Comhairle Contae Fine Gall
Fingal County Council

Minutes of Balbriggan/Rush-Lusk/Swords Area Committee (Services B - Strategic and General Matters)

Thursday, 12th March, 2026

PRESENT

Councillors:	Councillors:
Boland, Cathal	Maguire, Grainne
Boland, Mark	Mulligan, Dean
Butler, Darragh	Mulville, Paul
Corkery, Luke	Newman, Joe
Dockrell, Eoghan	O'Leary, Tom
Johnston, Corina	Quinn, Malachy
Humphreys, James	Smyth, John
Kelly, Darren	Ryan, Brendan

Apologies for inability to attend were received for Councillor Tony Murphy

The Area Chair, Councillor Luke Corkery, presided

OFFICIALS PRESENT

Brian Murray (Senior Executive Officer), Declan Ryan (Senior Executive Officer), Aoife Sheridan (Senior Executive Officer) Linda Lally (Senior Engineer), Sinead Murphy (Senior Engineer) Linda Ennis (Principle Community Officer), Natalie Dineen (Administrative Officer), Emma Court (Cycling and Walking Officer), Breen Dorris (Senior Executive Engineer) Shane McMorrow (Senior Executive Engineer) Gerard Curley (Senior Executive Engineer), Rafe Costigan (Senior Community Officer) Caitriona Geraghty (Sports Development Officer), Michael Campbell (Senior Staff Officer), Mary O'Reilly (Senior Staff Officer), David Daly (Assistant Staff Officer), Jaime Clowry (Graduates) Linda Fanning (Clerical Officer) Jack O'Grady (Clerical Officer)

BSB/122/26 (Agenda Item No 1)
Confirmation and Re-Affirmation of Minutes of Balbriggan/Rush-Lusk/Swords Services B (Strategic and General Matters) Meeting held on Thursday the 12th February 2026.

It was **PROPOSED** by Councillor L. Corkery, seconded by Councillor D. Kelly and **RESOLVED** –

"That the minutes of the Balbriggan/Rush-Lusk/Swords Services B (Strategic and General Matters) meeting held on Thursday 12th February 2026 be **Adopted.**

BSB/123/26 (Agenda Item No)

QUESTIONS

It was **PROPOSED** by Councillor L. Corkery, seconded by Councillor M. Boland and **RESOLVED** -

"That pursuant to Standing Order No. 51, Questions 2 – 48 inclusive be **ADOPTED**."

BSB/124/26 (Agenda Item No 2)
Councillor M. Boland - Provision of Bike Parking Bays - North Beach Car Park, Rush - AI106674

BSB/125/26 (Agenda Item No 3)
Councillor M. Boland - Taking in Charge - The Forge Estate - Lusk - AI107204

BSB/126/26 (Agenda Item No 4)
Councillor M. Boland - Update on Defective Block Scheme - Rush and Lusk - AI107220

BSB/127/26 (Agenda Item No 5)
Councillor M. Boland - Update on Derelict Sites Register in Rush Town Centre - AI107223

BSB/128/26 (Agenda Item No 6)
Councillor M. Boland - Taking in Charge - Rahenny Park Estate - Lusk - AI107228

BSB/129/26 (Agenda Item No 7)
Councillor D. Butler - Update on Damage to Old Mill and Salmon Run in Ward Valley Park - Swords - AI106872

BSB/130/26 (Agenda Item No 8)
Councillor C. Johnston - Provision of a Pedestrian/Cycle Path - Seaview Park to Quay Road - Portrane - AI107044

BSB/131/26 (Agenda Item No 9)
Councillor C. Johnston - Pedestrian Path - Hearse Road - Donabate - AI107157

BSB/132/26 (Agenda Item No 10)
Councillor C. Johnston - Meeting regarding Permeability Paths - Beverton and Turvey Estates - Donabate - AI107158

BSB/133/26 (Agenda Item No 11)
Councillor C. Johnston - Provision of Playground - Oldtown - AI107196

BSB/134/26 (Agenda Item No 12)
Councillor C. Johnston - Update Broadmeadow Way Greenway - AI107198

BSB/135/26 (Agenda Item No 13)
Councillor C. Johnston - Coastal Erosion Measures - Burrow Beach - Portrane - AI107236

BSB/136/26 (Agenda Item No 14)
Councillor C. Johnston - Update on the Hearse Road to Lissenhall Upgrade - AI107244

BSB/137/26 (Agenda Item No 15)
Councillor G. Maguire - Update on Turning on of Lights - Bremore Castle - Balbriggan - AI107102

BSB/138/26 (Agenda Item No 16)
Councillor G. Maguire - Update on Bremore Castle, Balbriggan - AI107103

BSB/139/26 (Agenda Item No 17)
Councillor G. Maguire - Replacement of Volleyball Net - Balbriggan Beach - AI107164

BSB/140/26 (Agenda Item No 18)
Councillor J. Smyth - Identify Location for State Run Childcare Provision in this LEA - AI107114

BSB/141/26 (Agenda Item No 19)
Councillor J. Smyth - Update on College of Further Education - Swords - AI107117

BSB/142/26 (Agenda Item No 20)
Councillor J. Smyth - Processing Times for Medical Priority HMD1 Forms in this LEA - AI107120

BSB/143/26 (Agenda Item No 21)
Councillor L. Corkery - Taking In Charge - Glen Ellan Road Extension - Swords - AI107169

BSB/144/26 (Agenda Item No 22)
Councillor B. Ryan - Update on Part VIII - Loughshinny Playground - AI107187

BSB/145/26 (Agenda Item No 23)
Councillor B. Ryan - Waste Management Without Use of a Waste Collector in this LEA - AI107188

