and surrounding open spaces. There is an opportunity to enhance the overall appearance of the Skerries through a more consistent range of materials that respond to the intended use of areas and sympathise with the historic character and coastal context of Town.

Figure 9-32: Example of contrasting Paving to differentiate space in Skerries Town Centre. Source: Áit

PR 08: Active Travel

The implementation of active travel facilities, such as safe walking paths and cycle lanes encourage healthier lifestyles by promoting physical activity, reduce traffic congestion and air pollution, and make streets safer and more pleasant for everyone.

Figure 9-33: Example of Shared Active Travel Route. Source: Cairn Home

9.6. Public Transport

Improvements to the public transport network are primarily considered through schemes recommended under the Pedestrian, Cycling and Permeability Strategies, where enhanced walking and cycling connections will increase the attractiveness of public transport.

Table 9-17: Proposed Public Transport Measures

No.	Proposed Walking Network Measures
PT 01	Bus Route & Frequency Study (work with the NTA)
PT 02	Bus Stop upgrade programme (Across the Study Area)
PT 03	Train Station Accessibility Improvements
PT 04	Train Station Mobility Hub (work with Irish Rail)

PT 01: Bus Route and Frequency

FCC will work with the National Transport Authority (NTA) to reconfigure the bus routes in Skerries, in particular with the proposed changes to the existing traffic system in the Town Centre (i.e. Thomas Hand St, Church St., and Strand St.) and on Balbriggan Road.

BusConnects identifies two routes to serve Skerries, including the X76 Peak Route (at Peak times only), and the L85 Local Route. The L85 will have 30-minute services Mon-Sun. with higher frequencies during peak morning and evening hours on weekdays.

FCC will work with the NTA to increase the frequency of the L85 Route to every 20 minutes to better serve the people of Skerries.

PT 02: Bus Stop Upgrade Programme

To improve comfort and accessibility, bus shelters equipped with seating, lighting, and weather protection should be added to bus stops.

Safe and accessible pedestrian crossings should be incorporated near stops, with clear markings, signalised options, and features like tactile paving. This integrated approach ensures seamless connectivity, enhances safety, and makes public transit more user-friendly for everyone.

A new bus stop should be installed on Balbriggan Road to enhance public transport access for the western part of the town. This will encourage increased use of public transport and reduce reliance on private vehicles.

Figure 9-34: Bus stop on Barnageeragh Road. Source: DBFL.

Figure 9-35: Bus stop on Dublin Road. Source: DBFL.

PT 04: Train Station Accessibility Improvements

The population in the 5, 10 and 15-minute walking catchment of the station is estimated to increase with the incorporation of formalised, and new links.

These enhanced connections will provide safer and more convenient access to the station and bus stops and contribute to the broader goals of reducing car dependency and promoting inclusive, multimodal mobility.

Combined with the Green Spine, these connections will form a continuous walking route linking the station to key areas, providing more direct and attractive routes for people who travel by active modes.

PT 05: Train Station Mobility Hub

Mobility Hubs are an innovative and emerging concept in urban transport and mobility planning that offer a more integrated approach to multi-modal travel. These hubs typically allow access to a variety of mobility modes in one location and can range in size and format.

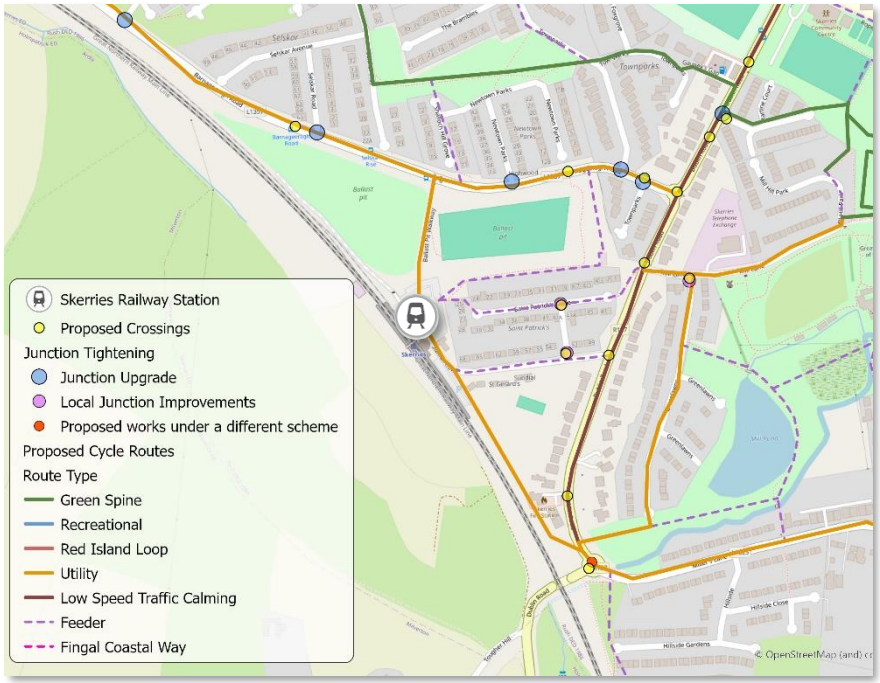


Figure 9-37: Proposed Schemes in the vicinity of the Station.

Figure 9-36: (above) This Mobility Hub in the Nordbahnhof Train Station in Vienna offers transport interchange between train services and bus services, with bike parking, bike sharing stations and car sharing stations just outside the Station. Source: City of Vienna.

A mobility hub typically enables space currently used for surface car parking to be 'freed up' for other uses, specifically sustainable transport facilities to support 'last-mile' trips by active modes.

A mobility hub in the context of Skerries could be located at the Train Station to enable interchange between modes. Key to this will be collaboration with Irish Rail.

The mobility hub at Skerries Train Station could include:

- Secure bike parking.
- Storage lockers.
- Real Time Information for public transport services.
- E-bike charging facilities.
- EV Charging.
- Shared mobility schemes e.g. car share, bike share, Brompton Bikes, e-cargo bikes and adaptive bikes.

9.7. Traffic Management

There is an opportunity to improve road safety, accessibility, and multimodal connectivity across Skerries to support a more balanced use of road space among pedestrians, cyclists and vehicles.

Table 9-18: Proposed Traffic Management Measures

No.	Traffic Management Measures
TM 01	Town Centre One-Way system
TM 02	Traffic calming measures
TM 03	Barnageeragh Road
TM 04	Gateways and Transition Zones

TM 01: Town Centre One-Way System

The introduction of a one-way system within Skerries Town Centre presents an opportunity to enhance traffic circulation and improve the safety and comfort of active travel modes, while maintaining the vibrancy and character of the town centre.

Church Street, Strand Street and Thomas Hand Street form an inter-related network comprising the Town Centre. At present, all three streets are two-way streets which provide access to key destinations, including Skerries North Strand, Skerries South Beach and Red Island.

There is an opportunity to implement a more balanced, multi-modal traffic system, which considers the needs of pedestrians, cyclists and motorists, while optimising the experience for each.

The Town Centre proposal for a one-way system on Church St, Strand St and Thomas Hand St. is discussed in detail in *Chapter 11.*

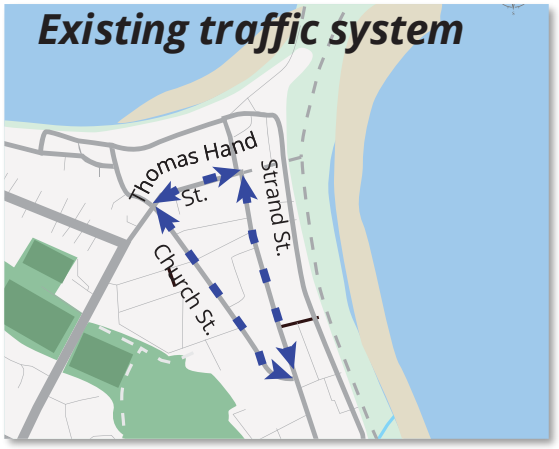


Figure 9-38: (above) Existing traffic system on Church St, Strand St and Thomas Hand St.; and (below) Proposed One-way Town Centre Traffic Systems for Skerries.

TM 02: Traffic Calming Measures

This Plan identifies opportunities for traffic calming measures across Skerries, particularly in front of schools, as identified in Section 9.2. This could include reallocating road space, introducing speed ramps and tables at appropriate locations, lane narrowing, or upgrading junctions.

The reallocation of road space will specifically depend on the needs of the cycle infrastructure, ensuring that the development of active travel routes is integrated effectively with the existing road network.

Introducing speed limit zones would also enhance safety particularly in areas of high pedestrian activity.

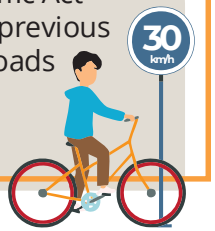
This aligns with the government's *Speed Limit Review (2023),* which was produced in response to an increasing number of road fatalities and other road safety concerns across the country.

The *Speed Limit Review* recommends the introduction of a default speed limit of 30km/h for built up and urban areas. A 30km/h limit should apply for all city or town centres, residential roads, and locations where there is a significant presence of vulnerable/active road users, with some exceptions. This is in recognition that urban roads and streets are not just places of movement but also support a range of other uses and placemaking functions

Speed Limit Review 2023

The recommendations in the Speed Limit Review are reinforced by the updated Road Traffic Act 2024, which amends the previous Default Speed Limit for roads in Built Up Areas from 50km/h to 30km/h.

Department of Transport



TM 03: Barnageeragh Road

Barnageeragh Road is an existing east–west Local Road (L14012), extending from the R127 (Balbriggan Road) to Dublin Road on the southern edge of Skerries.

The road serves as a key connector within the town's transport network, providing access to Skerries Railway Station and Skerries Point Shopping Centre.

Barnageeragh Road has potential to serve as an arterial, multi-modal route, with improved pedestrian and cycling infrastructure to enhance the journey for active travel users.

This road experiences some of the highest Average Annual Daily **Traffic** (AADT) levels, primarily due to its proximity to the train station and its role in serving residential developments.

It also has several **bus** stops, making it an important corridor for public transport and a vital route for future active travel improvements.

As a result of the number of destinations along the route, as well as the traffic survey data and bus route provision, there is potential to reclassify Barnageeragh Road from a Local Road to a Regional Road.

Additionally, proposals for the **Fingal Coastal Way** (not part of this Active Travel Plan) will have associated traffic management measures for Balbriggan Road, an existing Regional Road, as it proposes a one-way system eastbound in the western section of Balbriggan Road up to the intersection with Northcliffe Heights. This road would therefore decrease in importance as a multi-modal route serving Skerries, providing the opportunity to declassify it to a Link Street.

This is further discussed and assessed in Sections 0 and 0.

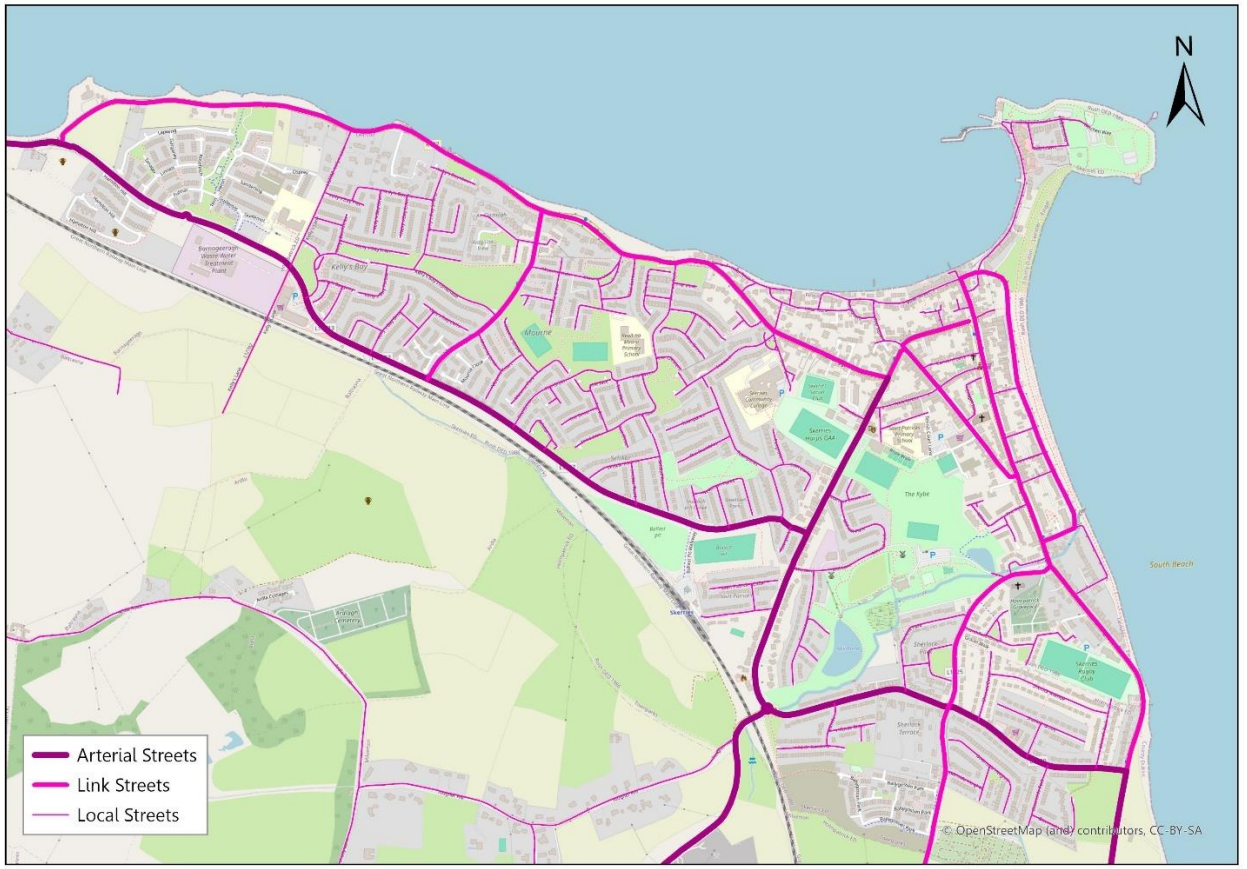


Figure 9-39: Proposed Arterial, Link and Local Routes for Skerries.

TM 04: Gateways and Transition Zones

Transition Zones and **Gateways** can also be used to signify the beginning of a school zone. These are traffic calming and placemaking tools used to inform drivers of a point of arrival, forming the 'first impression' of a place.

A **Gateway** signals a change in context through materials, narrowing of the carriageway, or landmark features, and a **Transition Zone** is used for slowing vehicles when entering an urban area from a faster moving road.

The following locations for Gateways have been identified:

Table 9-19: Proposed Locations for Gateways

No.	Road / Intersection
1	Balbriggan Road (on the approach to the town from the west)
2	Balbriggan Road
2	Dublin Road / Miller's Lane Roundabout
4	Miller's Lane / Shenick Road / Gold Links Road
5	Rush Road / Holmpatrick

Figure 9-40: Identified Gateways in Skerries.

The final design and management strategies will be determined based on detailed optioneering to align with local needs and the broader transport vision for the town.

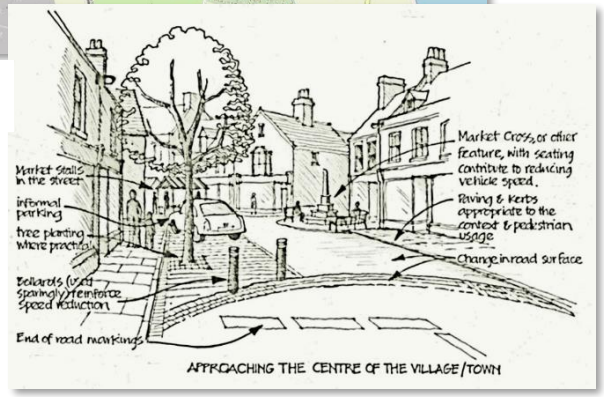


Figure 9-41: (r) Example of elements in a Gateway treatment. Source: DMURS.

9.8. Car Parking

In line with national policy objectives the Plan proposes a more balanced and strategic approach to car parking provision in Skerries.

Table 9-20: Proposed Car Parking Measures

No.	Car Parking Measures
CP 01	Maintain and expand Town Centre access for all
CP 02	Maintain Delivering and Servicing Bays
CP 03	Mobility Point Feasibility Study
CP 04	Establish Car Clubs / Car Sharing Schemes
CP 05	Campervan Facilities and Tourism Routing

CP01: Maintain and expand Town Centre access for all

The provision of a carefully managed on-street parking system can support the economic functions of an urban centre and enhance accessibility for those with disabilities and other mobility impairments. However, on-street parking can also lead to unproductive vehicular traffic looking for parking and contributing to congestion.

Furthermore, on-street parking takes away valuable public space that could be used to widen footpaths, provide cycle lanes, and accommodate street furniture, planting or play areas.

It is recognised that there are many competing demands for town centre space in Skerries. The recommended public realm and transport measures identified in this Plan will necessitate the reallocation of some existing on-street parking spaces for wider footpaths, cycle lanes, street trees, and 'spill out' areas for restaurants and cafés, contributing to a more vibrant, liveable Skerries.

Where retained or provided, on-street parking will be allocated to support a **hierarchy of parking need**, prioritising the needs of disabled users, short-stay business users and discouraging long-stay commuters.

Long-stay general parking will be redirected to dedicated off-street spaces on the periphery of areas with high pedestrian activity/ urban core closer to the arterial and link road network.

Additionally, underutilised car parks could be used for Park and Stride (see *FOSI: Front of School Interventions*, Section 9.2). This would involve repurposing existing off-street parking for higher value usage, which would reduce emissions and congestions in the town centre and near schools.

Figure 9-42: Interactive and playful design elements along a Park and Stride school route in Portlaoise. Source: A Playful City.

Park and Stride

involves parking up to a 15-minutes' walk from a school and walking the last section of the trip. The *SRTS Annual Report 2024* noted a **48.9%** increase in the use of Park and Stride amongst 2,000 students and 40 schools across Ireland.

Safe Routes to School Annual Report 2024

CP 02: Delivering & Servicing Bays

There are many competing demands for valuable kerbside space in our town centres. Delivery and servicing are often neglected elements of transport planning. If not carefully provided for and managed, there can be a number of unintended consequences including illegal parking on footpaths, cycle and bus lanes, and collisions caused by blocking of pedestrian, cyclist, and motorist sightlines.

There is significant scope to facilitate the retiming of delivery patterns to reduce travel movements at busy times and change operating practices to consolidate their trips. There should also be a focus on limiting the visual intrusion that results when loading facilities are not incorporated into the streetscape.

Figure 9-43 depicts an example of how loading bays can be designed in such a way as having a dual function, e.g. loading bay in the early morning, and pedestrian space or a "spill out" area for restaurants and retail premises for the rest of the day.

Figure 9-43: E.g. Before and after of a loading bay in Kilkenny upgraded by designing it at-grade with the footpath so it could revert to pedestrian and 'spill-out' space for local businesses when not used. Source: DBFL.

Virtual Loading Bay Systems

The introduction of Virtual Loading Bay Systems in Skerries would support a more efficient use of kerbside space for delivery and servicing. Virtual Loading Bay Systems allows users to find and book available spaces with the use of an app.

This reduces congestion by eliminating the need to search for available spaces and in effect, acts as a demand management technique as spaces must be booked in advance.

Virtual Loading Bay systems allow kerb space to be utilised in areas where other traffic restrictions are in place, typically off-peak times where impact on congestion is less pronounced and search traffic and emissions are reduced.

In 2019, Dublin City Council signed up with Grid Smarter Cities to roll out its Kerb app which allowed drivers to book a virtual loading bay on previously restricted kerb space. A similar opportunity exists for Skerries.

Figure 9-44: An available space in Dublin for booking with Kerb. Source: Grid Smarter Cities.

CP 03: Mobility Point Feasibility Study

Mobility Points are small scale, typically on-street interventions entailing the co-location of sustainable transport measures near public transport stops.

At a minimum, Mobility Points include bus stops, cycle parking and car club spaces but can be expanded to include E.V. Charge Points, shared bike schemes and seating. It is important that Mobility Points, however, do not create street clutter or obstacles.

Mobility Points should be visible and accessible to residents and visitors, but care must be taken to ensure that they are not sited in areas of high-pedestrian movement.

A feasibility study would identify potential locations for Mobility Points in Skerries, particularly for residential areas. The following locations in the town centre and near key destinations should also be considered:

- Established residential areas;
- Strand Street;
- Church Street; and
- South Strand Street.

Mobility points near the train station would also support proposal **PT 05 Train Station Mobility Hub**.

Figure 9-45: Example of a Mobility Point on Main St., Blanchardstown. Source: FCC.

CP 04: Establish Car Clubs / Car Sharing Schemes

Public car sharing is a model of car rental where people rent cars for short periods of time, often by the hour. These schemes can reduce the number of cars on the road and free up land traditionally used for parking spaces.

They are particularly attractive to customers who make only occasional use of a vehicle. By supporting people who choose not to own a car, car sharing can encourage public transport use, walking and cycling. Membership of such a scheme can also often be more cost effective than owning a private car.

Skerries has two car sharing stations for the *GoCar* Car Sharing Company, one at Kellys Bay Tide and one at Skerries Train Station. Additionally, there is one *Driveyou* car sharing station on South Strand Street, and a second on Strand Street.

Although there are relatively high levels of car ownership in Skerries, car sharing should be expanded to support households and businesses who do not have access to a car. Potential locations include mobility points across the town, as well as stations in the town centre and residential areas south and west of the town centre.

CP 05: Campervan Facilities and Tourism Routing

Skerries currently lacks dedicated facilities to accommodate campervans, despite their growing popularity as a form of tourism. This demand was particularly evident during the COVID-19 lockdown, with campervans frequently observed along South Strand Street.

Fingal County Council could proactively plan and identify suitable locations for motorhome facilities across the county.

Clear routing and wayfinding should guide campervans from the parking facility to key destinations, including the town centre, beaches, and Skerries Mills. Wayfinding is discussed in more detail in Section 9.9 *SM 01: Skerries Wayfinding Strategy.*

Complementary infrastructure, such as safe pedestrian and cycling connections, would encourage visitors to explore the town and surrounding areas on foot or by bike, helping to integrate them into the local community and economy while preserving Skerries' traditional village character and coastal identity.

Figure 9-46: Campervan Parking on South Strand Street. Source: Google Street View.

9.9. Supporting Measures

A number of measures have been identified to support the range of targeted interventions presented in the previous sections. These measures will aim to further enhance safety, accessibility, and connectivity throughout Skerries while promoting sustainable transport and vibrant public spaces. The proposed measures are summarised below.

Table 9-21: Proposed Supporting Measures.

No.	Proposed Supporting Measures
SM 01	Skerries Wayfinding Strategy
SM 02	Lighting
SM 03	Street Furniture
SM 04	Active Travel Trial Measures
SM 05	Collaboration with ESRI on trial behaviour initiatives
SM 06	Sensory-Friendly Public Spaces
SM 07	Landscape Buffers
SM 08	Sustainable Urban Drainage Systems (SUDS)
SM 09	Walking and Cycling Initiatives
SM 10	Air Pollution Monitoring
SM 11	Smart Dublin, Smart District
SM 12	SEE.SENSE Collaboration

SM 01: Skerries Wayfinding Strategy

Existing wayfinding signs around the Train Station help guide visitors to key destinations such as the beach, St Patrick's Way, the Town Parks, the Station and Skerries Mills. However, beyond this area, directional signage is limited.

Figure 9-47: Existing signage on the approach to the Train Station. Source: DBFL.

A Wayfinding Strategy for Skerries would provide an important connection for those that already live in the town and assist visitors by improving navigation upon arrival as well as moving within the town centre.

At key arrival points in Skerries, consolidated information signs or discreet, well-designed maps could improve visitor orientation without contributing to visual clutter. The aim is to enhance legibility of the town for pedestrians while preserving the quality and simplicity of the public realm.

Consideration should be given to providing estimated walking and cycling times to key destinations and taking every opportunity to minimise street clutter through the use of gable walls and left-over space.

In line with best practices for public realm design and the principle of reducing street clutter, the Plan will explore the "signage without signs" approach to support intuitive navigation and integrated wayfinding solutions.

This could include ground markings, subtle in-built indicators, and strategically placed,

multifunctional elements such as benches or lighting that can also guide movement.

Figure 9-49: Example of 'signage without signs' Wayfinding in Drogheda.

Figure 9-48: Examples of different types of wayfinding and signage.

SM 02: Lighting

Appropriate street lighting contributes to a safe and welcoming environment, particularly during evening hours. It can support perceptions of safety, extend the usable hours of public spaces, and enhance accessibility for all users, including night shift workers.

Lighting should be considered in the design of road corridors and public realm schemes, with particular attention to its role in supporting a safe, inclusive, and high-quality public realm. The general principle for street lighting strategy is to be discrete, ensuring a better integration with the scale of surrounding buildings, the environment, and the character of Skerries. The design of lighting should aim to:

- Create safer places and assist in crime prevention by providing sufficient illumination for the public.
- Use LED (soft white) light as opposed to yellow sodium light, to improve visibility and overall aesthetic quality.
- Use lighting to support the legibility and visual coherence of public spaces.
- Avoid light pollution as much as possible

Figure 9-50: Example of a well-lit accessible taxi rank with seating for those waiting. Source: Centre for Excellence in Universal Design.

SM 03: Street Furniture

Skerries town centre features a variety of street furniture, but their condition varies, with some pieces lacking both quality and purpose. The main items include bollards, signage, litter bins, cycle stands, hanging basket posts, pay-and-display machines, planters, and railings. However, there is a limited availability of seating throughout the area.

Seating is a valued component of the public realm, providing users with a place to rest or stay longer and contribute to a livelier town

centre. A range of seating options can create opportunities for pause, in either individual groups or on larger capacity benches.

Whereas bollards should generally be avoided in order to reduce street clutter, in shared surface areas they may be necessary, subject to driver behaviour, and should be installed in sockets for easy removal.

Figure 9-51: Seating in Dungarvan Town Centre. Source: DBFL

Figure 9-52: Bench in Shackleton, Lucan. Source: Áit

Figure 9-53: Seating at N81 Active Travel Route. Source: Áit.

SM 04: Active Travel Trial Measures

Behavioural change, as it applies to transport, is about making people aware of the range of travel choices available for trips which they make daily and encouraging the use of more sustainable modes where feasible, as alternatives to single occupancy private car use.

They can be implemented at various locations and scales, e.g., workplaces, schools, and neighbourhoods. They comprise a highly personalised approach aimed at engaging a group of people, making them think about their travel choices, providing them with full information, and encouraging and incentivising the use of alternatives.

Active School Flag

The Active School Flag (ASF) Programme is a Department of Education initiative supported by Healthy Ireland, and part of the National Physical Activity Plan. The ASF initiative provides schools with a framework to guide, support and incentivise them to work towards achieving a physically educated and physically active school community.

Green Schools

Green Schools is a long-term environment education and awareness programme where schools, including the wider school population, contribute to the sustainable development of their County for both current and future generations. Several schools in Skerries already participate in Green Schools, including Skerries Educate Together N.S., Scoil Realt na Mara and St Patrick's N.S..

Trial of the Town Centre and Balbriggan Road Proposals

FCC will trial the Skerries Active Travel Plan proposals for the Town Centre (Church Street, Thomas Hand Street and Strand Street), and for Balbriggan Road in an effort to demonstrate the benefits that the proposals offer for all road users.

Trials, or temporary interventions can be helpful to test specific proposals to see how they function in a space before committing to full-scale implementation. With active community involvement in the trialling of proposals, there can be higher community buy-in when future permanent interventions are proposed.

Trialling the Town Centre and Balbriggan Road proposals would therefore benefit the Skerries' community in the short, medium and long term.

SM 05: Collaborating with ESRI on trial behaviour initiatives

The Economic and Social Research Institute (ESRI) is a leading organization dedicated to advancing evidence-based policymaking that promotes economic sustainability and social progress in Ireland.

As part of its mission, ESRI conducts collaborative research projects aimed at addressing societal challenges and testing new behavioural initiatives to inform policy development.

Collaborating with ESRI provides an opportunity to provide expert research and analysis to trial and evaluate innovative behaviour initiatives. These initiatives can help shape policies that encourage sustainable practices, improve community well-being, and drive positive behavioural change.

SM 06: Sensory-Friendly Public Spaces

There is an opportunity for Sensory Trails and Pollinator / Pocket Gardens to enhance biodiversity net gain throughout Skerries, while creating therapeutic and inclusive spaces for individuals, particularly those who are neurodivergent, living with dementia, or seeking restorative environments.

These can be designed to support pollinators by using native plants, layered vegetation, and seasonal blooms, ensuring habitats for a wide variety of wildlife.

Including textures, fragrances, soft sounds like water features and visual contrasts along trails such as the Green Spine can engage multiple senses and provide a soothing experience.

Thoughtful design can ensure accessibility through well-planned pathways, comfortable seating, and layouts that invite exploration and relaxation. This approach supports both ecological sustainability and human well-being, offering dual benefits in a single initiative.

Figure 9-54: Example of a Sensory Garden in Gorey, designed to appeal to the 5 senses. These spaces can be particularly beneficial for people who have sensory processing issues, are neurodiverse. Source: LoveGorey.

SM 07: Landscape Buffers

Sloping, terraced raingardens in town centres manage rainwater runoff while improving air quality. These raingardens can be strategically placed between traffic and pedestrian areas to act as a buffer, reducing the impact of vehicle emissions on pedestrians and enhancing urban biodiversity.

Figure 9-55 (above) landscape buffer on South Main St., Bandon, Cork. Source: Cork County Council; (top right) Rain Gardens supporting local biodiversity on Fentiman Road, Lambeth. Source: London Borough of Lambeth; and (below right) landscape buffers protecting pedestrians and cyclists on the Dunkettle to Carrigtwohill Pedestrian & Cycle Scheme, Cork. Source: DBFL.

SM 08: Sustainable Urban Drainage Systems (SUDS)

Sustainable Urban Drainage Systems (SuDS) are a range of water management methods designed to naturally mitigate storm surge overflows and surface run-off in urban environments where urbanisation and development have reduced the availability of permeable, green areas.

SuDS elements such as rain gardens, living walls and swales have a multitude of benefits and functions in terms of greening the urban environment, which enhances and softens the public realm, adds visual interest, promotes biodiversity, helps improve local air quality, and has been proven to promote good public health and wellbeing.

It is an objective of the Fingal Development Plan 2023-2029 to ensure that *"new walking and cycling routes are designed to function as links in the County's Green Infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided and that SuDS approaches are used to treat surface water run-off."*

The NTA's advice note for *Greening and Nature-based SuDS (Sustainable Urban Drainage Systems) for Active Travel Schemes* provides inspiration on potential SuDS interventions, as well as practical information in relation to dimensions, planting, common challenges, and potential solutions.

Figure 9-56: Rain Garden at Blackpitts, Dublin 8. Source: Áit

Figure 9-57: Rain Garden at Blackpitts, Dublin 8. Source: Áit

Figure 9-58: SUD Tree Pit at Chatham Street, Dublin 2. Source: Áit

SM 09: Walking and Cycling Initiatives

Fingal County Council is dedicated to promoting sustainable, healthy, and active lifestyles for its residents and visitors. A number of walking and cycling initiatives are recommended to support the Pedestrian and Cycling Strategies, including:

Walking and Cycling Bus Initiatives

Expand Walking Bus initiatives to all schools in Skerries, building on the successful Walking Bus programme in place at St. Patrick's Junior N.S.

Community-led Walking & Cycling Groups

Establish Community-Led Walking and Cycling Groups, similar to the Youth Voices for Active Mobility initiative to empower local residents of all ages to participate in regular walking and cycling activities, promoting sustainable transport and healthy lifestyles.

Cycling Without Age

Provide an alternative to walking for people with reduced mobility. This volunteer-led scheme uses power-assisted trishaws that can carry two passengers, offering a comfortable and enjoyable cycling experience. This initiative brings the joy of cycling to older adults and individuals with limited mobility in Skerries.

Ongar Bike Library Scheme

Expand the Ongar Bike Library Scheme, operated by FCC in partnership with UCD. This initiative provides families with access to bikes and cycling equipment through a free lending model, similar to a traditional library.

eCargo Bike Rental

Introduce an E-Cargo Bike Station similar to the Shared Community Cargo Bike operating in Castleknock, to provide residents and local businesses with access to electric cargo bikes for transporting goods and services around the town.

This would aim to reduce dependence on cars for short trips and local deliveries, helping to lower traffic congestion and carbon emissions. It would also offer small businesses a sustainable and cost-effective alternative to traditional delivery methods, supporting both environmental goals and the local economy.

Figure 9-59: Cycle Bus & Walking Bus. Source: FCC.

Figure 9-60: Cycling Without Age Fingal. Source: FCC.

Environmental Groups

Engaging all members of the community in the design of public spaces ensures a wide range of views and perspectives can influence the design process and fosters a sense of ownership and

pride in the space which ultimately leads to greater design solutions and buy-in.

Figure 9-61: Community Garden at the Mills. Source: DBFL.

Environmental groups such as Skerries Open Orchard, Sustainable Skerries or those involved in the allotment farming on Golf Links Road are therefore key stakeholders for enhancing the natural environment of Skerries, particularly for proposals **SM 06:** Sensory-Friendly Public Spaces, **SM 07:** Landscape Buffers, and **SM 08:** Sustainable Urban Drainage Systems (SUDS).

SM 10: Air Pollution Monitoring

WeCount is an EU-funded project that empowers citizens to take a leading role in measuring road traffic and air pollution in their neighbourhoods. Road traffic is at the core of a variety of societal problems, from road safety, poor air quality, noise, and public health risks to communities.

Obtaining reliable traffic counts is fundamental to understanding the complex relationships between these problems and road traffic, and to initiate policy changes that will address them.

SM 11: Skerries - Smart Dublin Smart District

A key proposal for Skerries is to transform the town into a Smart Dublin Smart District, drawing inspiration from the successful model in Balbriggan.

This initiative would integrate smart technologies such as enhanced digital connectivity or smart mobility solutions. It aims to improve town services using data-driven insights while engaging the local community in a sustainable, tech-forward living environment. The goal is to make Skerries a leader in smart, sustainable living.

SM 12: SEE.SENSE Collaboration

Collaborate with SEE.SENSE, a leading provider of smart cycling technology, to conduct cycle research in the town. This partnership would involve collecting data from cyclists using SEE.SENSE's connected sensors, which monitor cycling behavior, safety, and route preferences. The data collected could be used to improve cycling infrastructure, identify areas of need for safer routes, and promote more sustainable transport options.

10 Scheme Assessment Process

10.1. Overview

Following the identification of interventions through the long-listing process, the areas where these interventions can most effectively support walking and cycling, improve access to schools, shops, parks, and transport, and create a safer, more connected active travel network across the town have been determined.

This chapter presents a summary of the scheme assessment process.

10.2. Areas of Highest Impact

Figure 10-1 brings together key layers of information that help guide where active travel interventions in Skerries can have the most meaningful impact.

By overlaying this data, we can pinpoint the corridors and areas where interventions will improve safety, support sustainable movement, and enhance everyday access to schools, shops, parks, and transport.

Figure 10-1: Rationale for Identifying the Areas of Highest Impact

Community Facilities:
Highlights key destinations that generate regular foot and cycle trips.

Pedestrian Survey Data
Shows where footfall is currently concentrated, indicating natural desire lines and areas of high pedestrian demand.

AADT (Traffic Volumes)
Reveals vehicular pressure corridors where pedestrian and cyclist safety is most at risk.

Key corridors identified

A total of nine corridors have been identified for prioritisation based on their potential for impact and alignment with the town's needs:

No.	Corridor
Proposed Utility Routes	
CY 03-01	Skerries Town Centre
CY 03-02	Green Spine
CY 03-03	Barnageeragh Road
CY 03-04	Balbriggan Road
CY 03-05	Northcliffe Heights
CY 03-06	Golf Links Road
CY 03-07	Holmpatrick
CY 03-08	Millers Lane & Shenick Road
CY 03-09	Milhill Park & Greenlawns
Proposed Low-Speed / Traffic-Calmed Streets	
CY 04-01	Dublin Road

These corridors and their associated potential interventions are brought forward to the Option Selection Process, which follows a structured two-step methodology.

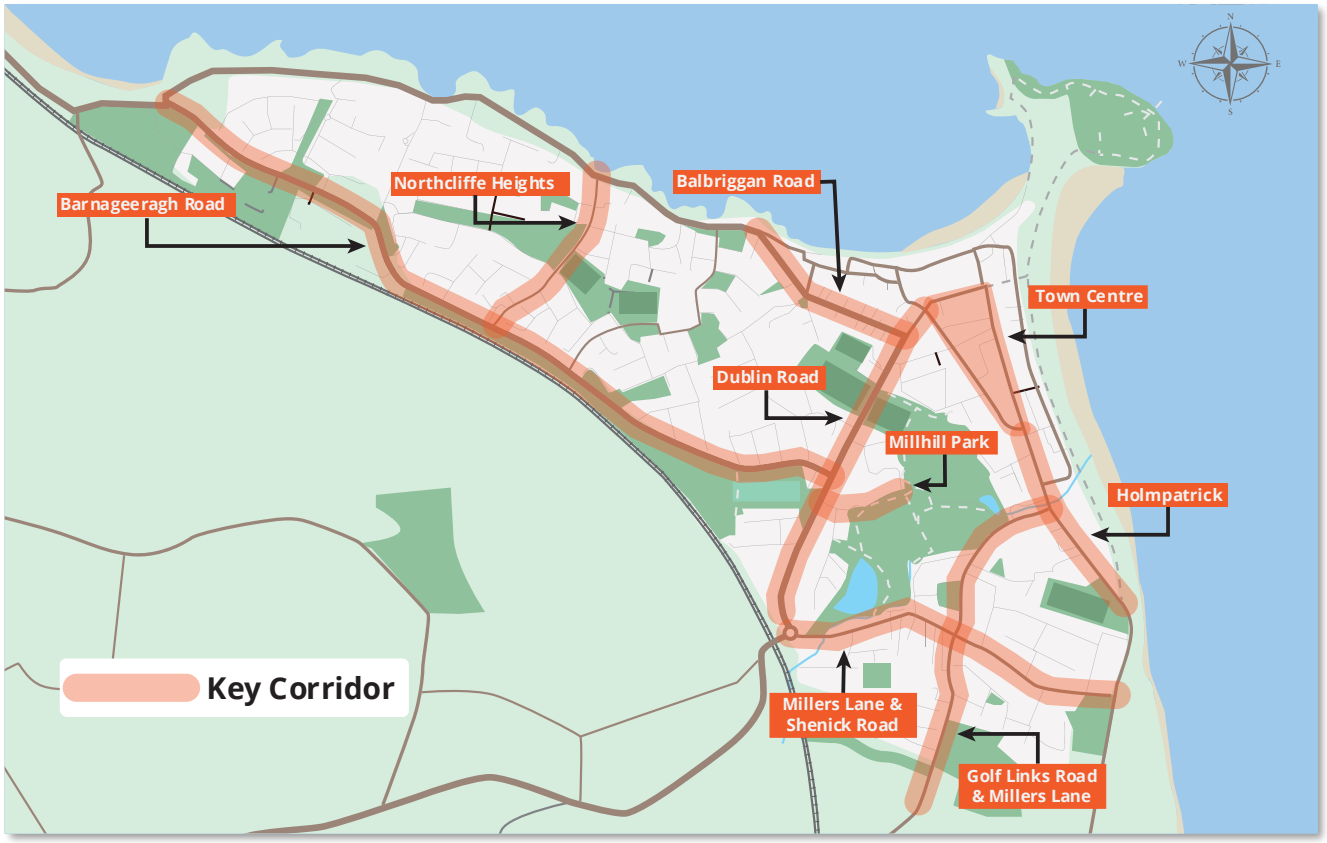


Figure 10-2 Key Corridors Identified For Options Assessment.