BSB/146/26 (Agenda Item No 24)
Councillor B. Ryan - Update on Tender Process for Roof of the Heritage Centre - Balrothery - AI107192

BSB/147/26 (Agenda Item No 25)
Councillor B. Ryan - Progression of the Provision of Footpath - R128 from Loughshinny to Skerries - AI107237

BSB/148/26 (Agenda Item No 26)

Councillor E. Dockrell - Interim Coastal Protection - Portrane Beach - Portrane - AI107208

BSB/149/26 (Agenda Item No 27)
Councillor E. Dockrell - Update on Active Travel Projects - Rush and Lusk - AI107212

BSB/150/26 (Agenda Item No 28)
Councillor E. Dockrell - Update on Review of St. Ita's Campus - Portrane - AI107218

BSB/151/26 (Agenda Item No 29)
Councillor E. Dockrell - Purchase of Martello Tower - Donabate - AI107221

BSB/152/26 (Agenda Item No 30)
Councillor E. Dockrell - Update on The Seamus Ennis Arts Centre - The Naul - AI107224

BSB/153/26 (Agenda Item No 31)
Councillor E. Dockrell - Update on Cycle Lane on the R132 - AI107233

BSB/154/26 (Agenda Item No 32)
Councillor E. Dockrell - Update on Phase 2 Extension of Donabate Library - AI107238

BSB/155/26 (Agenda Item No 33)
Councillor D. Mulligan - Road Works Sign Stuck in Sluice Gate (Salmon Run Area) - Swords - AI107231

BSB/156/26 (Agenda Item No 34)
Councillor D. Mulligan - Infrastructure Capacity and Traffic Growth - Swords - AI107241

BSB/157/26 (Agenda Item No 35)
Councillor D. Mulligan - Long-Term Infrastructure Plan - Church Road to Lispopple Cross - AI107243

BSB/158/26 (Agenda Item No 36)
Councillor D. Mulligan - Maintenance and Flood Mitigation Strategy - Ward River/Ushers Lake Corridor, Swords - AI107245

BSB/159/26 (Agenda Item No 37)
Councillor M. Quinn - Taking in Charge - Stephenstown Link Road - Balbriggan - AI107251

BSB/160/26 (Agenda Item No 38)
Councillor M. Quinn - Activation of Signalised Crossing - Flemington Lane - Balbriggan - AI107253

BSB/161/26 (Agenda Item No 39)
Councillor M. Quinn - Taking in Charge of Estates within this LEA - AI107254

BSB/162/26 (Agenda Item No 40)
Councillor P. Mulville - Update on Portrane Coastal Erosion and Flooding Protection Scheme - AI107274

BSB/163/26 (Agenda Item No 41)
Councillor P. Mulville - Drainage Issue - Balmoston SUDS Feature - Donabate - AI107278

BSB/164/26 (Agenda Item No 42)
Councillor P. Mulville - Update on Cost/Affordable Rental Provision in this LEA - AI107279

BSB/165/26 (Agenda Item No 43)
Councillor P. Mulville - Flood Risk Assessment in this LEA - AI107280

BSB/166/26 (Agenda Item No 44)
Councillor P. Mulville - Progress on Migrant Integration and Social Cohesion Strategy and Action Plan in this LEA - AI107281

BSB/167/26 (Agenda Item No 45)
Councillor P. Mulville - Acquisition of Land for Parks, Open Space and Recreational Provision in this LEA - AI107288

BSB/168/26 (Agenda Item No 46)
Councillor J. Humphreys - Unauthorised Works Contributing to Flooding - Swords - AI107282

BSB/169/26 (Agenda Item No 47)
Councillor J. Humphreys - Management Legislation on Private Lands in the Swords Electoral Area - AI107283

BSB/170/26 (Agenda Item No 48)
Councillor J. Humphreys - Swords LEA Biodiversity Mowing Map - AI107286

BSB/171/26 (Agenda Item No 49)
Applications for Funding

a **Applications for Community Funding**

It was proposed by Councillor L. Corkery and seconded by Councillor J. Newman and AGREED:

“That this Committee recommends that the County Council **APPROVE** of the Activity Funding Grants Applications in the attached report.”

BSB/172/26 (Agenda Item No 49b)
Applications for Sports Funding

It was proposed by Councillor L. Corkery and seconded by Councillor J. Newman and AGREED:

"That this Committee recommends that the County Council **APPROVE** of the Activity Funding Grants Applications in the attached report."

BSB/173/26 (Agenda Item No 50)
Proposed Disposals

a **Notice of Proposed Grant of Wayleave at Mourne View, Skerries, Co. Dublin to Uisce Éireann**

The Report was noted.

BSB/174/26 (Agenda Item No 51)
Balrothery Active Travel Plan

Mr. Shane McMorrow (Senior Executive Engineer) gave a presentation on the Balrothery Active Travel Plan.

Following a discussion the presentation was noted.

BSB/175/26 (Agenda Item No 52)
Correspondence

a **Letter dated 20th February 2026 from Iarnród Éireann regarding Councillor M. Boland Motion - Meeting Between the Council and Iarnród Éireann - Irish Rail and the NTA - AI103995**

The Correspondence from Iarnód Éireann was NOTED.

BSB/176/26 (Agenda Item No)
SUSPENSION OF STANDING ORDERS

It was agreed to alter the order of the agenda and take items 53 Soláthar Gaelcholáiste sa Toghlimistéar Áitiúil Seo - AI107168 and 60 Provision of a Gaelcholáiste for Swords - AI107112 together

BSB/177/26 (Agenda Item No 53)
Councillor L. Corkery - Soláthar Gaelcholáiste sa Toghlimistéar Áitiúil Seo - AI107168

The Motion in the name of Councillor L. Corkery was proposed by Councillor L. Corkery and seconded by Councillor J. Smyth

The report by the Chief Executive, which had been circulated, was read and CONSIDERED and following discussion the motion was Agreed.