10.3. Options Assessment

Stage 1: Initial Sift against Objectives

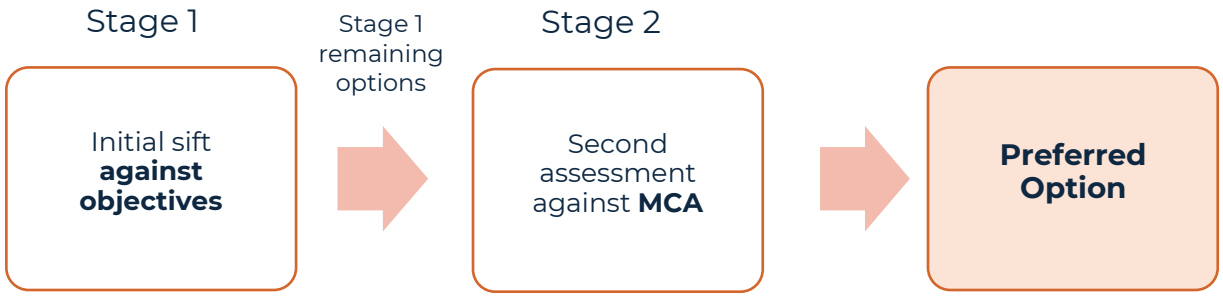
The initial sifting assesses each option for its alignment with the six Objectives of the Active Travel Plan, ensuring that only measures that support safe, accessible, and sustainable travel are progressed to Stage 2.

Stage 2: Multi-Criteria Assessment

Options that pass the initial sifting are evaluated against a range of criteria in a Multi-Criteria Analysis (MCA). MCA Criteria and Sub-criteria have been developed and refined to align national guidance and with the six pillars of the *Fingal Active Travel Strategy 2023* (Table 10-2).

This structured assessment ensures that the most suitable and deliverable interventions are prioritised for implementation.

Through this process, the Plan moves from a broad set of potential measures to a refined selection of high-priority interventions, focused on enhancing active travel across Skerries while responding to the town's unique character and transport needs.



Active Travel Plan Objectives

1. Support the delivery of **high-quality cycling infrastructure**, facilities and an enhanced cycling environment and network.
2. Provide measures to reduce car-dependency, promote active travel and enhance the unique character, sense of place and vibrancy in **towns and villages.**
3. Identify and deliver new and improved permeability links in order to **maximise connectivity,** ensuring inclusive and accessible active travel routes for everyone.
4. Develop measures to improve **road safety** for all users, including motorists, in order to protect and encourage more people to undertake local journeys on foot or by bicycle.
5. Enable efficient, flexible and multimodal movements through **targeted physical and behavioural interventions** that support active travel uptake.
6. Ensure Active Travel projects reflect and reinforce **strategic planning** at local, regional and national levels.

Six Pillars of the Fingal County Council Active Travel Strategy:

- Protected Cycleways
- Towns and Villages
- Connectivity
- Road Safety
- Mobility
- Strategic Planning

Rating Scale and Appraisal Criteria

Options were addressed based on a seven-point scale, based on the benefit or disadvantage an option might have. The benefit / disadvantage is scaled based on how an option might improve or worsen conditions for each relevant criteria.

Table 10-1: Seven-Point Ranking Scale

Colour	Ranking
	Highly Positive Impact
	Positive Impact
	Low Positive Impact
	Neutral Impact
	Low Negative Impact
	Negative Impact
	Highly Negative Impact

Table 10-2: MCA Criteria & Sub-criteria

Criterion	Description
Cycle Friendly Environment & Facilities	*From the CDM (Five main requirements for cycle-friendly infrastructure):* • Ensure a coherent cycling network • Guarantee direct routes • Provide a comfortable cycling experience • Enhance the attractiveness of routes **Safety is being assessed separately under another category in accordance with PAG*
Economy	• Travel Time • Wider Economic Benefits • Capital Cost • Improving the local and tourist economy
Strategic Planning and Integration *(Land Use Impacts)*	• Connection to zoned lands as part of the regional planning • Facilitate national, regional and local land-use and transport planning policy • Promotes inclusion and diversity amongst AT users
Connectivity *(Accessibility and Social Impacts)*	• Provide access to jobs, services and facilities • Provide access to public transport facilities • Provide a more inclusive, accessible environment for all road users
Towns and Villages	• Contributes to the town centre economy, character and land uses • Deliver place-making improvements to support enhanced sense of place and vibrancy • Promote a balanced street environment that maintains vehicular access and supports sustainable transport
Safety Impacts	• Safety for pedestrians • Safety for cyclists • Safety for vulnerable users • Safety for motorists
Climate Change and Local Environment Impacts	• Climate change mitigation and adaption • Air and noise quality • Biodiversity, water resources and landscape

11 Schemes Assessment

11.1. Overview

This chapter provides an overview of the assessment process for the Key Corridors identified in Chapter 9.

For each Key Corridor, the existing conditions and potential opportunities are presented, followed by a summary of the design and assessment of those options. Two key guidance documents are considered in the assessment:

Design Manual for Urban Roads and Streets

The Design Manual for Urban Roads and Streets (DMURS) provides best practice guidance for the design of urban streets, including a road hierarchy that categorises streets as Arterial, Link, or Local.

Cycle Design Manual (2023)

The Cycle Design Manual (2023) (CDM) provides guidance on selecting appropriate cycling facilities based on traffic volumes and speeds.

11.2. CY 03-01: Skerries Town Centre

Existing Conditions

The streets assessed as part of the Skerries Town Centre optioneering process included Church Street, Strand Street, and Thomas Hand Street. The three streets form an inter-connected triangle within the town centre, with a number of smaller laneways and side-streets linking them to one another, and to neighbouring destinations.

At present, all three streets are two-way, providing access to key services within the town centre as well as destinations such as Skerries North Strand, Skerries South Beach, and Red Island.

Traffic surveys indicate that Thomas Hand Street experiences a balanced traffic-flow in both directions. By contrast, Church Street sees a predominantly northbound traffic flow (61.5%), while Strand Street experiences a predominantly southbound flow (43.5%).

Figure 11-1: Existing traffic system within Skerries Town Centre, with the three subject streets highlighted.

Opportunities

An opportunity was identified to implement a more balanced, multi-modal traffic system within Skerries Town Centre. Such a system would consider the needs of pedestrians, cyclists and motorists, while optimising the experience for each.

The directional imbalances in traffic volumes on Church Street and Strand Street suggest scope for a one-way system of traffic management around the three town centre streets.

Several locations within the town centre also show strong opportunities for public realm enhancements. These include the front of the library, and the junction at the Monument.

Improvements at these locations could create safer, more welcoming spaces for pedestrians; reduce traffic dominance; and provide opportunities for seating, planting and public art.

These interventions would not only enhance the attractiveness of Skerries Town Centre, but also strengthen its role as a social, cultural and commercial hub for residents and visitors alike.

Considerations

Design Manual for Urban Roads and Streets

Church Street, Strand Street and Thomas Hand Street will function as traffic-calmed town-centre streets, providing access to retail, services and key destinations.

DMURS advises that an absolute **minimum footpath width of 1.8m** be provided for two people to pass each other comfortably.

Cycle Design Manual

The Cycle Design Manual (2023) provides guidance on selecting appropriate cycling facilities based on traffic volumes and speeds.

A 30km/hr speed limit is in place in the town centre. Regarding traffic flows on the subject streets:

2-way traffic flow (PCUs)	AM Peak	PM Peak
Strand Street	300	394
Church Street	381	429
Thomas Hand Street	334	442

The following considerations apply:

- Mandatory cycle lanes may not be suitable for all users, and may exclude some potential users;
- Mixed traffic provision is also not suitable.

Options Assessment

Church Street, Thomas Hand Street and Strand Street, form a cohesive network in the centre of Skerries Town Centre.

As adjacent town centre streets, the interventions in one street have impacts on the others.

On this basis, the options development and selection addresses Church Street, Thomas Hand Street and Strand Street simultaneously.

Town Centre Streets

Table 11-1: Town Centre Streets – List of Options.

Option	Description
DN (Option 1)	Do Nothing (existing 2-way flow)
Option 3b	Contraflow Cycle Lane (Thomas Hand St.); 2-way Cycle Track (Church St. + Strand St.)
Option 3c	Contraflow Cycle Lane (Thomas Hand St.); Standard Cycle Tracks (Church St. + Strand St.)

A long-list of 14 no. Options were assessed against the scheme's Transport Objectives.

All options besides Options 3b and 3c failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

While the Do-Nothing Option 1 failed the initial sifting, it is included in the MCA as a control case.

Table 11-2: Town Centre Streets – Summary of MCA.

Criteria	1	3b	3c
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Emerging Preferred Option

The Emerging Preferred Option for Skerries Town Centre comprises a clockwise one-way system on all three subject streets. The primary benefit of this implementing this system is the improvement of traffic circulation and overall safety within Skerries urban core.

Additional improvements include the delivery of following cycling facilities on the individual streets:

- **Contraflow Cycle Lane** on Thomas Hand Street
- **Standard Cycle Tracks (both sides)** on Strand Street
- **Standard Cycle Tracks (both sides)** on Church Street

Delivery of dedicated active travel facilities offers a range of benefits, including incentivising short trips on foot or by bicycle within Skerries Town Centre.

By separating cyclists from vehicular traffic on the two longest streets, the needs of all road users are also balanced, further improving safety and navigability.

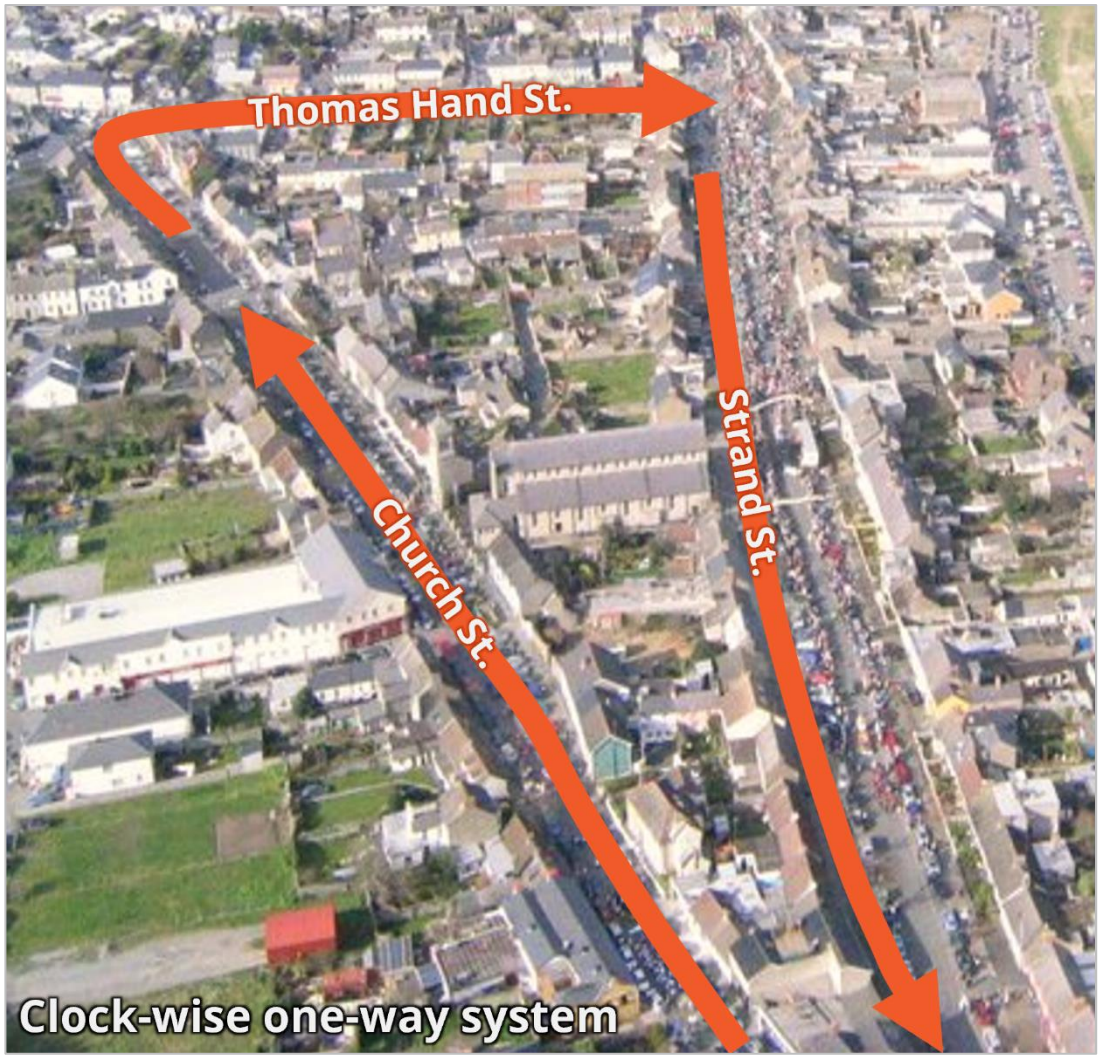


Figure 11-2: Overview of the clock-wise, one-way system proposed for Thomas Hand Street, Strand Street and Church Street.

Paving

There is an opportunity to enhance the overall appearance of the town centre through a more consistent range of materials that respond to the intended use of the areas and sympathise with the historic character and coastal context of Skerries.

Clear design of paving is essential to give a simple uncluttered appearance to the streetscape and, to help achieve this, the surface material palette is limited to a few complimentary choices to be laid out in a coordinated manner.

The palette can be used to select particular materials within different character areas, to define space, calm traffic and improve legibility.

Heritage limestone kerbing exists in areas along Thomas Hand street and Church street. This should be retained and re-instated where possible.

Figure 11-3 Heritage limestone kerbing at Church street. Source: Áit

The Shared Active Travel areas and footways of the town centre can be surfaced with a combination of high quality concrete slab paving and decorative in-situ concrete with an exposed glass or stone aggregate finish, and natural limestone kerbing to reflect the existing historic materia. Roads/parking bays can be edged with limestone cobble setts along cycle tracks to differentiate spaces.

Larger open spaces and seating areas can be paved with bespoke blue limestone pavers to match existing public realm areas in front of The Church and Library on Strand street to create a cohesion of spaces.

Other Paving Options that could be considered include Decorative in-situ concrete with an exposed glass or stone aggregate finish.

Figure 11-4: Contrasting Concrete Paving. Source: Áit

Figure 11-5: Bespoke limestone pavers at Strand street. Source: Áit

Figure 11-6: Recycled glass aggregate concrete

Figure 11-7: Stone aggregate concrete. Source: Áit

Planting

Planting and soft landscape should enhance the town centre's coastal context and increase biodiversity in the area through encouraging selection of species for seasonal interest and in support of the 'All Ireland Pollinator Programme', as well as giving preference to native trees, although some introduced species may be more suited to the artificial street conditions.

Street tree species, particularly those proposed for planting along Strand Street, must be selected with careful consideration of the site's coastal location and the associated harsh environmental conditions. Factors such as salt-laden winds, limited soil depth, and exposure to sea spray should inform the choice of resilient, salt-tolerant species capable of thriving in these conditions.

List of Suitable Tree Species for Skerries Town Centre
Alder – *Alnus glutinosa Laciniata*
Snowy Mespilus – *Amelanchier lamarckii*
Field Maple – *Acer campestre*
Hazel – *Corylus avellana*
Hawthorn – *Crataegus monogyna*
Hawthorn – *Crataegus monogyna*
Scots Pine – *Pinus sylvestris*
Black Pine – *Pinus nigra*
Holm Oak – *Quercus ilex*
Whitebeam – *Sorbus aria lutescens*
Ornamental Cherry – *Prunus avium plena*

The design of tree pits should prioritise the long-term health and stability of the trees while also safeguarding the integrity of surrounding pavements and both existing and proposed utility infrastructure. This includes the use of appropriate root management systems, adequate soil volumes, and structural support to ensure healthy root development without compromising nearby surfaces or services.

Figure 11-8: SUD's Tree Pit on Chatham Street, Dublin 2. Source: Áit

In larger green areas, Sustainable Urban Drainage Systems (SUDs) features, such as rain gardens, can be integrated to manage surface water effectively. These features not only reduce the risk of flooding but also enhance biodiversity, improve water quality, and contribute to the overall ecological and aesthetic value of the space.

Figure 11-9: Rain Garden with pollinator planting. Source: Áit

Furniture

Street furniture is minimal in the town centre, with little areas for stopping and rest. There is opportunity for new seating areas and stopping points at nodes within the town centre.

Any additional street furniture needs to be as integral to the streetscape as possible in terms of its position, layout, and design.

Furniture should be chosen to relate to its location and local distinctiveness and reinforce a sense of place. Oak block benches would enhance the coastal nature of the town centre.

Different items of street furniture should relate to each other in terms of design, siting and colour to create a cohesive network withing the town centre and surrounds.

Cycle stands should be introduced in shared Active Travel Areas and areas of open space.

Causing clutter should be avoided and 'defensive' street furniture such as railings and bollards should be reduced to a minimum.

Figure 11-10: Existing Public Realm seating on Strand Street. Source: Áit

Figure 11-11: Oak block bench in Shackleton, Lucan. Source: Áit

Lighting

The following considerations should be taken with regard to lighting in the town centre;

- Incorporate lighting fixtures, fittings and columns where practicable into existing or proposed columns, street furniture and features.
- Use lighting to support the legibility and visual coherence of public spaces.
- Ensure that lighting does not interfere with CCTV systems.
- Coordinate lighting design with proposed street tree planting.

- Where required, locate lighting to maximise proposed tree planting.
- In selection of light fittings, regard should be taken to minimise upward light spill and light pollution to neighbourhood dwellings.
- Full cut off street lighting should be used where possible.

Figure 11-12: Example of lighting incorporated into street furniture. Source: Áit

Signage

Signage should sympathise with the historic and coastal context of the town.

Avoid new posts where new signs can be fixed to existing posts, lamp columns and walls or boundaries.

Avoid obstructing pedestrians.

Avoid distracting from sensitive settings, which may include protected structures, important views and riverside locations.

Figure 11-13: Gateway signage in Stillorgan Village. Source: Áit.

Figure 11-14: Indicative photomontages of Church St. (left), Strand St. (centre) and Thomas Hand St. (right). Source: Áit Urbanism + Landscape Ltd.

11.3. CY 03-02: Green Spine

Existing Conditions

The Green Spine comprises a west-east Quietway facility extending from Barnageeragh Road to Weldon's Lane.

Figure 11-15: Proposed east-west Green Spine route.

Opportunities

The Spine will serve as a key Quietway utility link, integrating several residential areas with key community hubs such as Skerries Educate Together National School, Réalt na Mara National School, Skerries Community College, Skerries GAA & Hockey Club, the Community Centre, St. Patrick's Catholic School, and the Town Park.

The Green Spine will align with the Fingal Coastal Way (a separate scheme) at both ends, providing seamless integration into the broader coastal network. It also intersects with several proposed utility cycle routes, further strengthening Skerries' active travel network.

Considerations

Design Manual for Urban Roads and Streets

The Green Spine will serve as a Shared Active Travel Facility passing E-W through Skerries, passing primarily through residential areas.

While DMURS does not advise on widths for Shared Active Travel Facilities, it **recommends a maximum carriageway width of 4.8m** on *Local* streets where a *shared surface* is provided.

Cycle Design Manual

The CDM advises that a Shared Active Travel Facility is generally suitable where pedestrian density remains below **100 users per hour per meter**.

Pedestrian surveys were undertaken at three junctions on the Green Spine – Holmpatrick / Miller's Lane; Balbriggan Road / Barnageeragh Road; and Barnageeragh Road / Barnageeragh Cove. For all three, weekday and weekend **pedestrian densities consistently remained well below this threshold**.

This suggests that a shared active travel facility is a viable and appropriate option along the corridor, balancing the needs of pedestrians and cyclists without significantly impacting the existing road layout or traffic circulation.