BSB/178/26 (Agenda Item No 60)
Councillor J. Smyth - Provision of a Gaelcholáiste for Swords - AI107112

The Motion in the name of Councillor J. Smyth was proposed by Councillor J. Smyth and seconded by Councillor L. Corkery

It was agreed to amend the motion to read:

“That this Council agrees to actively work and meet with the Department of Education and IMEASC, to identify a suitable site for the building and provision of a Gaelcholáiste in Swords, or the greater Swords area, to meet the growing need for secondary education through Irish in the County of Fingal”

The amended motion was proposed by Councillor J. Smyth and seconded by Councillor L. Corkery

The report by the Chief Executive, which had been circulated, was read and CONSIDERED and following discussion the amended motion was Agreed.

BSB/179/26 (Agenda Item No 54)
Councillor J. Smyth - Permanent Location for Swords Women's Shed - AI106544

The Motion in the name of Councillor J. Smyth was proposed by Councillor J. Smyth and seconded by Councillor L. Corkery

The report by the Chief Executive, which had been circulated, was read and CONSIDERED and following discussion the motion was Agreed.

BSB/180/26 (Agenda Item No 56)
Councillor P. Mulville/Councillor E. Dockrell/Councillor C. Johnston - Tenant Purchase Scheme - Portrane Avenue Tenants - AI106701

The Motion in the names of Councillors P. Mulville, E. Dockrell and C. Johnston was proposed by Councillor P. Mulville and seconded by Councillor C. Johnston

It was agreed to amend the motion to read:

“That the Chief Executive ensures that priority consideration is given by the appointed Consultant to a Tenant Purchase Scheme for existing HSE tenants along Portrane Avenue, as part of the joint HSE and Council St. Ita’s Masterplan process, following the HSE’s response to resolution BSB/629/24 (Item 34b, January 2026 Area B Meeting) and the motion be sent to the HSE and the Minister for Health.”

The amended motion was proposed by Councillor P. Mulville and seconded by Councillor C. Johnston

The report by the Chief Executive, which had been circulated, was read and CONSIDERED and following discussion the amended motion was Agreed.

BSB/181/26 (Agenda Item No 57)
Councillor D. Butler - Delivery of Safe Footpath and Cycling Access - Knocksedan to Swords Manor - AI106962

The Motion in the name of Councillor D. Butler was proposed by Councillor D. Butler and seconded by Councillor J. Newman

The report by the Chief Executive, which had been circulated, was read and CONSIDERED and following discussion the report was Accepted.

BSB/182/26 (Agenda Item No 58)
Councillor D. Mulligan - Public Transport Linking Swords and Blanchardstown - AI107225

The Motion in the name of Councillor D. Mullugan was proposed by Councillor D. Mulligan and seconded by Councillor D. Kelly

It was agreed to amend the motion to read:

“That the Chief Executive writes to the National Transport Authority, Blanchardstown Technological University and the Minister for Transport to seek the provision of appropriate and direct public transport links between Swords and Blanchardstown.”

The report by the Chief Executive, which had been circulated, was read and CONSIDERED and following discussion the amended motion was Agreed.

BSB/183/26 (Agenda Item No 59)
Councillor M. Quinn - Request for a Safe Crossing at Castleland Shopping Centre - AI107255

The Motion in the name of Councillor M. Quinn, was proposed by Councillor M. Quinn and seconded by Councillor J. Smyth

The report by the Chief Executive, which had been circulated, was read and CONSIDERED and following discussion the motion was Agreed.

The meeting concluded at 17:20

AREA CHAIRPERSON **DATED**

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 02

UPDATE ON CHANGES TO JUNCTION - BALHEARY ROAD/NORTH STREET - SWORDS - AI107123

Question: Councillor J. Smyth

"To ask the Chief Executive to advise if any changes are expected to the area around Balheary Road and North Street junction with the upcoming redevelopment of North Street/Cultural Quarter, as this section of road has become increasingly hazardous with the increased volume of traffic in the area?"

Reply:

There are no permanent changes to the area around Balheary Road and North Street junction with the upcoming redevelopment of North Street as part of the Swords Cultural Quarter Public Realm Works.

As part of the Swords Cultural Quarter, carriageway improvements at North Street will require the temporary implementation of a one-way system on North Street between Main Street and Balheary Road.

The section of North Street between Town Park, where the works begin and Balheary Road will remain two-way for local access only. North bound traffic is permitted for the duration of the project. Road works signage and diversions will be installed by the contractor, including variable messaging signage advising motorists of the traffic management layout.

The timeframe and duration for the one-way system on North Street will be determined in agreement with the works contractor.

Source of Reply: Linda Lally, Senior Engineer, Infrastructure & Transport

COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 03

TRAFFIC PLAN - LORD MAYOR'S SITE - SWORDS - AI107550

Question: Councillor L. Corkery

"To ask the Chief Executive if consideration can be given to provide a comprehensive traffic plan for Church Road as a result of the construction of the new apartment blocks at the Lord Mayor's site in Swords?"

Reply:

The permitted development on the site of the former Lord Mayor's Public House was granted planning approval by An Bord Pleanála (reg. ref. SHD/013/21 and ABP-313223-22). The planning decision by An Bord Pleanála does not contain any conditions for the developer that would change the existing vehicular traffic plan of Church Road. The development does include a new footpath along the site boundary/existing road edge on the western side of Church Road.

There are currently no plans on the Capital Works Programme that includes a new traffic plan for Church Road. The only current capital works project planned for the nearby area is the Swords Main Street Transformation Scheme and this project does not include any proposals to upgrade the roads or change the traffic flows on Church Road.

The South Fingal Transport Study (2019) and the Sustainable Swords Strategy (2023) both include a number of proposals for Church Road that would, in the future, be considered as part of the Capital Works Programme.

Source of Reply: Linda Lally, Senior Engineer, Infrastructure & Transport Department

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 04

NUMBER OF PARKING SPACES - LORD MAYOR'S SITE - SWORDS - AI107551

Question: Councillor L. Corkery

"To ask the Chief Executive to provide a report on the number of car parking spaces that will be included in the new apartment blocks on Church Road at the Lord Mayor's site in Swords?"

Reply:

The proposed apartment development at the former The Lord Mayor's Public House, Main Street, Swords provides for 107 no. car parking spaces plus 6 no. set down car parking spaces for the creche.

This scheme, which proposed the demolition of the existing buildings and the construction of 146 no. apartments and creche, was approved by An Coimisiún Pleanála under the Strategic Housing Development (SHD) provisions.

Source of Reply: Gerard Brennan, A/Senior Planner, Planning and Development Department

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 05

RENOVATION WORKS - NAUL COMMUNITY HALL - AI107577

Question: Councillor C. Johnston

"To ask the Chief Executive to provide a report outlining the project works, planned in 2026, for the renovation of the Naul Community Hall?"

Reply:

The Council has developed an outline redevelopment project proposal in respect of Naul Community Hall, which includes refurbishment and roof works to the existing building, the construction of a new extension and various site and drainage works.

The Council is exploring potential funding streams to finance the works to Naul Community Hall, however an appropriate funding stream has not yet been identified.

No provision has been made for the redevelopment of Naul Community Hall in the Council's adopted Capital Programme 2026 – 2028 and the Council does not have any plans to carry out any significant works to the property in 2026.

Source of Reply:
Aoife Sheridan, Senior Executive Officer, Economic, Community and Cultural Development.

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 06

REPORT ON DONABATE LIBRARY EXTENSION - AI107578

Question: Councillor C. Johnston

"To ask the Chief Executive to provide a report on the proposed Donabate Library extension to include details of the proposed plan, when public consultation will commence and a timeline for the completion of this extension?"

Reply:

Phase Two of the Donabate Library project is currently progressing from concept through feasibility stage. A substantial extension interlinked to the converted building is envisaged which will double the internal area of the existing library.

Fingal County Council currently have begun project preparation and will be appointing a design team to assist in developing the initial concept and commissioning surveys, preparing reports drawing and costings needed to advance the project. It is intended to advance the project to enable commencement of a planning process late this year, through which a public consultation process will be undertaken.

Prior to commencement of the planning process, Libraries Department will also instigate the Stage 2 consultation with the Department of Rural and Community Development, to inform and seek their approval to the investment.

It is currently expected that, subject to a successful grant of planning permission and procurement process, works will commence on site in early 2028. At this

preliminary stage the project is estimated to take one year minimum to construct but this is subject to detail design and phasing requirements to maintain an operational library on site in so far as possible.

Source of Reply:
Lilian Whelan, Acting County Librarian

COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 07

REPORT ON UPGRADE WORKS OF THE DONABATE/PORTRANE COMMUNITY CENTRE - AI107579

Question: Councillor C. Johnston

"To ask the Chief Executive to report on the proposed upgrade works at Donabate/Portrane Community Centre to include details of the proposed works, when the works will commence and be completed?"

Reply:

The works planned for the centre include partial upgrades of the mechanical and electrical installations, internal re-organisation and refurbishment works including the existing showers, toilets, and gym.

Minor changes to the external landscape are proposed including new ramped access from public footpath at Portrane Road, enhancements to traffic safety measures at entrance, facilitating safer pedestrian access and egress to the building combined with new EV charging infrastructure.

Changes will also be implemented at first floor level to refurbish and modify the spaces particularly those previously occupied as Library spaces to provide a series of flexible multipurpose spaces suitable for a range of community, performance, arts and youth uses.

Improvements to allow easier future maintenance will form part of the works including minor modifications to the roof, guttering, and replacement of the roof mounted fall arrest system.

Tender documentation is being finalised for procurement of the works contractor in May. An award is expected in Q2 2026, and the works are expected to commence on site in Summer 2026 and take 12 months to complete.

Works will be phased to allow the community centre remain generally operational throughout works.

Source of Reply: Cormac Healy, Senior Executive Officer, Community Development & Inclusion.

COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 08

REPORT ON THE RATHMORE PARK RECREATIONAL HUB - LUSK - AI107580

Question: Councillor C. Johnston

"To ask the Chief Executive to provide a report on the Rathmore Park Recreational Hub project in Lusk and to include details on when the tender for the project works will be awarded, construction will commence, duration of same and when the project will be completed?"

Reply:

The tender for the construction of Rathmore Recreational Hub in Lusk has been advertised and subject to the receipt of viable tenders it is planned to award the contract in Quarter 2 of 2026. A works programme will be provided by the successful contractor and it is likely that the construction phase will last for approximately 1 year with completion of the works expected in mid 2027.

Source of Reply: Kevin Halpenny, Senior Parks & Landscape Officer, Infrastructure and Transport Department

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9TH APRIL 2026

ITEM NO. 09

COUNCILLOR C. JOHNSTON - REPORT ON DERELICT AND VACANT SITES IN THIS LEA - AI107614

Question: Councillor C. Johnston

"To ask the Chief Executive to provide a report on the derelict and vacant sites registered in this Local Electoral Area broken down by area to include duration sites that are on the register and to confirm what action has been taken to bring these sites back into use?"

Reply:

There are currently 24 sites listed on the derelict sites register in this Local Electoral Area, as shown on below table.