The preferred format for the Green Spine comprises a 4m Shared Active Travel Facility for the majority of the route. As such, optioneering for Sections 2 – 6 was primarily for assessing ***route alignment*** rather than design specifics, though indicative design proposals are provided in places.

Options Assessment

The Green Spine was divided into **six sections** for optioneering purposes, as shown in Figure 11-15.

Section 1 was assessed separately as part of the optioneering for Barnageeragh Road, which is detailed in Section 0.

Factors which were prioritised when optioneering route alignment for the Green Spine included:

- Shortest, most direct route;
- Incorporation of existing cycle facilities;
- Cost-effectiveness of route delivery;
- Minimising 'severance' effect through green spaces;
- Providing direct connectivity to key destinations such as schools, shops, sports and leisure facilities, and bus stops.

Section 2

Table 11-3: Section 2 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Shared Active Travel Facility (south side of green)
Option 3	Shared Active Travel Facility (north side of green)
Option 4	Shared Active Travel Facility (via centre of green)

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the Multi-Criteria Analysis (MCA) as a control case.

Table 11-4: Section 2 - Summary of MCA.

Criteria	1	2	3	4
Cycle Friendly Environment & Facilities				
Economy				
Strategic Planning and Integration				
Connectivity				
Towns and Villages				
Safety Impacts				
Climate Change & Local Environment Impacts				

Section 3

Table 11-5: Section 3 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Shared Active Travel Facility (south side of green)
Option 3	Standard Cycle Tracks (via Mourne View) + Shared Active Travel Facility (east side of green)
Option 4	Shared Active Travel Facility (north side of green)
Option 5	Shared Active Travel Facility (via centre of green)

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the Multi-Criteria Analysis (MCA) as a control case.

Table 11-6: Section 3 - Summary of MCA.

Criteria	1	2	3	4	5
Cycle Friendly Environment & Facilities					
Economy					
Strategic Planning and Integration					
Connectivity					
Towns and Villages					
Safety Impacts					
Climate Change & Local Environment Impacts					

Section 4

Table 11-7: Section 4 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Shared Active Travel Facility (south of green)
Option 3	Shared Active Travel Facility (via centre of green) + Mixed Traffic (north section of Selskar Rise)
Option 4	Shared Active Travel Facility (north of green)

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the Multi-Criteria Analysis (MCA) as a control case.

Table 11-8: Section 4 - Summary of MCA.

Criteria	1	2	3	4
Cycle Friendly Environment & Facilities				
Economy				
Strategic Planning and Integration				
Connectivity				
Towns and Villages				
Safety Impacts				
Climate Change & Local Environment Impacts				

Section 5

Table 11-9: Section 5 – List of Options

Option	Description
Option 1	Shared Active Travel Facility (parallel to existing all-weather pitch)
Option 2	Shared Active Travel Facility (via Martine Court)

There are proposed projects in Skerries Town Parks to formalise pitches and create new permeability links around them.

As such, the optioneering for Section 5 primarily sought to align with these proposals and incorporate the proposed new links into its routing. This ensures a cohesive and well-connected active travel network for Skerries.

Given the limited route alignments available for Section 5, a simplified optioneering process was undertaken, without sifting or an MCA.

A 'Do Nothing' Option did not align with existing permeability proposals in Town Parks and so was not considered for Section 5.

The final Preferred Option for Section 5 was Option 2, with routing via Martine Court.

Option 2 was preferred, as it aligned with access proposed by the new Town Parks links, and represents a quick win in terms of improving permeability. Its reliance on an existing link makes it simpler and faster to deliver, providing immediate benefits to the network.

Section 6

Table 11-10: Section 6 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Shared Active Travel Facility (south side of Golf Links Road)
Option 3	Shared Active Travel Facility (north side of Golf Links Road)

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the Multi-Criteria Analysis (MCA) as a control case.

Table 11-11: Section 6 - Summary of MCA.

Criteria	1	2	3
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Emerging Preferred Option

Section 2, Option 2: Shared Active Travel Facility (South)

The Emerging Preferred Option for Section 2 of the Green Spine proposes a Shared Active Travel Facility between Barnageeragh Road in the west, and Northcliffe Heights in the east.

The Shared Facility would initially cross the western green space by Kelly's Bay Harbour. It would then continue along the north edge of Kelly's Bay Tide and Moorings, immediately south of the central green space. The facility would continue running in parallel to Kelly's Bay Promenade, immediately south of the eastern green space, before linking into Section 3 at Northcliffe Heights through the existing opening in the railings.

Option 2 represents the shortest, most cost-effective route out of those assessed, providing the quickest and least circuitous journey for pedestrians and cyclists. By avoiding crossing through the centre of the two larger green spaces, Option 2 also negates any potentially negative impacts of severing these amenity areas.

Delivery of a dedicated Shared Active Travel Facility segregates cyclists and pedestrians from vehicular traffic, improving safety and shortening journey times for all users.

Section 3, Option 2: Shared Active Travel Facility (South)

Option 2 for Section 3 would travel parallel to Mourne Grove, Mourne Park and the Green, running along the southern side of the green space and playing fields as in Section 2 above.

This option again represents the most direct route available and runs parallel to existing roadways for all of its length. By not passing across the centre of the green space, it also avoids a potential severance effect between the playing fields, and between the southern and northern residential developments.

Section 4, Option 3: Shared Active Travel Facility (via centre of green) + Mixed Traffic (north section of Selskar Rise)

Option 3 would see the Shared Active Travel Facility continue from the eastern end of Section 3, south along the eastern edge of the Green's carriageway. Due to space constraints, this would convert to a 2-way cycle track via the Vale and the Walk, passing through the existing boundary wall into Selskar Rise.

On Selskar Rise, the Green Spine would again become a Shared Active Travel Facility, moving south parallel to the green space before turning east across the centre of this space, replacing the existing narrow east-west walkway as far as Townparks. An additional spur would connect the main Green Spine south Shalloch Hill Grove to Barnageeragh Road, providing a link to bus stops and to Skerries Railway Station further south.

East of Townparks, the Shared Active Travel Facility would continue towards the Dublin Road via Gavney's Gap, connecting to Section 5.

Section 5, Option 2: Shared Active Travel Facility (via Martine Court)

As noted above, optioneering for Section 5 involved providing improved accessibility to Skerries Town Parks, complementing already proposed projects to formalise playing pitches and create new permeability links around them.

The preferred access route for the Green Spine into Town Parks is via Martine Court, as it aligns with the access proposed in a previous scheme, and represents a "quick win" in terms of improving permeability. Its reliance on an existing link makes this option simpler and faster to deliver, providing immediate benefits to the network.

Section 6, Option 2: Shared Active Travel Facility (South)

Option 2 continues from the southeastern end of Town Parks, proposing a Shared Active Travel Facility on the southern side of Golf Links Road, travelling east. This aligns with the preferred option for the Golf Links Road itself, which is detailed fully in Section 11.8 of this report.

Section 6 of the Green Spine continues south via Holmpatrick as far as Weldon's Lane. The Skerries Active Travel Plan sets out proposals for Holmpatrick separately in Section 11.9 of this report.

The final segment of the Green Spine would incorporate a low-speed, mixed-traffic environment on Weldon's Lane, providing a safer, quieter link east to South Strand and the Fingal Coastal Way.

It should be noted that the Fingal Coastal Way is being assessed as part of its own active travel scheme, separate to the Skerries Active Travel Plan.

Figure 11-16: Indicative photomontages of Kelly's Bay (top left), Mourne (bottom left), Shalloch Hill Grove (top right) and Newtown Parks (bottom right) on the Green Spine route. Source: Áit Urbanism + Landscape Ltd.

Paving

The green spine runs majorly along existing roads and paths. A simple and robust paving treatment should be used here to accommodate heavy foot fall and cycle traffic.

The Shared AT route of the green spine can be surfaced with a high quality buff asphalt or concrete.

Figure 11-17: Decorative concrete path in Belgooly, Cork. Source: Áit

Figure 11-18: Example of shared active travel surface

Different material treatment should be used for seating areas along the green spine to differentiate between spaces. Options to consider here include a decorative in-situ concrete with an exposed glass/ stone aggregate finish to match the shared active travel areas in the town centre, or a natural limestone paving to match that of the seating areas in the town centre. *(see Chapter 11.2 for images)*

In residential areas where the road is shared with cyclists, there should be a different surface treatment than non-shared roads.

Figure 11-19: Example of shared road surface

Furniture

Seating/stopping areas are proposed along the green link in areas of high traffic (i.e intersection of paths, crossings).

Furniture should be chosen to relate to its location and local distinctiveness and reinforce a sense of place. It should also match seating proposed in the town centre to create a cohesion among spaces within the wider context of Skerries.

Cycle stands should be introduced at seating areas and areas of open space.

Informal seating, such as boulders and wood logs can be added across open spaces while also encouraging informal play.

Figure 11-20: Seating at Oak Park, Kildare. Source: Cairn Homes

Play

Natural/informal play areas can be introduced along the route featuring boulders, logs and stepping stones to encourage child led play and play for all ages. Using natural elements to create play areas can transform underused green spaces into vibrant community hubs, increase biodiversity, and provide sustainable, low-maintenance alternatives to conventional playgrounds.

Figure 11-21: Tree trunk as play element. Source: Áit

Figure 11-22: Boulders as play element.

Figure 11-23: Stepping stones in lawn. Source: Áit

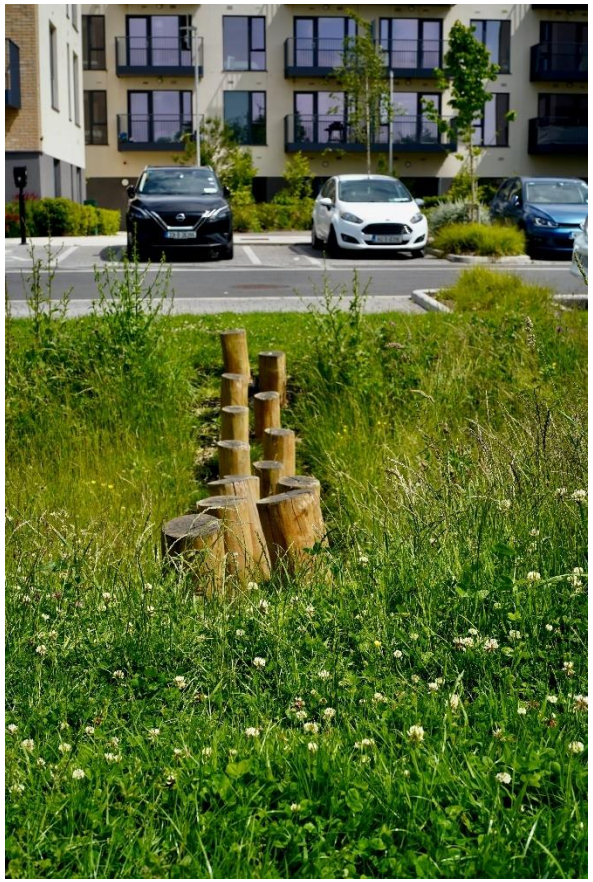


Figure 11-24: Tree stumps as play element. Source: Áit

Planting

Trees in open spaces should be planted in dense groups or clusters to better shield winds and create a greater resilience to environmental stress and erosion damage than linear or single tree planting, and increase biodiversity

Giving preference to native trees is important, however some species may be introduced to encourage resilience and biodiversity.

Species and varieties will be selected to meet the requirements of the 30:20:10 rule in order to prevent an over reliance on certain genera or species in the existing stock and to combat climate change – no more than 30% of trees from any one family, 20% from a single genus or 10% from a single species.

Carder bee friendly meadow underplanting can be introduced under existing and proposed trees to help provide a habitat for the endangered species. Refer to Chapter 11.4 for more information on the Carder Bee and its locations across Skerries.

SUD's features like rain gardens can be implemented along seating areas to allow for drainage from the shared active travel route, and selection of species for seasonal interest and in support of the 'All Ireland Pollinator Programme' within these areas should be taken into account in these areas.

Figure 11-25: Example of meadow underplanting. Source: Cairn Homes

Figure 11-26: Meadow planting at N81 Cycle scheme. Source: Áit

Lighting

Lighting should Align with existing lighting where possible and avoid upward light spill and light pollution to neighbouring dwellings. Apply same considerations as chapter 11.4 for details on lighting.

Figure 11-27: Example of full cut off residential lighting

Signage

Signage along the green spine should avoid obstructing pedestrians and cyclists.

Clear signage should be implemented in areas where the active travel route is shared between cyclists and pedestrians, and clear signage should be added to areas where the road is shared with vehicles and cyclists.

Figure 11-28: Example of shared active travel signage

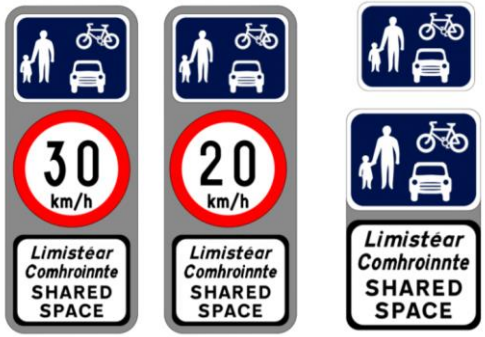


Figure 11-29: Shared Road signage

Signage should also be introduced in areas with meadow planting, informing residents and authorities the reason for the meadows. 'Don't Mow' signage could also be introduced.

Figure 11-30: Example of 'Don't Mow' signage

11.4. CY 03-03: Barnageeragh Road

Existing Conditions

Barnageeragh Road is approximately 2.3km-long and serves as a key connector within Skerries' transport network. It runs from Balbriggan Road in the northwest as far as Dublin Road in the southeast.

Figure 11-31: Overview of Barnageeragh Road.

Residential development is primarily located along the northern side of the road, with Skerries Educate Together N.S. also located on this side.

The southern side provides access to Skerries Railway Station and Skerries Point Shopping Centre.

The Barnageeragh Road is also a key public transport corridor, hosting several bus stops. It also has strong potential to become a core active travel corridor.

Footpaths are present on the northern side of the road and are generally continuous. On the southern side, footpath provision is minimal, reflecting the lack of residential development on this side.

A two-way cycle track is present on the north side of the road, running from the entrance to Selskar Court as far as the Balbriggan Road junction. The track from Selskar Court to the Educate Together is a narrow 1.8 metres but widens after this point to a more comfortable width for the remainder of its length.

Posted speed on Barnageeragh Road is 50km / hr, with 30km / hr zones in place at residential access points. However, most of the junctions have wide corners, creating long crossing distances with no designated crossings. These widths also encourage higher vehicle speeds, ultimately undermining the effectiveness of the 30km / hr slow zones.

Opportunities

Several locations on Barnageeragh Road were identified for junction tightening and provision of improved pedestrian crossings. These measures aim to enhance safety, reduce car-dominance, and create more direct, accessible routes for pedestrians.

A number of links have also been identified for formalisation, as well as opportunities for creating new connections. These measures have potential to greatly enhance permeability and strengthen overall connectivity between key destinations.

The above measures will complement the wider proposed cycle network, including the Green Spine and feeder routes, to create more integrated and accessible access to Barnageeragh Road, and to Skerries Railway Station.

Considerations

Design Manual for Urban Roads and Streets

The Barnageeragh Road will act as a key utility route, linking residential areas to schools, shops, services and public transport.

DMURS advises that an absolute **minimum footpath width of 1.8m** be provided for two people to pass each other comfortably.

Cycle Design Manual

The Cycle Design Manual (2023) provides guidance on selecting appropriate cycling facilities based on traffic volumes and speeds.

For Barnageeragh Road, where a 30 km/h speed limit is proposed and recorded two-way peak hour volumes are **862 vehicles in the AM peak and 860 in the PM peak**, the following considerations apply:

- Mandatory cycle lanes may not be suitable for all users, and may exclude some potential users ;
- Mixed traffic provision is also not suitable.

Options Assessment

The optioneering study for Barnageeragh Road has been divided into two distinct sections, based on the provision (or absence) of existing cycling facilities:

- **Section 1:**
  This section extends from Balbriggan Road in the northwest to Selskar Court. A two-way cycle track is currently provided along the northern side of the road, which narrows south of the Educate Together N.S.
- **Section 2:**
  This section extends from the entrance to Selskar Court as far as Dublin Road. No cycling facilities are currently provided in Section 2.

All Options besides the "Do Nothing" Option incorporate **public realm enhancements and traffic calming measures,** considered "Do-Minimum" interventions. These measures include:

- Safe crossings at junctions, key desire lines, and entrances;
- Reduced speed limit of 30km / hr;
- Improvements to both major and minor junctions (junction tightening, reduce corner radii);
- General traffic calming features.

Section 1

Table 11-12: Section 1 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 4	Protected Cycling Facilities + Footpaths (both sides)
Option 5	Two-Way Cycle Track (South)
Option 6	Green Shared Active Travel Facility (South)
Option 7	Shared Active Travel Facility (both sides)
Option 9	Two-Way Cycle Track + Footpaths (both sides)

All options besides Options 1, 2, 3 and 8 passed initial sifting and were carried forward for Multi-Criteria Analysis (MCA).

While the Do-Nothing Option 1 failed the initial sifting, it is included in the MCA as a control case.

Table 11-13: Section 1 – Summary of MCA.

Criteria	1	4	5	6	7	9
Cycle Friendly Environment & Facilities						
Economy						
Strategic Planning and Integration						
Connectivity						
Towns and Villages						
Safety Impacts						
Climate Change & Local Environment Impacts						

Section 2

Table 11-14: Section 2 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 3	Two-Way Cycle Track (North)
Option 4	Protected Cycling Facilities + Footpaths (both sides)
Option 9	Two-Way Cycle Track (South)
Option 10	Shared Active Travel Facilities (both sides)

All options besides Options 3, 4, 9 and 10 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

While the Do-Nothing Option 1 failed the initial sifting, it is included in the MCA as a control case.

Table 11-15: Section 2 – Summary of MCA.

Criteria	1	3	4	9	10
Cycle Friendly Environment & Facilities					
Economy					
Strategic Planning and Integration					
Connectivity					
Towns and Villages					
Safety Impacts					
Climate Change & Local Environment Impacts					

Emerging Preferred Option

Section 1, Option 4: Protected Cycling Facilities + Footpaths (both sides)

The Preferred Option for Barnageeragh Road proposes fully protected cycling facilities and footpaths on both sides of the carriageway. This provides high-quality infrastructure for pedestrians and cyclists, improving both safety and ease of movement.

Additionally, there is sufficient space remaining after the provision of these facilities to retain existing landscaping elements, maintaining the amenity of the corridor.

Section 2, Option 4: Protected Cycling Facilities + Footpaths (both sides)

Fully protected cycling facilities and footpaths on both sides of the carriageway are again proposed for Section 2 of Barnageeragh Road. This balanced allocation of space accommodates all road users, including motorists, within a relatively constrained cross-section.

For Section 2, retention of all existing on-street parking provision is also proposed, maintaining existing access to public transport.

Figure 11-32: Indicative photomontages showing proposed improvements to Barnageeragh Road. Source: Áit.

Paving

A simple and robust paving treatment should be used along the Barnageeragh road to accommodate heavy foot fall and cycle traffic.

The cycle track along both sides of the road can be surfaced with a high-quality red or buff asphalt to meet NTA regulations.

Footpaths along the Barnageeragh road can be surfaced with high quality concrete flag paving or in-situ concrete with a brushed finish

Different material treatment should be used for seating areas along the road to differentiate between spaces. Options to consider here include a decorative in-situ concrete with an exposed glass/ stone aggregate finish to match the shared active travel areas in the town centre, or a natural limestone paving to match that of the seating areas in the town centre. *(see chapter 11.2 for images)*

Furniture

Furniture should be chosen to relate to its location and local distinctiveness and reinforce a sense of place. It should also match seating proposed in the town centre and along the green spine to create a cohesion among spaces within the wider context of Skerries.

Cycle stands should be introduced at seating areas and areas of open space.