DS File Reference	Site Address	Date Entered on Register
	Balbriggan	
DS 19.03	6, 8, 8A, 10 & 12 Bridge Street, Balbriggan, Co Dublin	04/10/2019
DS 21.13	30 Lawless Terrace, Balbriggan, Co Dublin	03/05/2024
DS 24.13	9 St Georges Square, Balbriggan, Co Dublin	04/10/2024
DS 24.31	13 & 15 Bridge St, Balbriggan, Co Dublin	04/10/2024
DS 23.25	Tesco Site, The Mall, Balbriggan	12/12/2024
DS 24.09	Georges Court (behind 8-10 Drogheda St) Balbriggan	21/02/2025
DS 24.19	11 Bridge Street, Balbriggan, Co Dublin	07/03/2025
DS 24.75	17 Brega, Balbriggan, Co Dublin	07/03/2025

DS 24.79	Station Masters House, Balbriggan, Co Dublin	19/09/2025
DS 24.47	70 Tara Court, Balbriggan, Co Dublin	02/12/2025
DS 24.87	12 - 14 Drogheda Street, Balbriggan, Co Dublin	10/12/2025
DS 24.04	34 Thomas Hand Street, Skerries, Co Dublin	08/11/2024
DS 24.42	Bob's Casino, South Strand, Skerries	07/03/2025
	Rush/Lusk	
DS 14.25A	Site Upper Main St, No 12, 14, 14A, 16, 18, 20, Rush	12/06/2019
DS 23.24	10 Old Hayestown, Rush, Co Dublin	21/02/2025
DS 24.66	68 Upper Main Street, Rush, Co Dublin	07/03/2025
DS 23.46	6 Sandy Road, Rush, Co Dublin	23/06/2025
DS 24.62	St Maur's Hall, Rush, Co Dublin	11/07/2025
DS 23.03	89 Lower Main Street, Rush, Co Dublin	23/01/2026
DS 14.25A	Site Upper Main St, No 12, 14, 14A, 16, 18, 20, Rush	12/06/2019
DS 23.24	10 Old Hayestown, Rush, Co Dublin	21/02/2025
DS 24.66	68 Upper Main Street, Rush, Co Dublin	07/03/2025
DS 23.46	6 Sandy Road, Rush, Co Dublin	23/06/2025
DS 24.62	St Maur's Hall, Rush, Co Dublin	11/07/2025
DS 23.03	89 Lower Main Street, Rush, Co Dublin	23/01/2026
DS 24.07	Main Street, Lusk (house to left of Costcutters)	05/03/2025
	Swords	
DS 19.16	Site at Innisfree, Jugback Lane, Swords, Co Dublin	25/05/2021
DS 20.03	70 Main Street, Swords, Co Dublin	19/04/2024
DS 14.20A	Site adjacent to 31 Carlton Court, Swords, Co Dublin	17/05/2024

Notices and levies have been issued to the individual owners of each site and the Town Regeneration Office continues to engage with the owners to bring the sites back into use.

Vacant sites

There are currently 3 sites listed on the Vacant Sites Register in this Local Electoral Area, as shown on below table.

VSR No.	Site address	Date entered on register
VS/0120	No. 6 Malahide Road, Swords, Co. Dubin	10/09/2020
VS/0128	No. 12 Upper Main Street, Rush, Co. Dublin	29/09/2021
VS/0130	Site to the south of 'River View', Saint Colmcille's Court, Swords, Co. Dublin	29/09/2021

Demand for Payment Notices and invoices have been issued to the individual owners of each site. Planning applications have been made on 2 of the sites. No development has commenced to date.

Source of Reply: **Declan Ryan, Senior Executive Officer, Economic, Community and Cultural Development.**
Louise Bell, Senior Executive Planner, Planning & Strategic Infrastructure.

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 10

REPORT ON PLANNING ENFORCEMENT COMPLAINTS IN THIS LEA - AI107615

Question: Councillor C. Johnston

"To ask the Chief Executive to provide a report on the number of planning enforcement complaints open in this Local Electoral Area by location and to outline the process and timeline for the actioning of complaints once a complaint is received by the general public?"

Reply:

The following table set out the number of planning enforcement complaints open by location for the Balbriggan/Rush-Lusk/Swords LEA:

Location	Total
Swords	97
Balbriggan	59
Rush	53
Skerries	42
Lusk	41
Donabate	39
Ballyboughal	23
Portrane	21
St Margarets / Airport	19
Naul	15
Oldtown	14
Garristown	10

Balrothery	6
North County Rural	6
Loughshinny	5
Santry	5
Rolestown	5
Ashbourne	1
Kilsallaghan	1
Grand Total:	**462**

The Planning Enforcement section take complaints seriously and each enforcement complaint is managed on a case-by-case basis, in accordance with Part VIII of the Planning and Development Act 2000, as amended. Warning letters and Enforcement notices are issued in respect of alleged unauthorised development or alleged breaches of Planning Permissions throughout the county.

The Council endeavours to keep the complainants as up to date as possible regarding complaints. However, it is not the case that complainants have ownership of an enforcement file. Enforcement is a function which the planning authority has been mandated to carry out in the public interest, rather than in the interests of a particular complainant. Complainants will be informed on any enforcement action taken or if no enforcement action is taken when the investigation concludes, and the Council make a decision on same.

The Council endeavours to engage with alleged offenders at the various stages of the enforcement process. To outline the process briefly, following submission of a written complaint, a file is opened, and a Warning Letter is issued to the owner of the alleged unauthorised development, giving 4 weeks for a response. Following an inspection of the alleged unauthorised development to ascertain the enforcement action to be initiated, with regard to the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended, the Planning Inspector will prepare a report. Any existing Planning permission and conditions are checked, and all available technologies are used to verify details, such as OS Mapping, Google Earth, Land Registry and Ariel Photos.

If unauthorised development and/or breach of condition(s) of a planning permission are found, the Senior Executive Planner will the recommend the issuing of an Enforcement Notice. Following satisfactory regularisation of the development through engagement and compliance with the steps and timeframe specified on the Enforcement Notice, the Enforcement Notice will be withdrawn, and the file will be closed.

If unsatisfactory engagement and non-compliance of the the steps and timeframe specified on Enforcement Notice continues, the Council will then refer to file to the Law Department to initiate legal proceedings.

Source of Reply:
Fearghal McSweeney, Administrative Officer, Planning and Development Department

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 11

PROVISION OF ALL-WEATHER PITCH - MAN'O'WAR - SKERRIES - AI107663

Question: Councillor B. Ryan

"To ask the Chief Executive to engage with the Man'O'War Gaelic Football Club who are interested in exploring possibilities in relation to the provision of an all-weather pitch for sharing with adjacent clubs?"

Reply:

The Man'O'War Gaelic Football Club can make contact with the Parks & Green Infrastructure Team in order for a meeting to be arranged to discuss their ideas regarding the provision of additional facilities.

Source of Reply: Kevin Halpenny, Senior Parks & Landscape Officer, Infrastructure and Transport Department

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 12

COMPLETION OF JUNCTION UPGRADES - SKERRIES BRIDGE ROUNDABOUT AND SHENICK ROAD - GOLF LINKS ROAD - SHERLOCK TERRACE - AI107664

Question: Councillor B. Ryan

"To ask the Chief Executive to provide a timeline for the completion of the two junction upgrades at the Skerries bridge roundabout and the Shenick Road/Golf Links Road/Sherlock Terrace junctions?"

Reply:

Permission was granted by An Bord Pleanála (ABP) in July 2021 (Planning Reference F20A/0324 and An Bord Pleanála Reference ABP-309409-21) for the Land Development Agency (LDA) to carry out road upgrades at Miller's Lane, Shenick Road and Golf Links Rd. The works commenced in September 2025.

The contractor working on behalf of the LDA has advised the Infrastructure & Transport Dept of the council that all upgrade works will be fully completed by 10th April 2026, subject to no unforeseen circumstances arising.

Source of Reply: Linda lally, Senior Engineer, Infrastructure & Transport Department

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9TH APRIL 2026

ITEM NO. 13

REPORT ON FORMER DUMP OPPOSITE CLIFFLANDS ESTATE - AI107667

Question: Councillor B. Ryan

"To ask the Chief Executive to provide a report on the status of the former dump on the lane opposite the Clifflands Estate in Rush, which is locally known as Dump Lane, which according to local reports is "hanging by a thread" following recent weather events and creating a serious pollution risk"

Reply:

Fingal County Council attained ownership of the Brooks End Historical Landfill site in 2025 after a land acquisition process that took circa 4 years.

Historic Landfill remediation in Ireland is heavily funded by the Department of the Environment, Climate and Communications (DECC), and can provide up to 100% capital funding to local authorities for authorised remediation projects.

Fingal County Council has applied for and successfully attained 100,000 euro from the DECC for preliminary assessments of works on Brooks End in 2026 including Appropriate Assessment, Remediation Design and Procurement of Remediation Contractor with the view to determining an appropriate design to ensuring the integrity and safety of the historical landfill given its proximity to the sea.

Source of Reply: David T Byrne, Senior Executive Engineer, ECCATS

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 14

DISCUSSIONS ON FUTURE USE OF SKERRIES SPORTS HUB - AI107676

Question: Councillor B. Ryan

"To ask the Chief Executive if consideration can be given to ensure that all sporting clubs in Skerries are included in any discussions on the future use of the planned Skerries Sports Hub?"

Reply:

All sports clubs in Skerries are welcome to participate in discussions regarding the provision of additional sports facilities in the town. In this regard the Council is available to meet with clubs who wish to participate in discussions regarding the provision of these facilities.

Source of Reply: Kevin Halpenny, Senior Parks & Landscape Officer, Infrastructure and Transport Department.

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 15

FUNDING FOR SKERRIES SPORT HUB - AI107680

Question: Councillor B. Ryan

"To ask the Chief Executive to indicate when it is expected that funding for the planned Skerries Sports Hub will be included in the Capital Programme?"

Reply:

The Council has met with a number of sports clubs based in Skerries and these clubs have undertaken to make a joint submission to the Council outlining their needs and aspirations regarding the provision of future public sports facilities. When this submission has been received, the Council will review all relevant matters to determine how best to respond. The Council's current 3 Year Capital Programme does not include any funding for additional sports facilities in Skerries beyond those currently being worked on at Skerries Town Park. It is not possible to determine at this juncture what level of funding will be required/provided for additional sports facilities in Skerries and how and when this would be provided for in a future Capital Programme.

Source of Reply: Kevin Halpenny, Senior Parks & Landscape Officer, Infrastructure and Transport Department

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 16a

Applications for Funding

Applications for funding under the Council's Community Funding Scheme have been received from the organisations listed below. It is proposed to make funding available to these organisations, in accordance with the conditions of the scheme up to the amount set out hereunder:

ACTIVITY FUNDING GRANTS APPLICATIONS

Name of Applicant Group	Total Funding Amount Applied for in Respect of this Application.	Summary of What Funding is Required For – Breakdown of Items	Has this Group Applied for Funding Previously? Y/N	Total Amount of Funding Group has Received to Date and Broken Down by Year	Total Amount of Funding Proposed by the Fingal Executive and rationale for Approval
Balbriggan LGBTQ GA-003701	€3,000	Gazebos, tables chairs etc Props and stage Circus performers	N	N/A	€3,000
Rivermeade Residents Association GA-003818	€2,939	Games & Football Equipment Gazebo	N	N/A	€2,939