Informal seating, such as boulders and wood logs can be added across more open spaces while also encouraging informal play.

Planting

There is a significant Carder Bee population along the Barnageeragh road, and consideration for the bee should be taken into account in plant selection.

The Carder Bee is a bumblebee whose numbers are in moderate decline in Ireland, now largely confined to the coastline, particularly in the east of the country.

Carder bee friendly meadows and underplanting should be introduced and enhanced where possible along the road, especially in areas where the bee has been recorded.

Table 11-16: Records of Carder Bee locations along Barnageeragh Road

Record	Location	Most recent	Source
A	Ballast Pit	2020	NBDC/C. Heaseman
B	Ballast Pit pitches	2020	NBDC/C. Heaseman
G	Kelly's Bay Parade	2019	NBDC/Hugh Early
H	Barnageeragh Road	2020	C. Heaseman

Figure 11-33: Records for Moss Carder Bees, Skerries. Source: Action Plan for the Large Carder Bee in Skerries.

The life of a nest is only about 3 months with June-August being the peak months for this bee. The colony will die out during September with the new queen going into hibernation below ground until next spring, so this is the time meadows should be cut back.

The Large Carder Bee has been recorded as travelling only 125 metres from its nest which is unusually low, so consideration needs to be taken in the distance between meadow planting, and act as a stepping stone for the bee.

The Carder Bee is very particular in terms of what it likes to eat, so consideration should be taken to ensure all meadows are planted with Carder Bee-friendly plants.

Table 11-17: Plants for the Carder Bee

Common name	Scientific name
Red Clover	*Trifolium pratense*
Common Knapweed	*Centaurea nigra*
Dandelion	*Taraxacum agg.*
Kidney Vetch	*Anthyllis vulneraria*
Birds foot trefoil	*Lotus corniculatus*
Devil's-bit Scabious	*Succisa pratensis*
White Clover	*Trifolium repens*
Vetch	*Vicia sp*
Phacelia	*Phacelia sp.*
Lavender	*Lavendula sp.*
Catmint	*Nepeta sp.*
Deadnettles	*Lamium sp.*
Bell Heather	*Erica cinerea*
Sheepsbit	*Jasione montana*
Sea Mayweed	*Tripleurospermum maritimum*

Play

Natural/informal play areas can be introduced along the road in areas of open space and near schools, featuring boulders, earth mounding, logs and stepping stones to encourage child led play and play for all ages. Using natural elements to create play areas can transform underused green spaces into vibrant community hubs, increase biodiversity, and provide sustainable, low-maintenance alternatives to conventional playgrounds.

Lighting

Lighting should Align with existing lighting where possible and avoid upward light spill and light pollution to neighbouring dwellings. Apply same considerations as chapter 11.4 for details on lighting.

Signage

Apply same considerations as chapter 11.3 for details on signage.

11.5. CY 03-04: Balbriggan Road

Existing Conditions

The optioneering study for Balbriggan Road (R127) has been conducted from its intersection with the proposed Fingal Coastal in the north, to its junction with the Dublin Road in the south.

Figure 11-34: Overview of Balbriggan Road.

The study excludes any segments overlapping with the Fingal Coastal Way, as that route is being delivered under a separate project.

In Section 1, footpaths are only present on the northern side for most of its length, with approximately 110m of missing footpath on the southern side. The northern footpath is obstructed by parked cars, street furniture and lighting poles. Footpaths are present on both sides of Section 2 but are similarly obstructed.

A lack of safe pedestrian crossing were noted in both sections.

Instances of informal parking were observed in both sections, with cars parked on grass verges and footpaths. Most properties on Balbriggan Road lack off-street parking, contributing to on-street parking demand.

The current environment on Balbriggan Road is unsafe for cyclists, with a 50km / hr posted speed limit and no cycling infrastructure in place. The road is spatially constrained throughout, limiting the feasibility of dedicated cycle lanes.

Junctions throughout Balbriggan Road are wide and allow vehicles to turn at high speeds, posing safety risks to all road users, particularly vulnerable road users. The Dublin Road junction is signal-controlled, but the narrow footpath means waiting pedestrians often obstruct the path itself.

Opportunities

There is an opportunity to provide enhanced gateway treatments on Balbriggan Road, signifying to drivers they have entered an urban area where pedestrians and cyclists are present.

Opportunities were also identified to deliver a traffic-calmed environment for pedestrians and cyclists, providing safer access to key services and facilities situated further south, including Skerries Community College.

Clear desire-lines created by school-children were identified on the 'island' green area just outside of Skerries Community School. This presents an opportunity to establish a formalised pathway through the space.

Provision of speed ramps, improved signage, road-markings, school-zone treatments, and a speed limit reduction to 30km / hr have all been identified as potential traffic-calming measures for Balbriggan Road.

Throughout Balbriggan Road, opportunities for public realm improvements to create a more welcoming environment were also identified.

Considerations

Design Manual for Urban Roads and Streets

While Balbriggan Road is officially classified as a regional road, it functions as a link route within Skerries.

According to DMURS, recommended carriageway widths are based on street type and design speed. For link streets with a low to moderate design speed, such as Balbriggan Road, **a carriageway width of 5.5 to 6.5 metres is advised.**

Cycle Design Manual

The Cycle Design Manual (2023) provides guidance on selecting appropriate cycling facilities based on traffic volumes and speeds.

For Balbriggan Road, where a 30 km/h speed limit is proposed and recorded **two-way peak hour volumes are 638 PCUs in the AM peak and 473 in the PM peak**, the following considerations apply:

- Mandatory cycle lanes may not be suitable for all users, and may exclude some potential users;
- Mixed traffic provision is also not suitable.

Options Assessment

The optioneering study for Balbriggan Road has been divided into two distinct sections for ease of assessment:

- **Section 1 (Balbriggan Road):** This section extends from the intersection with North Strand to the Seacrest junction.
- **Section 2 (Balbriggan Street):** This section extends from the Seacrest junction to the Dublin Road junction.

All Options besides the "Do Nothing" Option incorporate **public realm enhancements and traffic calming measures,** considered "Do-Minimum" interventions. These measures include:

- Footpaths provided on both sides of the road within an area in the charge of the Council;
- Safe pedestrian crossings at junctions, key desire lines, and entrances;
- Improvements to both major and minor junctions;
- General traffic-calming features to enhance safety and accessibility, including gateway treatments / transition zones, and front-of-school interventions.

Section 1

Table 11-18: Section 1 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 3	Cycle Tracks (East) + 1-way Vehicular Traffic (Northbound)
Option 4	Cycle Tracks (West) + 1-way Vehicular Traffic (Southbound)
Option 10	Shared Active Travel Facility (North)
Option 11	Shared Active Travel Facility (South)
Option 12	Shuttle System

All options besides Options 3, 4, 10, 11 and 12 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

While the Do-Nothing Option 1 failed the initial sifting, it is included in the MCA as a control case.

Table 11-19: Section 1 – Summary of MCA.

Criteria	1	3	4	10	11	12
Cycle Friendly Environment & Facilities						
Economy						
Strategic Planning and Integration						
Connectivity						
Towns and Villages						
Safety Impacts						
Climate Change & Local Environment Impacts						

Section 2

Table 11-20: Section 2 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 3	Cycle Tracks (East) + 1-way Vehicular Traffic (Northbound)
Option 4	Cycle Tracks (West) + 1-way Vehicular Traffic (Southbound)
Option 10	Shared Active Travel Facility (North)

All options besides Options 3, 4 and 10 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

While the Do-Nothing Option 1 failed the initial sifting, it is included in the MCA as a control case.

Table 11-21: Section 2 – Summary of MCA.

Criteria	1	3	4	10
Cycle Friendly Environment & Facilities				
Economy				
Strategic Planning and Integration				
Connectivity				
Towns and Villages				
Safety Impacts				
Climate Change & Local Environment Impacts				

Emerging Preferred Options

Section 1, Option 10: Shared Active Travel Facility (North)

The Preferred Option for Balbriggan Road proposes a Shared Active Travel Facility on the northern side of the carriageway. This improves safety, comfort and navigability for all users by separating cyclists from vehicular traffic, while also maintaining existing traffic flows and circulation patterns within the town centre.

Locating the Shared Facility on the northern side of e carriageway additionally offers more direct access to adjacent housing, improving usability and safety for residents.

It is also proposed that existing informal parking towards the southern end of Balbriggan Road be formalised.

Section 2, Option 10: Shared Active Travel Facility (North)

The Preferred Option proposes almost identical measures for Balbriggan Street (Section 2). The Shared Active Travel Facility on the northern side would continue through Section 2, improving safety and comfort for pedestrians and cyclists, residents included.

Existing informal parking is again proposed to be formalised on Balbriggan Street.

11.6. CY 01-01: Dublin Road

Existing Conditions

The optioneering study for Dublin Road (R127) extends from its intersection with Church Street / Thomas Hand Street south as far as the Miller's Lane roundabout.

For the purpose of options selection, Dublin Road (R127) was divided into **three distinct sections**:

- **Section 1:**
  This section extends from the Miller's Lane Roundabout to the junction with Station Rd.
- **Section 2:**
  This section extends from the Station Rd. junction to the junction with Balbriggan Rd.
- **Section 3:**
  This section extends from the Balbriggan Rd. junction to the junction with Church St. / Thomas Hand St.

On-site assessment of Dublin Road identified a number of key challenges across all three sections, including long stretches of absent footpath; a lack of cycling facilities; overly-wide junctions; and constrained widths in places.

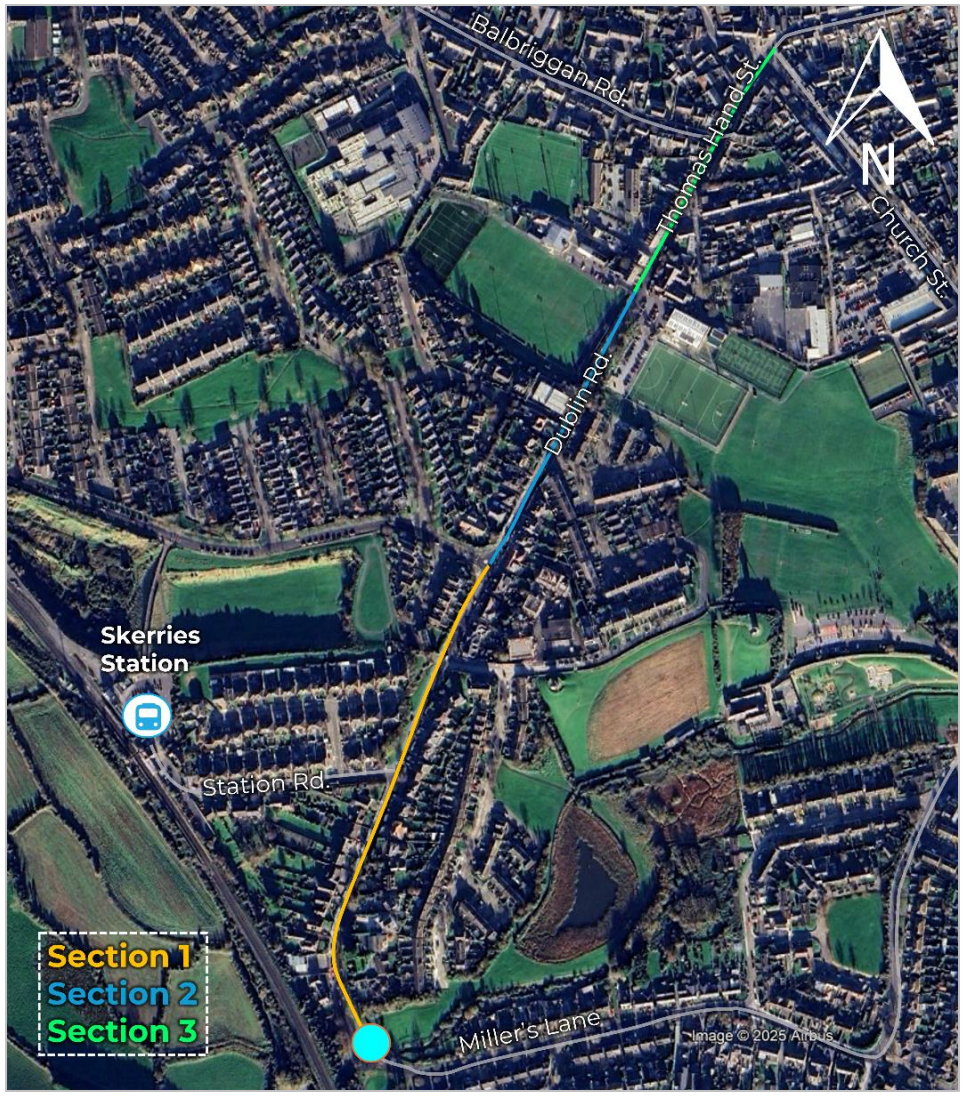


Figure 11-35: Overview of Dublin Road, with Sections 1 – 3 identified.

Opportunities

A need was identified for improvement of the existing pedestrian environment on Dublin Road. Given the constrained nature of some sections of Dublin Road, this should be prioritised over the delivery of segregated cycling facilities.

Inadequate and / or missing footpaths can marginalize pedestrians and vulnerable users. Addressing these issues on Dublin Road will not only help to improve Skerries walkability, but overall social equity as well.

Figure 11-36 below highlights key areas where opportunities to provide new footpaths and improve existing footpaths were identified.

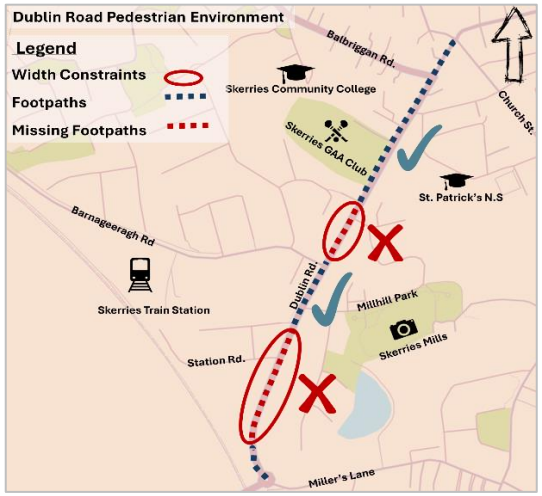


Figure 11-36: Pedestrian improvement opportunities.

Opportunities were also identified for junction improvements, and for improved links to Skerries Train Station.

Considerations

Design Manual for Urban Roads and Streets

Dublin Road functions as a residential street and main arterial route into Skerries Town Centre.

DMURS advises that an absolute minimum footpath width of 1.8m be provided for two people to pass each other comfortably.

Cycle Design Manual

The Cycle Design Manual (2023) provides guidance on selecting appropriate cycling facilities based on traffic volumes and speeds.

For Dublin Road, where a 30 km/h speed limit is proposed, the following two-way peak hour traffic volumes were recorded at two separate locations:

2-way traffic flow (PCUs)	AM Peak	PM Peak
N. of the Dublin Rd. / Barnageeragh Rd. junction	704	654
S. of the Dublin Rd. / Barnageeragh Rd. junction	1067	937

The following considerations apply:

- Mandatory cycle lanes may not be suitable for all and may exclude some potential users.
- Mixed traffic provision is not suitable.

Options Assessment

Across Sections 1 – 3, all options besides Option 1 ("Do Nothing") incorporate public realm enhancements and traffic-calming measures – considered "Do Minimum" interventions.

For all three Sections, these measures include:

- Footpaths provided on both sides of the road within area in charge of the Council;
- Reduced speed limit of 30 km/h;
- Safe pedestrian crossings at junctions, key desire lines, and entrances;
- Improvements to both major and minor junctions;
- General traffic calming features to enhance safety and accessibility, including gateway treatments / transition zones, and front-of-school interventions.

Section 1

Table 11-22: Section 1 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Footpaths on both sides
Option 3	Mixed-traffic environment

All options besides Options 2 and 3 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-23: Section 1 - Summary of MCA.

Criteria	1	2	3
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Section 2

Table 11-24: Section 2 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Footpaths on both sides
Option 4	Shared Active Travel Facility (west)

All options besides Options 2 and 4 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-25: Section 2 - Summary of MCA.

Criteria	1	2	4
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Section 3

Table 11-26: Section 3 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 3	Shared Active Travel Facility (east)
Option 4	Shared Active Travel Facility (west)
Option 5	Shared Active Travel Facility (both sides)

All options besides Options 3, 4 and 5 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-27: Section 3 - Summary of MCA.

Criteria	1	3	4	5
Cycle Friendly Environment & Facilities				
Economy				
Strategic Planning and Integration				
Connectivity				
Towns and Villages				
Safety Impacts				
Climate Change & Local Environment Impacts				

Emerging Preferred Option

Section 1, Option 2: Footpaths on both sides

The Preferred Option proposes pedestrian improvements as a first priority, in line with the NIFTI and DMURS User Hierarchies for sustainable transport and active travel.

Footpaths on both sides of the carriageway would address gaps in the network, providing access to amenities and facilities on the eastern side not currently served. These include the Mills, Skerries Tennis Club, and Skerries Community Centre further north.

Due to constrained widths, provision of dedicated cycling facilities was not considered appropriate for Section 1 of Dublin Road. Cycle links will instead be provided through separate permeability improvements, and via Quietway links.

Strategic junction upgrades incorporating pedestrian crossings are also proposed for Section 1.

Section 2, Option 2: Footpaths on both sides

As in Section 1, footpath improvements are prioritised for Section 2. Footpath provision on both sides will again provide better access to amenities and facilities on the eastern side of Dublin Road.

Junction upgrades including pedestrian crossings will complement these improvements.

Section 3, Option 5: Shared Active Travel Facility (both sides)

The greater availability of space in Section 3 makes provision of higher-quality active travel facilities more feasible. The Preferred Option proposes Shared Active Travel Facilities on both sides of Section 3. These facilities offer an efficient, flexible approach that encourages active travel uptake and removes barriers to cycling, particularly at more constrained sections of the corridor.

Provision of Shared Facilities will also require a reduction in carriageway width, resulting in a natural traffic-calming effect which further improves safety for all users.

The Preferred Option also incorporates scope for potential new parking arrangements north of the Balbriggan Road junction, benefiting some residents and business owners.

11.7. CY 03-05: Northcliffe Heights

Existing Conditions

Northcliffe Heights (or Harrison's Bay Road) is a north-south link between Barnageeragh Road and the coastal Balbriggan Road. It provides access to a number of residential developments, schools and facilities; such as Kelly's Bay Promenade, Mourne View, Skerries Educate Together N.S. and Réalt na Mara N.S.

Opportunities

The following opportunities are identified:

- Provide footpaths and dedicated cycling facilities between Kelly's Bay Promenade and Bus Stop 3802.
- Connect future walking and cycling facilities to the Kelly's Bay Cycle Path.
- Improve junctions such as Mourne View, An Claddagh and Kelly's Bay, including tightening corner radii and providing raised crossings.
- Enhance pedestrian safety through the delivery of zebra crossings, speed ramps, signs, road marking and safer crossings.
- Link with the proposed Green Spine, strengthening links between residential areas and the wider active travel network.

Considerations

Design Manual for Urban Roads and Streets

Northcliffe Heights functions as a link route within Skerries.

According to DMURS, recommended carriageway widths are based on street type and design speed. For link streets with a low to moderate design speed, such as Northcliffe Heights, **a carriageway width of 5.5 to 6.5 metres is advised.**

Cycle Design Manual

For Northcliffe Heights Road, where a 30 km/h speed limit is proposed and recorded two-way peak hour volumes are **400 vehicles in the AM peak and 281 in the PM peak,** the following considerations apply:

- **Mixed traffic provision may not be suitable.**

Options Assessment

Options 2 to 8 incorporate public realm enhancements and traffic calming measures (considered "Do-Minimum" interventions):

- Footpaths provided on both sides of the road within area of charge of the council;
- Reduced speed limit of 30 km/h;
- Safe pedestrian crossings at junctions, key desire lines, and entrances;
- Improvements to both major and minor junctions;
- General traffic calming features to enhance safety and accessibility, including gateway treatments / transition zones.