		Extension Leads Gardening materials Insurance Plant netting			
Skerries Amalgamated Bridge Clubs GA-003808	€5,374	16 bridge scoring machines Insurance	N	N/A	€3,000
The Bold Woman Association GA-003769	€3,000	Hall Hire Music Equipment Printing	Y	2025 - €395.94 2024 - €2,997.89	€1,700
Swords Tidy Towns GA-003804	€2,091	Planter Topsoil Compost Trellis Paint Plants	Y	2025 - €1,053 2024 - €1,803	€2,091
SCÉAL Collective GA-003888	€3,000	Speakers, PA system, mic, mixer, cables Promotional Banners Contribution to insurance renewal Storage Unit Extension Leads Paint and Paint brushes	N	N/A	€3,000
Swords Senior Citizens GA-003849	€3,000	Electric Dart Board, Bowling Ball Sets, Tablecloths, Tabletop Dishwasher,	Y	2024 - €1,171	€3,000

		Push Top Flasks & Drip Tray, Transport (bus x2) Tea Trolley x2			
Rush Community Council GA-003864	€3,566	Purchase of computer Contribution towards training costs Floral Display for centre	N	N/A	€3,000
Skerries Tidy Towns GA-003827	€3,000	Pollinator Plants for Bee Corridor	Y	2025 - €3,000 2024 - €3,000	€3,000
Cardy Rock Residents Association GA-003865	€2,973	Plants, trees, flowers Arts & Crafts, paint, wooden games Public Liability Insurance renewal Wheelbarrow Power Hose Hedge Trimmer Lawnmower	Y	2025 - €2,725	€2,973
Hastings Residents Committee GA-003798	€500.00	Insurance, materials for mural paint	Y	2024 - €2,993	€1,890.26

Sophia Housing GA-003890	€3,000.00	Chip bark, bike rack, basketball hoop wall mounted, sandpit, tree bench, mud kitchen	N	N/A	€3,000.00

COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH/LUSK/SWORDS AREA COMMITTEE MEETING
(Services B - Strategic & General Matters)

THURSDAY APRIL 9th 2026

ITEM NO. 16b

APPLICATIONS FOR SPORTS FUNDING

Applications for funding under the Council's Sports Funding Scheme have been received from the organisations listed below. It is proposed to make funding available to these organisations, in accordance with the conditions of the scheme up to the amount set out hereunder: -

ACTIVITY FUNDING GRANTS APPLICATIONS

Name of Applicant Group	Total Funding Amount Applied for in Respect of this Application	Summary of What Funding is Required For – Breakdown of Items	Has this Group Applied for Funding Previously ? Y/N	Total Amount of Funding Group has Received to Date and Broken Down by Year	Total Amount of Funding Proposed by the Fingal Executive and rationale for Approval
Ballyboughal Boxing Club	€500	End of season community event: Trophies €700 Referees, DJ, Facepainting €1,500	Y	2025 - €4,000 2024 - €2,252.30	This will be a free family day celebrating young boxers while bringing the wider boxing community together. Alongside the boxing, they

		Equipment, Hire €300			will create a fun, inclusive atmosphere with a DJ, face painting and medals for all participants so every child feels recognised and encouraged. The entire project will cost €2,500. I recommend allocating the full amount of €500.
Fingal Triathlon Club	€600	2m Cylinder Buoy 299 x 2	Y	2020 - €1,000 2021 - €425	Recommended Grant: €600 The club proposes to purchase two inflatable open water swim markers to support triathlon training sessions. As most triathlon events include an open water swim, these markers will allow members to train in conditions similar to competition.

Swords Manor Football Club	€1,476	Spray Pitch Line Marker	Y	2025 - €1,500 2021 - €425	€1,500 to purchase a new spray pitch marker. The spray marker is cleaner and allows for more precise application, enhancing the quality of our field markings. Additionally, it is quicker to use, improving our overall efficiency during setup and maintenance.
Cheval Riding Club	€1,445	Defibrillator	Y	2021 - €2,000	The club applied for the Essential Sports Equipment Grant to purchase a Defibrillator for club and community use. This equipment will benefit club and community members through improving safety measures and important first aid in the event of emergencies.

					The entire project will cost €1,445.
Balbriggan Table Tennis Club	€1,495	Sports Equipment Robot Nets & Posts Bats Collector Nets Tennis Balls	Y	2020 - €1,000 2021 **-** €425	Balbriggan Tennis Club are looking to purchase a robot trainer, table tennis balls, bats and ball collector nets. The robot will help in training maintaining a good supply of balls and improve training sessions. Ball picker nets and the supply of bats to beginners will improve coaching quality, increase participation and enjoyment and support player development at all levels and encourage new members. The club have submitted a viable quotation for the required equipment. I therefore recommend the awarding

					of €1,495 for the purchase of the robot trainer, table tennis ball, bats and ball collector nets.
Round Towers Lusk GAA Club	€1,512.15	One pack of Flag Poles to be used in juvenile and adult football, hurling, LGFA, and camogie matches - €508.85 Footballs, sliotars, and cones for nursery - €499 A net carrier system - €504.30	Y	2025 - €4,000	The Sports equipment will support the clubs 20 teams, enhancing their training sessions and overall player development. Based on the quotation provided, the total cost for these items is €1,512.15. I recommend an award of €1,500 towards the purchase of this equipment.
Balbriggan Rugby Football Club	€1,771	Sports equipment for match and training. Also training cones and poles for marking out training areas.	Y	2020 - €2,000 2021 - €1,000 2025 - €1,500	Balbriggan Rugby Club is applying for funding under the Essential Equipment Grant to purchase vital training and match-day items. The Sports equipment will support the

					clubs 20 teams. Cost of equipment is €1,771. I recommend an award of €1,500 towards the purchase of this equipment.