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Mixed traffic + traffic calming measures
Option 3	Mandatory cycle lanes (both sides)
Option 4	Protected Cycle Lanes (both sides)
Option 5	Two-way cycle track (west)
Option 6	Two-way cycle track (east)
Option 7	Shared Active Travel Facility (west)
Option 8	Shared Active Travel Facility (east)

The Do-Nothing (DN) Option 1 and Option 2 both failed the initial sifting. Option 2 is therefore not carried forward for Multi-Criteria Analysis (MCA), however DN Option 1 is included in the MCA as a control case.

Criteria	1	3	4	5	6	7	8
Cycle Friendly Environment & Facilities							
Economy							
Strategic Planning and Integration							
Connectivity							
Towns and Villages							
Safety Impacts							
Climate Change & Local Environment Impacts							

Emerging Preferred Option

Option 4: Protected Cycle Lanes (both sides)

The Preferred Option for Northcliffe Heights proposes protected cycle lanes on both sides of the carriageway. This delivers significant safety and navigability improvements for both pedestrians and cyclists, while still maintaining sufficient carriageway space to accommodate bus movement.

Provision of protected cycle lanes ensures balanced access to residential areas, services, and facilities on both sides of the street. They provide full separation from traffic, creating a safer and more attractive environment for cyclists of all ages and abilities, and minimising potential for conflict between different road users.

Junction improvements are also proposed at Barnageeragh Road, Mourne View, and Balbriggan Road.

11.8. CY 03-06: Golf Links Road

Existing Conditions

Golf Links Road is a 30km/hr residential street, providing a link between Miller's Lane / Shenick Road in the south, and Holmpatrick and the town centre in the northeast. Golf Links Road also provides eastern access into the sports facilities and amenity space at Town Parks.

Opportunities

The key opportunity for Golf Links Road is to deliver improved active travel facilities between Skerries' southern residential areas services and amenities closer to the town centre, including Town Parks and Holmpatrick Church of Ireland.

This builds upon the previous Part 8 planning applications for the construction of the Miller's Lane / Shenick Road / Golf Links Road junction, and the provision of cycling facilities on the southern section of Golf Links Road (not assessed as part of this scheme).

Considerations

Design Manual for Urban Roads and Streets

Northcliffe Heights is a residential street which also functions as a utility route linking residential areas south Skerries to services and amenities closer to the town centre.

According to DMURS, recommended carriageway widths are based on street type and design speed. For link streets with a low to moderate design speed, such as Golf Links Road, **a carriageway width of 5.5 to 6.5 metres is advised.**

Cycle Design Manual & Traffic Survey Data

The Cycle Design Manual (2023) provides guidance on selecting appropriate cycling facilities based on traffic volumes and speeds.

For Golf Link Road, where a 30 km/h speed limit is proposed and recorded two-way peak hour volumes are **254 PCUs in the AM peak and 292 in the PM peak**, the following considerations apply:

- Mixed traffic provision may not be suitable for all and may exclude some potential users.

Options Assessment

Golf Links Road was divided into **two sections** (1 and 2) for optioneering purposes**.**

Figure 11-37: Golf Links Road, split into Sections 1 and 2.

Options 2 to 8 incorporate **public realm enhancements and traffic calming measures** (considered "Do-Minimum" interventions). All six options include:

- Footpaths provided on both sides of the road within area in charge of the Council;
- Reduced speed limit of 30 km/h;

- Safe pedestrian crossings at junctions, key desire lines, and entrances;
- Improvements to both major and minor junctions;
- General traffic calming features to enhance safety and accessibility.

Section 1

Table 11-28: Section 1 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 4	Shared Active Travel Facility (east)
Option 8	Two-Way Cycle Track (east)

All options besides Options 4 and 8 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-29: Section 1 - Summary of MCA.

Criteria	1	4	8
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Section 2

Table 11-30: Section 2 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 3	Shared Active Travel Facility (west)
Option 4	Shared Active Travel Facility (east)

All options besides Options 3 and 4 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-31: Section 2 - Summary of MCA.

Criteria	1	3	4
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Emerging Preferred Option

Section 1, Option 8: Two-Way Cycle Track (East)

The Preferred Option proposes a two-way cycle track on the eastern side of Golf Links Road, allowing a greater of degree residential access than if delivered on the western side, and also preserving existing mature trees.

An eastern cycle track also maximises north-south connectivity by functioning as an extension of the cycling facilities already proposed in the Part 8 planning application for the Miller's Lane / Shenick Road / Golf Links Road Junction.

Section 2, Option 4: Shared Active Travel Facility (East)

Due to the more constrained available space in Section 2, a Shared Active Travel Facility is proposed on the eastern side of the road. This would maintain existing traffic flows and circulation patterns, while maximising access to Holmpatrick Church of Ireland, and to town centre services further north via the proposed facilities on Holmpatrick.

The Shared Active Travel Facility would also function as a further extension to the Miller's Lane / Shenick Road / Golf Links Road Junction Part 8 scheme, in tandem with Section 1.

Junction improvements including pedestrian crossings are also proposed for the Sherlock Park Junction and Holmpatrick Junction.

11.9. CY 03-07: Holmpatrick

Existing Conditions

The optioneering for Holmpatrick incorporated the section from the junction with Church Street / Strand Street to the intersection with the Mews, in order to prevent overlap / impacts on the Fingal Coastal Way.

For the purpose of options selection, Holmpatrick was divided into **three distinct sections**:

- **Section 1:**
  This section is largely situated within the town centre and extends from the Church St. / Strand St. junction in the north to the Miller's Lane junction in the south.
- **Section 2:**
  This section extends from the southern end of Section 1 for approx. 110m southwards towards the Miller's Lane Junction.
- **Section 3:**
  This section is largely residential and extends from Miller's Junction to just north of its intersection with the Fingal Coastal Way.

Figure 11-38: Overview of Holmpatrick, with Sections 1 – 3 and the adjacent Fingal Coastal Way identified.

On-site assessment of Holmpatrick identified a number of key challenges across all three sections, including a lack of cycling facilities throughout, and instances of informal on-street parking towards the north and central sections of Holmpatrick.

Opportunities

A need was identified for improvement to active travel accessibility on Holmpatrick. Opportunities to improve accessibility include provision of dedicated cycling infrastructure, reduction of speeds from 50km/h, and improvements to safety at junctions.

Towards the southern end of Holmpatrick, scope was also identified for a potential transition zone, signalling to drivers to slow down as they enter Skerries' urban area.

The opportunity was also identified to tie-in with the adjacent Fingal Coastal Way, delivered as part of a separate scheme.

Considerations

Design Manual for Urban Roads and Streets

Holmpatrick functions as a residential street and main arterial route into Skerries Town Centre.

DMURS advises that an absolute minimum footpath width of 1.8m be provided for two people to pass each other comfortably.

Cycle Design Manual

The Cycle Design Manual (2023) provides guidance on selecting appropriate cycling facilities based on traffic volumes and speeds.

For Holmpatrick, where a 30 km/h speed limit is proposed; traffic volumes are:

2-way traffic flow (PCUs)	AM Peak	PM Peak
North of the Holmpatrick / Miller's Lane junction	577	591
South of the Holmpatrick / Miller's Lane junction	362	371

The following considerations apply:

- To the north of the junction, mandatory cycle lanes may not be suitable for all and may exclude some potential users.
- To the north of the junction; mixed traffic provision is not suitable.
- To the south of the junction, mixed traffic provision may not be suitable for all and may exclude some potential users.

Options Assessment

All Options besides the "Do Nothing" Option incorporate **public realm enhancements and traffic calming measures,** considered "Do-Minimum" interventions. These measures include:

- Provision of dedicated cycling facilities;
- Reduced speed limit of 30 km/h;
- Safe pedestrian crossings at junctions, key desire lines, and entrances;
- Improvements to both major and minor junctions;
- General traffic calming features to enhance safety and accessibility, including gateway treatments / transition zones.

Section 1

Table 11-32: Section 1 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 6	Two-Way Cycle Track (East)
Option 10	Protected Cycle Lanes (both sides)

All options besides Options 6 and 10 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-33: Section 1 - Summary of MCA.

Criteria	1	6	10
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Section 2

Table 11-34: Section 2 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 3	Protected Cycle Lanes (both sides)
Option 7	Shared Active Travel Facility (both sides)

All options besides Options 3 and 7 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-35: Section 2 - Summary of MCA.

Criteria	1	3	7
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Section 3

Table 11-36: Section 3 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 5	Shared Active Travel Facility (west)
Option 7	Shared Active Travel Facility (both sides)

All options besides Options 5 and 7 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-37: Section 3 - Summary of MCA.

Criteria	1	5	7
Cycle Friendly Environment & Facilities			
Economy			
Strategic Planning and Integration			
Connectivity			
Towns and Villages			
Safety Impacts			
Climate Change & Local Environment Impacts			

Emerging Preferred Options

Section 1, Option 10: Protected Cycle Lanes (both sides)

The Preferred Option for Holmpatrick proposes protected cycle lanes on both sides of the carriageway. Fully protected lanes would offer additional comfort and safety for cyclists, while also supporting the delivery of a continuous and interconnected cycle network for Skerries by connecting to the proposed active travel facilities on Strand Street and Golf Links Road.

Rationalisation of parking is also proposed for Holmpatrick, with a priority being to remove or alter existing perpendicular parking to make better use of available space. This would contribute to an improved public realm and greater capacity for placemaking features on Holmpatrick, creating a more vibrant and attractive southern approach to Skerries Town Centre.

Junction improvements including pedestrian crossings are also proposed for the junction with Church Street and Strand Street.

Section 2, Option 7: Shared Active Travel Facility (both sides)

Section 2 of Holmpatrick is significantly narrower than Section 1, and as such does not have the capacity for provision of protected cycle lanes. As such, Shared Active Travel Facilities are proposed for both sides of Section 2.

Shared Active Travel Facilities would improve accessibility and safety for cyclists, without impacting existing parking arrangements or the ability of buses to traverse Holmpatrick. This effectively balances the needs of all road users within the available space.

Junction improvements including pedestrian crossings are also proposed for the junction with Golf Links Road.

Section 3, Option 7: Shared Active Travel Facility (both sides)

Section 3 represents the most constrained section of Holmpatrick in terms of available space, with adequate widths not available to provide facilities on both sides of the carriageway. As such, the Preferred Option proposes delivery of a Shared Active Travel Facility on the western side of the carriageway.

Provision of a Shared Facility on the western side of Section 3 still provides complete separation of active travel users from vehicular traffic, fostering a safer and more appealing atmosphere for cyclists of all ages and abilities. Strategic use of space also allows retention of an acceptable carriageway width for buses to continue operating on Holmpatrick.

Cyclists on the opposite of Holmpatrick can still avail of the quieter coastal route immediately to the east, which will form part of the imminent Fingal Coastal Way.

It should be noted that the Fingal Coastal Way is being assessed as part of its own active travel scheme, separate to the Skerries Active Travel Plan.

Delivery of a dedicated pedestrian crossing is also proposed towards the southern end of Section 3, providing a safer connection between the pedestrian entrance to the Mews and Skerries RFC.

11.10. CY 03-08: Millers Lane and Shenick Road

Existing Conditions

For the purpose of options selection, Miller's Lane and Shenick Road were divided into **three distinct sections**:

- **Section 1:**
  The western section of Miller's Lane is primarily residential, with footpaths on both sides separated by a grass verge. Its 2-way traffic system experiences high average daily traffic flows. No cycle facilities are present.
- **Section 2:**
  The eastern section of Miller's Lane is largely similar to Section 1, the key differences being the lack of grass verge and a narrower carriageway. No cycle facilities are present.
- **Section 3:**
  Section 3 comprises Shenick Road and is a primarily residential street with a 2-way traffic system. As in Section 1, grass buffers are present between the carriageway and footpaths.

Figure 11-39: Overview of Miller's Lane and Shenick Road, with Sections 1 – 3 identified.

On-site assessment of Miller's Lane and Shenick Road identified a number of key challenges across all three sections, including a lack of safe crossings at junctions; constrained widths in places; instances of informal parking on grass verges; and 50km / hr speed limit, which poses increased safety risks to pedestrians and cyclists in a residential urban area.

Opportunities

A need was identified for improvement to active travel accessibility on Miller's Lane and Shenick Road. In particular, opportunities to improve accessibility include provision of dedicated cycling infrastructure, reduction of speeds from 50km/h to 30km/h, and improvements to safety at junctions.

Opportunities also exist to formalise permeability links north to Greenlawns and the Mill Pond, and to Dublin Road, Town Parks and Skerries Town Centre beyond.

Scope was additionally identified for any improvements on the two streets to tie-in with the previously approved active travel facilities proposed for the lower Golf Links Road, as well as the approved reconstruction of both the Dublin Road Roundabout and the junction with Golf Links Road.

Considerations

Design Manual for Urban Roads and Streets

Holmpatrick functions as a residential street and a utility route across the south side of Skerries.

DMURS advises that an absolute minimum footpath width of 1.8m be provided for two people to pass each other comfortably.

Cycle Design Manual

The Cycle Design Manual (2023) provides guidance on selecting appropriate cycling facilities based on traffic volumes and speeds.

For Miller's Lane and Shenick Road, where a 30km / hr speed limit is proposed, traffic volumes are:

2-way traffic flow (PCUs)	AM Peak	PM Peak
Miller's Lane	627	664
Shenick Road	267	357

The following considerations apply for Miller's Lane:

- Mandatory cycle lanes may not be suitable for all users;
- Mixed traffic provision is not suitable.

The following considerations apply for Shenick Road:

- Mixed traffic provision is not suitable.

Options Assessment

All Options besides the "Do Nothing" Option incorporate public realm enhancements and traffic-calming measures, considered "Do-Minimum" interventions. These measures include:

- Safe crossings at junctions, key desire lines, and entrances;
- Reduced speed limit of 30 km/h;
- Improvements to both major and minor junctions (junction tightening, reduce corner radii);
- General traffic-calming measures.

Section 1

Table 11-38: Section 1 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Shared Active Travel Facilities (North)
Option 3	Shared Active Travel Facilities (South)
Option 4	Mixed-traffic Environment

All options besides Options 2, 3 and 4 failed initial sifting and were not carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-39: Section 1 - Summary of MCA.

Criteria	1	2	3	4
Cycle Friendly Environment & Facilities				
Economy				
Strategic Planning and Integration				
Connectivity				
Towns and Villages				
Safety Impacts				
Climate Change & Local Environment Impacts				

Section 2

Table 11-40: Section 2 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Shared Active Travel Facility (North)
Option 3	Shared Active Travel Facility (South)
Option 4	Mixed-traffic Environment
Option 5	Cycle Lane (North) + Mixed Traffic (South)
Option 6	Cycle Lane (South) + Mixed Traffic (North)

All options besides Options 1 passed initial sifting and were carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-41: Section 2 - Summary of MCA.

Criteria	1	2	3	4	5	6
Cycle Friendly Environment & Facilities						
Economy						
Strategic Planning and Integration						
Connectivity						
Towns and Villages						
Safety Impacts						
Climate Change & Local Environment Impacts						

Section 3

Table 11-42: Section 3 – List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Mixed-traffic Environment
Option 3	Shared Active Travel Facility (North)
Option 4	Shared Active Travel Facility (South)
Option 5	Shared Active Travel Facilities (both sides)
Option 6	Cycle Lane (North) + Mixed Traffic (South)
Option 7	Cycle Lane (South) + Mixed Traffic (North)

All options besides Options 1 passed initial sifting and were carried forward for Multi-Criteria Analysis (MCA).

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the MCA as a control case.

Table 11-43: Section 3 - Summary of MCA.

Criteria	1	2	3	4	5	6	7
Cycle Friendly Environment & Facilities							
Economy							
Strategic Planning and Integration							
Connectivity							
Towns and Villages							
Safety Impacts							
Climate Change & Local Environment Impacts							

Emerging Preferred Option

Section 1, Option 3: Shared Active Travel Facility (South)

The Preferred Option proposed reconfiguration of the carriageway to deliver a Shared Active Travel Facility on the southern side of Section 1, while retaining the existing green verges.

A Shared Active Travel Facility provides improved safety and better access to cyclists navigating Miller's Lane, while a reduction in carriageway width produces a beneficial traffic-calming effect while still maintaining existing traffic flows and circulation patterns.

Delivery of a dedicated pedestrian crossing is also proposed towards the eastern end of Section 1, at the entrance to the Mill Pond permeability link.

Section 2, Option 4: Mixed-traffic Environment

Due to the constrained nature of Section 2, a mixed traffic environment is proposed as opposed to segregated facilities, which are deemed unsuitable.

A mixed traffic environment would see cyclists sharing the carriageway with motor vehicles and would introduce a range of supporting traffic-calming measures. These include a 30km / hr speed limit; carriageway reductions; footpath widening; and delivery of safer crossings at junctions and desire-lines. Scope also exists to incorporate strategic Cycle Bypasses in places, which would further calm traffic.

The above measures benefit users by creating a low-speed environment, enhancing pedestrian, cyclist and motorist safety. It additionally creates a

more pleasant environment for pedestrians, who would not have to share a space with cyclists.

Junction improvements including pedestrian crossings are also proposed for the junction with Sherlock Park.

Section 3, Option 7: Shared Active Travel Facility (South)

The Preferred Option proposes a Shared Active Travel Facility on the southern side of Shenick Road. This would see reduced carriageway widths, resulting in traffic-calming, as well as retention of existing green verges.

Delivery of a Shared Facility on the southern side improves the cycling environment on Shenick Road by providing segregation from traffic. It also provides continuity from the active travel facilities associated with the separate proposed Part 8 scheme for the Miller's Lane / Shenick Road / Golf Links Road Junction.

Junction improvements including pedestrian crossings are also proposed for the junctions with Shenick Drive, Shenick Grove, Downside Park, and Holmpatrick.

11.11. CY 03-09: Millhill Park and Greenlawns

Existing Conditions

Millhill Park is a 30km/hr residential estate, and provides a key link between the Train Station, amenities and the town centre. A continuous wall / rail exists on the southern side of the internal road with pedestrian access to Skerries Mills.

Figure 11-40: Millhill Park's importance as a link route.

Opportunities

The key opportunity for Millhill Park is to create an attractive green link that encourages walking and cycling, and improve permeability and accessibility to Skerries Mills, the Pond, the Railway Station, Town Centre, and South Strand beach.

Opportunities were also identified to formalise permeability links via Millpond to the Greenlawns residential development to the south. There is scope to tie this in with improvements at Millhill Park, with Greenlawns and Millhill Park providing a safer, quieter active travel link compared to the busier Dublin Road.

Considerations

Design Manual for Urban Roads and Streets

Northcliffe Heights functions as a link route within Skerries.

According to DMURS, recommended carriageway widths are based on street type and design speed. For link streets with a low to moderate design speed, such as Northcliffe Heights, **a carriageway width of 5.5 to 6.5 metres is advised.**

Cycle Design Manual & Traffic Survey Data

For Millhill Park, where a 30 km/h speed limit is proposed and recorded two-way peak hour volumes are **66 PCUs in the AM peak and 83 in the PM peak,** all cycle facilities are suitable for most users.

Cycle Design Manual

On Millhill Park, pedestrian surveys indicate that across all assessed sections, the weekend pedestrian density consistently remains well below this threshold.

This suggests that a shared active travel facility is a viable and appropriate option along the corridor, balancing the needs of pedestrians and cyclists without significantly impacting the existing road layout or traffic circulation.

Options Assessment

Millhill Park was divided into **two sections** (1 and 2) for optioneering purposes**.**

Figure 11-41: Millhill Park, split into Sections 1 and 2.

Options 2 to 5 in Sections 1 and 2 incorporate public realm enhancements and traffic calming measures these are considered "Do-Minimum" interventions. These include:

- Safe crossings at junctions, key desire lines, and entrances;
- Reduced speed limit of 30 km/h;
- Improvements to both major and minor junctions (junction tightening, reduce corner radii);
- General traffic calming features.

Section 1

Table 11-44: Section 1 - List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Shared Active Travel Facility (S.)
Option 3	Shared Active Travel Facility (N.)
Option 4	Mixed Traffic Environment

The Do-Nothing Option 1 and Option 5 both failed the initial sifting. Option 5 is therefore not carried forward for Multi-Criteria Analysis (MCA), however DN Option 1 is included in the MCA as a control case.

Table 11-45: Section 1 - Summary of MCA.

Criteria	1	2	3	4
Cycle Friendly Environment & Facilities				
Economy				
Strategic Planning and Integration				
Connectivity				
Towns and Villages				
Safety Impacts				
Climate Change & Local Environment Impacts				

Section 2

Table 11-46: Section 2 - List of Options

Option	Description
DN (Option 1)	Do Nothing (kept as control option)
Option 2	Shared Active Travel Facility (S.)
Option 3	Shared Active Travel Facility (N.)
Option 4	Mixed Traffic Environment
Option 5	One-way Cycle Track on both sides

The Do-Nothing Option 1 failed the initial sifting; however, it is included in the Multi-Criteria Analysis (MCA) as a control case.

Table 11-47: Section 2 - Summary of MCA.

Criteria	1	2	3	4	5
Cycle Friendly Environment & Facilities					
Economy					
Strategic Planning and Integration					
Connectivity					
Towns and Villages					
Safety Impacts					
Climate Change & Local Environment Impacts					

Emerging Preferred Option

Section 1, Option 4: Mixed-Traffic Environment

The Preferred Options proposes a Mixed-Traffic Environment on Section 1 of Millhill Park. This would see cyclists sharing the carriageway with motorists, supported by a range of traffic-calming measures. These measures would include carriageway reductions; footpath widening; and provision of appropriate road-markings and signage clearly denoting a low-speed, mixed-traffic environment.

Junction improvements including pedestrian crossings are also proposed for the junctions with Dublin Road and Greenlawns.

Section 2, Option 4: Mixed-Traffic Environment

It is proposed that the Mixed-Traffic Environment would continue in Section 2 as in Section 1, with the same set of supporting measures.

11.12. Supporting Measures and schemes outside the corridors

Overview

As part of the scheme assessment process, a range of supporting measures were identified for inclusion in the Skerries Active Travel Plan, as well as schemes which fell outside of the main transport corridors.

Each of these supporting measures aligns with the Plan's key transport objectives and contributes to the overarching aims of the Skerries Active Travel Plan. On this basis, the need to undertake a full Multi-Criteria Analysis was not considered essential.

Pedestrian Crossing Schemes

The Plan has identified locations for improvement of existing or delivery of new pedestrian crossings. Priority is given to areas of significant pedestrian demand, such as close to schools and shopping thoroughfares.

Further detail on locations for pedestrian crossing schemes is provided in Section 9.2 of this Plan *(see Figure 9-5 and Table 9-2)*.

Junction Tightening Schemes

Locations for prioritisation of junction tightening schemes have also been identified as part of the Skerries Active Travel Plan.

These include both key junctions along strategic transport corridors, as well as local junctions at the entrance to – or within – developments or local streets.

Selection prioritised critical areas of high pedestrian activity such as schools, community centres, and public transport stops.

Further details are provided in Section 9.2 of this Plan *(see Figure 9-6 and Table 9-3)*.

Front of School Interventions

A number of school have been identified for delivery of Front-of-School Interventions as part of the Skerries Active Travel Scheme.

Front-of-School Interventions support safer, more enjoyable trips to school on foot and by bicycle through provision of a range of strategic traffic-calming and placemaking interventions.

Further details are provided in Section 9.2 of this Plan *(see Figure 9-7 and Table 9-4)*.

Liveable Laneways

As part of the Skerries Active Travel Plan, indicative routes for inclusion in a Liveable Laneways Strategy were identified.

Key elements of Liveable Laneways include improvement of sightlines; improved lighting; promoting active frontages; integrating sustainable drainage systems; and introduce public art to the laneways.

Further details are provided in Section 9.2 of this Plan *(see Figure 9-9 and Table 9-5)*.

Public Realm Strategy

The Plan addresses potential public realm improvements for Skerries, primarily focusing on the town centre. Measures would ideally build upon and maximise the town's unique coastal character, including its rich heritage and community spirit.

Further details are provided in Section 9.5 of this Plan.

Car Parking

The Plan identified opportunities to develop a more balanced, strategic approach to car-

parking provision in Skerries, in-line with national policy objectives.

Measures proposed focus on ensuring adequate accessibility for all to Skerries Town Centre; maximising efficiency of delivery and servicing bays; and consideration of mobility points, Car Clubs, and dedicated campervan facilities for tourists.

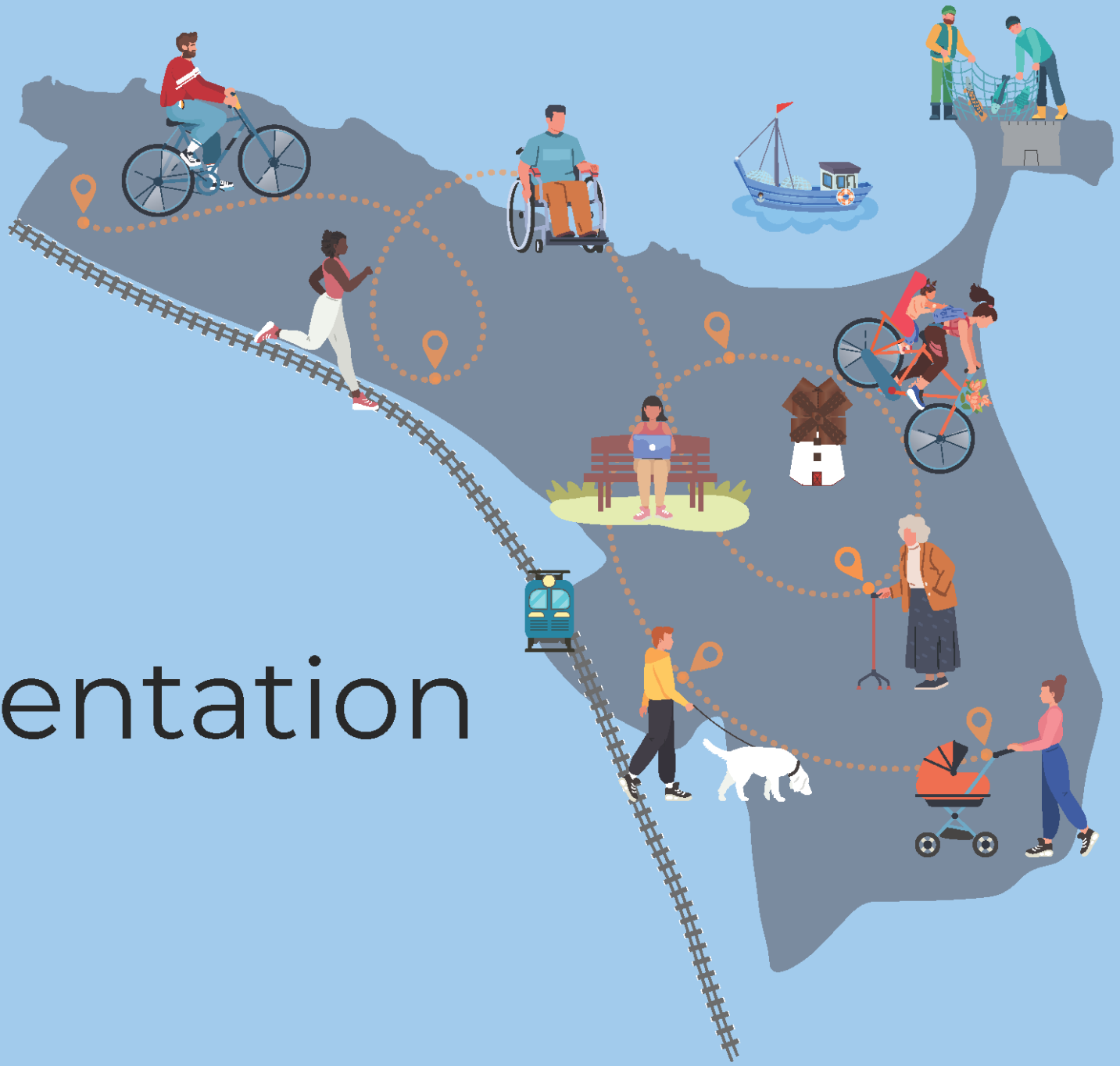
Further details are provided in Section 9.8 of this Plan.

Additional Supporting Measures

A number of additional measures have been identified to support the range of targeted interventions set out in the previous sections of the Skerries Active Travel Plan.

These additional supporting measures are detailed in Section 9.9 of this Plan.

Part C
Implementation



12 Implementation and Priority Plan

12.1. A Phased Approach

A phased approach will be adopted when implementing the Skerries Active Travel Plan. It should be noted that the individual projects put forward by this Plan will be subjected to individual feasibility studies, environmental, archaeological, and architectural assessments, detailed design and any other relevant statutory procedures and consultation with relevant statutory stakeholders.

12.2. A collaborative approach

The successful delivery of the Skerries Active Travel Plan proposals will require collaboration between a broad range of stakeholders, from various Fingal County Council departments, the National Transport Authority, Transport Infrastructure Ireland, Irish Rail, Eastern and Midlands Regional Assembly, advocacy groups, and the wider community of Skerries.

It is acknowledged that each of the projects will require to be appraised individually in terms of feasibility, design, planning, approval, and funding.

12.3. Indicative Implementation Table

Table 12-1 presents an indicative implementation table with suggested timeframes as follows:

Table 12-1: Indicative Implementation Timeframes.

Timeframe	Years from Approval of the Plan
Quick Wins	1-2 years
Short Term	2-4 years
Medium Term	4-6 years
Long Term	6-10+ years

The pace of implementation of some of the Active Travel Strategy will be dedicated by the level of available funding and the length of time to deliver schemes through the planning process.

12.4. Funding and Operation Costs

While this Active Travel Plan has been made possible due to funding from the National Transport Authority's Active Travel Plan, any projects proposed as an outcome of this Active Travel Plan process will also be subject to individual permissions and funding being in place and may itself be consulted upon depending on the scope.

While a significant amount of funding for some projects could be secured through the Council's Capital Programme and the Urban Regeneration and Development Fund. (URDF), other forms of supplementary funding and agreements are likely to be sought including:

- Additional funding from the NTA's Active Travel Investment Programme;
- Site-specific development contributions;
- Development contributions for strategic transport infrastructure.

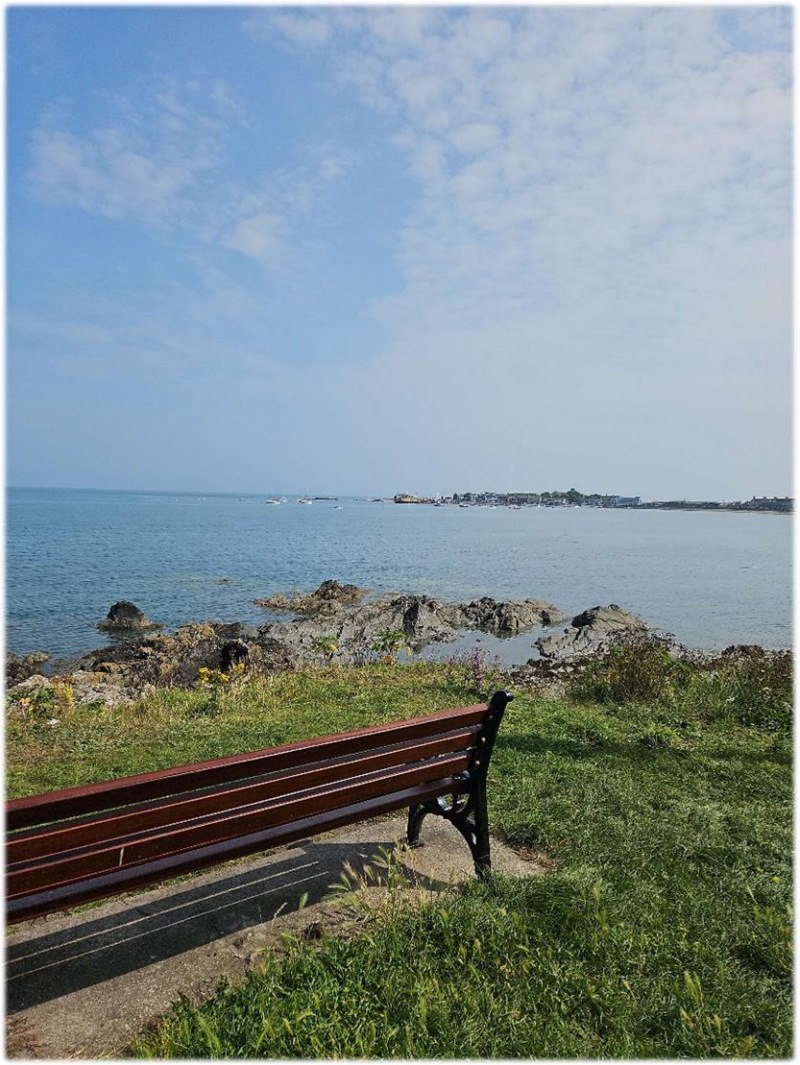


Figure 12-1: View of Skerries Red Island from North Strand.

12.1. Pedestrian and Cycle Network

The pedestrian and cycling networks are closely interrelated, as outlined in Sections 9.2 and 9.3 and illustrated in Figure 12-3 and Figure 12-2. Although the walking and cycling networks were identified independently, they function as complementary elements within the overall active travel framework. The pedestrian crossings and junction tightening measures identified in Section 9.2 are integral components of these corridor schemes and the Front of School Interventions initiatives. As such, they have not been listed separately within the Implementation Plan to avoid duplication.

Figure 12-3: Proposed Walking Network.

Figure 12-2: Proposed Cycling Network.

GS - Green Spine

GS 01 - Green Spine: Phasing and Implementation						
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
GS 01	**Green Spine**	The Green Spine is a proposed 4 m-wide, 4.7 km-long two-way shared route for cyclists and pedestrians. It is a continuous, green pedestrian route connecting key areas, offering a pleasant and safe walking experience. The route is designed to provide direct connections to destinations such as schools, sports pitches, and other local facilities, while integrating seamlessly with the broader cycling network.	Medium	Part 8	Fingal County Council	• Central Government grants (via National Transport Authority) • Carbon Tax Fund • Urban Regeneration and Development Fund (URDF) • Fingal County Council budget • Developer contributions • Sustainable Transport Measures Grants Programme

Figure 12-4: Indicative photomontages of Kelly's Bay (left), Mourne (centre) and Newtown Parks (right) after Green Spine improvements. Source: Áit Urbanism + Landscape Ltd.

CY 01 – Recreational Routes

CY 01 - Recreational Routes: Phasing and Implementation						
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
CY 01-01	**South Strand Promenade**	The South Strand Promenade is a 1.1 km-long upgraded section of the existing promenade, featuring a 4m-wide shared active travel facility. This enhancement preserves the promenade's unique coastal character while connecting open spaces, coastal amenities, and recreational destinations. By encouraging outdoor activity and improving accessibility, the upgrade reinforces Skerries' appeal as a scenic and vibrant coastal town.	Short	Part 8	Fingal County Council	• Central Government grants (via National Transport Authority) • Carbon Tax Fund • Urban Regeneration and Development Fund (URDF) • Fingal County Council budget • Developer contributions • Sustainable Transport Measures Grants Programme
CY 01-02	**Balbriggan Road Recreational Route**	The Balbriggan Road Recreational Route is a 1.8 km-long section forming part of the Fingal Coastal Way. It proposes a 4 m-wide shared active travel facility alongside a new one-way traffic system, operating eastbound in the western section of Balbriggan Road up to the intersection with Northcliffe Heights. The route aims to enhance the overall coastal connectivity, supporting safe and sustainable walking and cycling while integrating with the wider greenway network.	Long	Section-38	Fingal County Council	

CY 02 – Red Island Loop

CY 02: Red Island Loop - Phasing and Implementation					
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**
CY 02	**Red Island Loop**	The FCC's Skerries Harbour Road and Red Island Loop Scheme aims to make the Skerries peninsula a safer, more accessible, and pedestrian-friendly area that encourages social interaction and active travel. The project will feature shared streets on Harbour Road and Red Island car parks with traffic calming measures, an off-road cycle lane along the shoreline near key landmarks like the Martello Tower, and a new open public space at Dorn Lane designed to enhance accessibility, aesthetics, and placemaking. *The project has undergone public consultation and received planning permission, and it is now at the detailed design stage.*	Short	Part 8	Fingal County Council

Figure 12-5: Skerries Harbour Road and Red Island Loop Scheme. Source: Fingal County Council.

CY 03 – Utility Routes

CY 03: Utility Routes - Phasing and Implementation						
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
CY 03-01	**Skerries Town Centre (Church Street, Strand Street and Thomas Hand Street)**	The proposals for the Town Centre include the introduction of a clockwise one-way system along the three principal streets to improve traffic circulation and enhance safety for vulnerable road users. Cycling facilities are proposed throughout the scheme, comprising a contraflow cycle lane on Thomas Hand Street and standard cycle tracks on both sides of Strand Street and Church Street. In addition, the proposals include a series of public realm improvements designed to enhance the overall quality, accessibility, and character of the town centre environment.	Long	Section-38	Fingal County Council	• Central Government grants (via National Transport Authority) • Carbon Tax Fund • Urban Regeneration and Development Fund (URDF) • Fingal County Council budget • Developer contributions • Sustainable Transport Measures Grants Programme
CY 03-02	**Barnageeragh Road**	The proposals for Barnageeragh Road include the provision of footpaths on both sides of the carriageway with improved, even surfaces and fully protected cycling facilities. The scheme also incorporates public realm enhancements, formalised pedestrian crossings, and junction tightening measures to improve safety and accessibility. In the section closer to the railway station, formalised on-street parking is retained to support local access and station users.	Medium	Section-38	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Planning Route	Project Lead	Funding Options
CY 03-03	**Balbriggan Road**	The proposals for Balbriggan Road include provision of a Shared Active Travel Facility on the northern side of the carriageway. It is also proposed that existing informal parking towards the southern end of Balbriggan Road be formalised.	Medium	Section-38	Fingal County Council	
CY 03-04	**Northcliffe Heights**	The proposals for Northcliffe Heights include provision of protected cycle lanes on both sides of the carriageway. Junction improvements are also proposed at Barnageeragh Road, Mourne View, and Balbriggan Road.	Short	Section-38	Fingal County Council	
CY 03-05	**Golf Links Road**	The proposals for Golf Links Road include provision of a 2-way cycle track on the eastern side between Miller's Lane and Sherlock Park, and a Shared Active Travel Facility on the eastern side between Sherlock Park and Holmpatrick.	Medium	Section-38	Fingal County Council	
CY 03-06	**Holmpatrick**	The proposals for Holmpatrick include provision of: • Protected cycle lanes on both sides between Church Street and Rockabill Apartments • Shared Active Travel Facilities on both sides between Rockabill Apartments and Miller's Lane • Shared Active Travel Facilities on the western side between Miller's Lane and the Mews	Long	Section-38	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Planning Route	Project Lead	Funding Options
CY 03-07	**Millers Lane & Shenick Road**	The proposals for Millers Lane & Shenick Road include provision of: • Shared Active Travel Facilities on the southern side of Miller's Lane, between the Dublin Road Roundabout and the Mill Pond permeability link entrance; • Mixed-traffic, low-speed environment on Miller's Lane, between the Mill Pond permeability link and Shenick Road; • Shared Active Travel Facilities on the southern side of Shenick Road.	Medium	Section-38	Fingal County Council	
CY 03-08	**Millhill Park & Greenlawns**	The proposals for Millhill Park & Greenlawns include establishing a mixed-traffic environment and providing footpath improvements.	Short	Section-38	Fingal County Council	

Figure 12-6: Indicative photomontages of Church St. (left), Strand St. (centre) and Thomas Hand St. (right) after town centre improvements. Source: Áit Urbanism + Landscape Ltd.

CY 04 - Low Speed Traffic Calming

CY 04: Low Speed Traffic Calming Routes - Phasing and Implementation						
ID.	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
CY 04-01	**Dublin Road**	A section of Dublin Road, approximately 800 m in length, is proposed as a low-speed, traffic-calmed route designed to enhance safety and comfort for pedestrians and cyclists. Due to limited available space, it is not feasible to provide fully segregated cycling infrastructure; therefore, cyclists will share the carriageway in a mixed-traffic environment for the majority of the route. The introduction of traffic calming measures will promote lower vehicle speeds, creating a safer and more pleasant route that supports active travel along this corridor. For the northernmost 260m of Dublin Road, between Skerries GAA Club and Church Street, a Shared Active Travel Facility will instead be provided on both sides.	Short	Section-38	Fingal County Council	• Central Government grants (via National Transport Authority) • Carbon Tax Fund • Urban Regeneration and Development Fund (URDF) • Fingal County Council budget • Developer contributions • Sustainable Transport Measures Grants Programme
CY 04-02	**Harbour Road**	This section functions as a mixed-traffic route connecting the Red Island Loop Scheme with the town centre and Quay Street. Cyclists will share the carriageway with vehicles, supported by traffic calming measures to ensure safety and comfort.	Short	Section-38	Fingal County Council	

CY 05 – Feeder Routes

CY 05: Feeder Routes – Phasing and Implementation						
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
CY 05-01	**Trá Bhá Uí Cheallaigh**	Trá Bhá Uí Cheallaigh is a quiet feeder route providing safe, local access for cyclists and pedestrians.	Quick-win	Section-38	Fingal County Council	• Central Government grants (via National Transport Authority) • Carbon Tax Fund • Urban Regeneration and Development Fund (URDF) • Fingal County Council budget • Developer contributions • Sustainable Transport Measures Grants Programme
CY 05-02	**Mourne View**	Mourne View is a quiet feeder route located near Réalt na Mara School, where front-of-school interventions are proposed to improve safety and encourage walking and cycling among students.	Quick-win	Section-38	Fingal County Council	
CY 05-03	**The Green**	This route provides access to the active travel network for residents of The Park, The View, The Avenue, The Green, The Grove, and The Crescent, ensuring safe and convenient local connections to key destinations.	Quick-win	Section-38	Fingal County Council	
CY 05-04	**The Green to Barnageeragh Road**	This route provides a direct connection between The Green and Barnageeragh Road, improving access to the railway station and linking local residential areas to the wider active travel network for cyclists and pedestrians.	Quick-win	Section-38	Fingal County Council	
CY 05-05	**Seacrest**	This route, located in Seacrest, provides a connection between Balbriggan Road and the Green Spine, while also offering safe and convenient access to the Community College for students and staff.	Quick-win	Section-38	Fingal County Council	
CY 05-06	**Townparks**	This route provides connection between Seacrest and the Green Spine and Barnageeragh Road via Townparks.	Quick-win	Section-38	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Planning Route	Project Lead	Funding Options
CY 05-07	**Quay Street and the Hoar Roack**	This route provides connections between Barnageeragh Road, North Strand, Quay Street, Harbour Road and the town centre.	Quick-win	Section-38	Fingal County Council	
CY 05-08	**Tennis Court Lane and Beau Piers**	This route provides connections between Thomas Hand Street, New Street and Church Street.	Quick-win	Section-38	Fingal County Council	
CY 05-09	**The Kybe**	This route provides a direct connection between Holmpatrick and Skerries Town Park and playing pitches.	Quick-win	Section-38	Fingal County Council	
CY 05-10	**The Maltings**	This route provides a quiet feeder route between Holmpatrick and Miller's Lane.	Quick-win	Section-38	Fingal County Council	
CY 05-11	**Sherlock Park to the Mills**	This route provides a direct connection between Sherlock Park and Skerries Mills.	Quick-win	Section-38	Fingal County Council	
CY 05-12	**Sherlock Park**	This route provides a quiet feeder route between Miller's Lane and Golf Links Lane.	Quick-win	Section-38	Fingal County Council	
CY 05-13	**The Mill Pond to Skerries Mills**	This route provides a direct connection between the Mill Pond and Skerries Mills.	Quick-win	Section-38	Fingal County Council	
CY 05-14	**The Mill Pond to Greenlawns**	This route provides a quiet feeder loop connecting either end of Greenlawns via the Mill Pond.	Quick-win	Section-38	Fingal County Council	
CY 05-15	**St. Patrick's Close**	This route provides a direct connection between the Dublin Road and Skerries Railway Station.	Quick-win	Section-38	Fingal County Council	
CY 05-16	**St. Patrick's Close Open Orchard**	This route provides connections between the Dublin Road, Skerries Railway Station, the Ballast Pit, and Barnageeragh Road.	Quick-win	Section-38	Fingal County Council	
CY 05-17	**Shalloch Hill Grove**	This route provides a direct connection between the Green Spine and Barnageeragh Road.	Quick-win	Section-38	Fingal County Council	

Quick Wins

Short Term

Medium Term

Long Term

Figure 12-7: Phased implementation of the proposed cycle network.

12.2. Permeability Network

PY 01 - Formalise Existing Links

PY 01 - Permeability Network: Formalising existing links - Phasing and Implementation						
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
PY 01-1	**Millhill Park to Skerries Town Park**	• **Replacing the Kissing Gate:** Remove the existing kissing gate and replace it with an accessible alternative that allows seamless passage for all users. • **Improving the Surface:** Upgrade the pathway to create a smoother and more accessible surface suitable for all mobility levels. • **Enhancing Lighting:** Install lighting to improve safety and usability during evening hours / low-light conditions. • **Installing Wayfinding Signage**: Add clear, accessible signage to guide users to key tourist attractions, e.g. the Mills, and to town facilities.	Quick-win	Part 8 / Section-38	Fingal County Council	• Carbon Tax Fund • Urban Regeneration and Development Fund (URDF) • Fingal County Council budget • Developer contributions • Sustainable Transport Measures Grants Programme
PY 01-2	**Millhill Park to Tennis Court Lane**	• **Improving the Surface:** Upgrade the pathway to create a smoother and more accessible surface suitable for all mobility levels. • **Enhancing Lighting:** Install lighting to improve safety and usability during evening hours / low-light conditions.	Quick-win	Part 8 / Section-38	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Planning Route	Project Lead	Funding Options
PY 01-3	**Dublin Road to St. Patrick's Close**	• **Improving the Surface:** Upgrade the pathway to create a smoother and more accessible surface. ***Design Note:*** *Gradients might not allow inclusivity for all users. Further assessment needed.*	Quick-win	Part 8 / Section-38	Fingal County Council	
PY 01-4	**Mill Pond, to connect Miller's Lane and Greenlawns**	• **Improving the surface, seating**, **landscaping**, and **interpretive signage** to highlight the natural and historical significance of the area, making it a key feature in the local network. ***Design Note:*** *Flooding and drainage to be assessed.*	Quick-win	Part 8 / Section-38	Fingal County Council	
PY 01-5	**Barnageeragh Rd to Balbriggan Rd, adjacent to the Educate Together National School**	• **Resurfacing, new lighting, and improving safety** to create a welcoming route for all users.	Quick-win	Part 8 / Section-38	Fingal County Council	

PY 02 - Open Up New Links

PY 03 - Permeability Network: Opening Up New Links - Phasing and Implementation						
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
PY 02-1	**Skerries Town Park, Tennis Court Lane and Dublin Road**	Proposed new connection between Skerries Town Park, Tennis Court Lane, Dublin Road and the Kybe to include a new pathway to serve as a link for the community between these locations. This link will not only improve mobility but also contribute to a more inviting and active public realm. ***Note:*** *There is already a proposal within the Skerries Town Parks to formalise some of the pitches and the links between them.*	Quick-win	Part 8 / Section-38	Fingal County Council	• Urban Regeneration and Development Fund (URDF) • Fingal County Council budget • Sustainable Transport Measures Grants Programme
PY 02-2	**Railway Station to Barnageeragh Road via the St Patrick's Close Open Orchard**	New connection between the Railway Station and Barnageeragh Road, passing through the St. Patrick's Close Open Orchard, to provide a more direct link to key facilities, including sports pitches and other amenities, enhancing accessibility for residents and visitors. The works will primarily involve surfacing the existing green verge to form a safe and high-quality pathway, designed to integrate sensitively with the surrounding landscape.	Quick-win	Part 8 / Section-38	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Planning Route	Project Lead	Funding Options
PY 02-3	**Educate Together N.S. to Kelly's Bay**	The proposed new connections to the existing link near Educate Together School and Kelly's Bay Tide will significantly reduce travel times for residents, including school children. For some households, the connection could shorten the walk to school from 30 minutes to just 5 minutes, making it a much more convenient and accessible route. The works will involve opening sections of the existing walls at Kelly's Bay Rocks and Kelly's Bay Pier to create direct access to the existing link adjacent to the Educate Together National School. These new access points may be fitted with gates to ensure safety and appropriate control of access.	Short	Part 8 / Section-38	Fingal County Council	
PY 02-4	**Kelly's Bay Cliffs and Mourne Cl to Northcliffe Heights**	**Mourne Close to Northcliffe Heights:** This connection is highly significant as it will dramatically enhance access for all residents of Kelly's Bay residential estates to the town centre. The works will involve opening a section of the existing fence to establish a new pedestrian and cycle link. **Kelly's Bay Cliffs to Northcliffe Heights:** This connection is less critical but would provide an additional link, improving convenience for residents in the immediate vicinity. The works will consist of opening a section of the existing wall to create a new pedestrian access point between Kelly's Bay Cliffs and Northcliffe Heights.	Short	Part 8 / Section-38	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Planning Route	Project Lead	Funding Options
PY 02-5	**Kelly's Bay Parade and Kelly's Bay Tide**	The new connection between Kelly's Bay Parade and Kelly's Bay Tide seeks to address the fence currently separating these two residential estates, which affects permeability and increases walking times for residents. The works will involve opening a section of the existing fence to establish a pedestrian connection between Kelly's Bay Parade and Kelly's Bay Tide.	Short	Part 8 / Section-38	Fingal County Council	
PY 02-6	**The Walk to Selskar Rise**	The new connection between The Walk and Selskar Rise involves the removal of the existing wall that currently acts as a barrier between the two areas. Removing this barrier will significantly improve connectivity for residents of the surrounding residential estates, creating a more direct and accessible route. This connection will also form part of the proposed Green Spine, which will enhance active travel links and integrate the route into the wider network of pedestrian and cycle paths.	Short	Part 8 / Section-38	Fingal County Council	
PY 02-7	**The Mill Pond to Skerries Mills**	The new connection between the existing Mill Pond and Skerries Mills / Sherlock Park aims to create a continuous and accessible link between these key local amenities. This connection will enhance pedestrian movement and strengthen the relationship between the natural and cultural assets of the area. Given the presence of wetlands along the route, the works will involve the construction of a raised boardwalk to ensure year-round accessibility while protecting the sensitive ecological environment.	Long	Part 8 / Section-38	Fingal County Council	
PY 02-8	**Skerries Railway Station to Dublin Road**	The link would create a new connection from the Dublin Road Roundabout to the Railway Station. It would provide a direct and segregated route, enhancing connectivity for residents in the southern part of the town. This link will enhance access to public transport and encourage sustainable travel modes by offering a safe and convenient route for pedestrians and cyclists.	Medium	Part 8 / Section-38	Fingal County Council	

12.3. FOSI: Front of School Interventions

FOSI: Front of School Interventions - Phasing and Implementation						
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
1	**Front of School Interventions**	Deliver Front of School Interventions at the **Educate Together National School** (Barnageeragh Rd.), to include Zebra Crossings, Speed ramps / Raised Tables, Buff-coloured surfacing and Pencil bollards.	Short	Section-38	Fingal County Council	• Funding through NTA Active Travel Allocation
2	**Front of School Interventions**	Deliver Front of School Interventions at the **Reált na Mara National School** (Balbriggan Rd), to include Zebra Crossings, Speed ramps / Raised Tables, Signs, Buff-coloured surfacing, Pencil bollards, Micro Art Examples, Junction Tightening and entry treatment.	Short	Section-38	Fingal County Council	
3	**Front of School Interventions**	Deliver Front of School Interventions at **Skerries Community College School** (Balbriggan Rd), to include Zebra Crossings, Speed ramps / Raised Tables, Signs, Buff-coloured surfacing and Pencil bollards.	Short	Section-38	Fingal County Council	
4	**Front of School Interventions**	Deliver Front of School Interventions at **St. Patrick's National Schools** (Tennis Court Lane), to include Zebra Crossings, Speed ramps / Raised Tables, Signs, Buff-coloured surfacing and Pencil bollards.	Short	Section-38	Fingal County Council	
5	**Front of School Interventions**	Deliver Front of School Interventions at **Holmpatrick National School** (Holmpatrick Rd.) to include School zone with coloured pavement.	Short	Section-38	Fingal County Council	

12.4. LL: Liveable Laneways

LL: Liveable Laneways - Phasing and Implementation						
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Planning Route**	**Project Lead**	**Funding Options**
LL	**Liveable Laneways**	The Liveable Laneways strategy for Skerries aims to enhance the town's Walking Network by creating attractive, pedestrian-focused routes that celebrate its coastal and historical character and village charm. By providing accessible, convenient, and desirable pedestrian access, the project seeks to increase footfall, vibrancy, and activity in the Town Centre, encouraging investment while fostering a stronger sense of community. Additional benefits include improving perceptions of safety and making the laneways more welcoming and enjoyable for all.	Quick Wins	Section-38 / Part 8	Fingal County Council	• Urban Regeneration Development Fund (URDF) • Town & Village Renewal (T&VR)

Figure 12-8: Walking Proposal for Colmcille's Court in the Sustainable Swords Strategy (Source: DBFL)

13 Plan Outcomes, Monitoring and Review

13.1. Key Plan Outcomes

The primary outcome of the Skerries Active Travel Plan is to maximise safety, accessibility and amenity for residents and visitors alike. The Plan will achieve this through a range of measures, including but not limited to:

- Delivery of high-quality networks for pedestrians and cyclist networks;
- Improved connectivity and permeability throughout Skerries town centre and beyond;
- A reduction in car-dependence within Skerries and its environs;
- Enhancement of Skerries' public realm to improve sense of place and maximise the potential of the town's distinct cultural and heritage features.

The proposals set out in the previous chapters align fully with the 6 over-arching active travel objectives of the Skerries Active Travel Plan, which place a particular emphasis on:

- Protected Cycleways;
- Towns and Villages;
- Connectivity;
- Road Safety;
- Mobility;
- Strategic Planning.

13.2. Monitoring and Review

Design Standards change rapidly, as evidenced in the introduction of the recent Cycle Design Manual published in August 2023. All proposals must continue to conform to the most recent design standards.

As such, the Skerries Active Travel Plan is considered to be a 'live' document, and will be monitored, regularly reviewed, and updated as required over the lifetime of the Plan.

Fingal's over-arching Active Travel Strategy for the county identifies a requirement to develop a Monitoring and Evaluation Framework that will include key towns such as Skerries, Swords and Balbriggan. Data sources such as pedestrian counts, cycle counts, walkability audits, parking surveys, air quality surveys and collision data will serve as Key Performance Indicators (KPIs) to measure the continued progress and success of the Skerries Active Travel Plan.

14 Maintenance and Materials

General approach to Public Realm Materials

The layout of streets in the town centre, and choice of materials and street furniture, needs to be design-led and follow the principles of DMURS, avoiding unnecessary clutter, complicated layouts and overdesign. The selection of materials should be made according to:

- Ensuring robust surfaces (such as natural stone or concrete blocks) to highlight the importance of place, calm traffic and to alert drivers of higher levels of pedestrian activity;
- The use of robust surfaces and/or changes in texture/colour, and high-quality street furniture, at key locations (such as Nodes) to alert drivers of changing driving conditions and to enhance the pedestrian experience;
- Street furniture should be rationalised and coordinated so as not to impede pedestrian movement;
- Material selection should promote a contemporary image for Skerries, while avoiding time-limited design trends;
- The selection of materials should respond to the street hierarchy and/or importance of place in order to assist legibility and wayfinding;
- Higher quality materials should be used where they are most needed and appreciated;
- Surface materials and furniture should always be suited to purpose, and capable of being maintained efficiently.

Quality of both materials and workmanship, and subsequent maintenance, are particularly important to developing good streetscape and public spaces and to encourage more walking and cycling throughout the town centre.

When selecting materials for the public realm it is also necessary to:

- Comply with current Standards, Regulations and best practice Guidelines;
- Comply with all environmental legislative and regulatory requirements in the procurement of products, contract works and services;
- Demonstrate ethical trading transparency;
- Adhere to the requirements of BS EN 1343:2012 in relation to natural stone material declared performances for the characteristics relevant for the intended use.

Ensuring quality

Public realm projects are often complex and require substantial investment in urban areas. Because successful placemaking depends on meaningful community involvement, early consultation with local stakeholders is vital to secure support and foster a sense of ownership and pride in the proposals. Careful attention to detailed design, material selection, layout, implementation, and ongoing maintenance is also crucial to ensure that public spaces remain attractive, durable, and comfortable for everyone.

Quality can be ensured by ensuring the following practices;

- Use high-quality materials, workmanship, and detailing, supported by a robust maintenance and management regime to ensure long-term durability and visual appeal;

- Maintain public engagement throughout the design and construction stages to strengthen community ownership, civic pride, and respect for the public realm;
- Adhere to current design standards and guidelines, with particular focus on accessibility and prioritising the needs of pedestrians and cyclists;
- Coordinate early with utility companies to identify existing and future requirements, prevent conflicts, and plan any necessary enabling or diversionary works;
- Appoint an experienced and competent contractor and ensure that all staff and operatives are appropriately trained and qualified;
- Establish a clear communication strategy between the contractor and stakeholders for the entire duration of the works;
- Ensure skilled and experienced Resident Engineer supervision throughout the construction period to maintain quality control.

Aftercare and Maintenance

High quality public realm surfaces need to be adequately maintained in order to safeguard the considerable investment made, and to ensure the continued safety of all users.

The following measures should be taken to ensure success of public realm implementations;

- Providing regular cleansing of all street pavements;
- Regularly removing stubborn stains and chewing gum to prevent the paving becoming permanently stained;
- Considering the construction of surfaces including sub-bases, bedding layers, materials and joint types;
- Requiring statutory undertakers to reinstate any disturbed areas of paving with matching materials and equal construction methods;
- Ensuring repair times are minimised to limit disruption;
- Following 'No Mow May' and waiting to cut meadows and hedgerows until September to support the habitats of the Carder Bee;
- None or limited use of pesticides in planted areas.

Figure 14-1: Photomontage of proposals for Strand Street. Source: Áit.

15 Conclusions

This Plan has examined the existing transport context of Skerries and established a comprehensive understanding of baseline conditions, including current infrastructure, travel patterns, and key constraints and opportunities. Building on these insights, a comprehensive suite of Active Travel interventions has been developed to enhance sustainable mobility throughout the town. These interventions were carefully assessed and prioritised through a structured option selection process to ensure that the most feasible, effective, and deliverable measures are advanced within the Plan.

The resulting Skerries Active Travel Plan sets out an integrated package of projects designed to enhance safety, accessibility, and connectivity for all users, while promoting walking, cycling, and scooting as convenient and attractive travel choices for short local journeys. The Plan also seeks to strengthen connections to public transport, supporting more sustainable travel options for medium- and longer-distance trips.

Each proposal has been categorised within a phased Implementation Plan, identifying quick-wins, short-, medium-, and long-term projects based on feasibility, cost, and delivery complexity. Collectively, these measures will contribute to Fingal County Council's broader objectives for healthy placemaking, climate action, and sustainable mobility.

The implementation of this Plan will deliver improved connectivity, safer routes, and more accessible travel options across Skerries, creating a more inclusive and well-connected town that supports sustainable and active mobility for all.

Figure 15-1: View of Red Island from Derham's Lane.