Road Schedule

BC Number – 1750
Taking In Charge – Barnageeragh Cove Phase 3
ED: Holmpatrick, TD: Barnageeragh

Road Name	Length	Description
Heron	129m	Road beginning from junction of Guillemot, Fulmar and Tern, travelling North, ends at the roundabout connecting Heron, Turnstone and Kittywake.
Sanderling	142m	Road beginning from the junction of Heron opposite House No. 25, heading southeast for 142m until it meets the road boundary at House No. 56.
Turnstone	206m	Road beginning from roundabout of Heron, Turnstone and Kittywake, travelling southeast and finishing at the end outside House No. 16.
Osprey	55m	Road beginning from the junction of Turnstone, heading southwest and finishing at the end outside House No. 8.
Kittywake	120m	Road beginning from the roundabout between Heron and Turnstone, heading northeast, then turning east after passing apartment block 1-27 and finishing at the end outside apartment block 28-39.
Pumpstation	70m	Road beginning from the junction of Kittywake opposite apartment block 1-27, heading northwest direction for approximately 26 meters, then curving northeast before travelling north, finishing at the Balbriggan Road.
	Total Length: 722m	

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 17a

BARNAGEERAGH COVE PHASE 3, SKERRIES

DECLARATION OF ROADS TO BE PUBLIC ROADS

Statutory Notice has been given in the press of the Council's intention to consider the making of a declaration that the road set out hereunder be public roads. No objections have been received and it is recommended that the road be taken in charge.

Road Schedule

BC Number – 1750
Taking In Charge – Barnageeragh Cove Phase 3
ED: Holmpatrick, TD: Barnageeragh

Road Name	Length	Description
Heron	129m	Road beginning from junction of Guillemot, Fulmar and Tern, travelling North, ends at the roundabout connecting Heron, Turnstone and Kittywake.
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Turnstone	206m	Road beginning from roundabout of Heron, Turnstone and Kittywake, travelling southeast and finishing at the end outside House No. 16.
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Pumpstation	70m	Road beginning from the junction of Kittywake opposite apartment block 1-27, heading northwest direction for approximately 26 meters, then curving northeast before travelling north, finishing at the Balbriggan Road.
	Total Length: 722m	

Surface and Foul Water Schedule			
MANHOLE No.	COVER LEVEL	INVERT LEVEL	PIPE DIAMETER
S80	16.44	14.39	225mmØ
S81	15.96	13.69	300mmØ
S82	18.12	16.22	300mmØ
S83	17.49	16.51	225mmØ
S84	21.85	19.90	300mmØ
S85	22.57	20.46	300mmØ
S86	23.33	na	300mmØ
S87	23.93	21.10	300mmØ
S88	23.54	21.59	225mmØ
S89	23.20	21.78	225mmØ
S90	22.15	21.00	225mmØ
S91	14.99	13.76	225mmØ
S92	15.21	14.21	225mmØ
S93	18.93	16.93	225mmØ
S94	16.95	15.50	225mmØ
S95	16.61	na	225mmØ
S96	16.85	14.05	225mmØ
S97	18.78	17.34	225mmØ
S98	17.48	15.31	225mmØ
F30	16.70	15.47	150mmØ
F31	17.30	14.31	225mmØ
F32	18.16	15.89	225mmØ
F33	17.72	16.21	225mmØ
F34	21.88	19.44	225mmØ
F35	22.54	20.96	225mmØ
F36	21.89	21.04	225mmØ
F37	23.32	21.14	225mmØ
F38	22.96	21.50	225mmØ
F39	23.32	21.93	225mmØ
F40	15.16	13.31	150mmØ
F41	18.62	16.22	225mmØ
F42	16.85	15.55	150mmØ
F43	16.75	13.95	150mmØ
F44	17.48	14.79	150mmØ

Site location
QR code

Barnageeragh Cove Phase 3

Taking in Charge Map SCALE: 1:500

SENIOR ENGINEER: COLIN GALLAGHER

DATE:	Feburary 2026	SURVEYED BY:	Y.Cao
CHECKED BY:	A. O'Callaghan	DRAWN BY:	Y.Cao
APPROVED BY:	C. Gallagher	BC .	BC 1750
DRAWING NUMBER:	REV:	SCALE:	1:500 @ A1
BC-1750-1002		OS Ref.	2651

ALL FOUL AND SURFACE WATER SEWERS ARE 225mmDIA UNLESS STATED.
SCALED DIMENSIONS T TO BE USED.
LENGTH OF ROADS ARE AS ON THE ATTACHED ROAD SCHEDULE.
WATER MAINS 100mm DIA UNLESS OTHERWISE STATED

Comhairle Contae Fhine Gall
Fingal County Council

Inspectorate Division

TAKING IN CHARGE Barnageeragh Cove Phase 3
Barnageeragh Holmpatrick

Areas proposed to be taken in charge.
Foul Water System proposed to be taken in charge.
Surface Water System proposed to be taken in charge.
Watermains proposed to be taken in charge.
Public Lighting
Hydrant
Sluice Valve

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Road Schedule

BC Number – 1817
Taking In Charge – Semple Woods Phase 1
DED: Donabate, TL: Newbridge

Road Name	Length	Description
The Avenue	362m	From the estate entrance on R126, travelling east, passing several intermediate junctions, then turning north in front of house No. 27 The Avenue, and terminating at the junction with The Grove, in front of house No. 41 (302 m). The Avenue 2-4: From the junction on The Avenue opposite house No. 4, travelling southwest and finishing at the end outside house No. 2 (29 m). The Avenue 1-3: Road beginning at the junction on The Avenue opposite house No. 5, travelling north and finishing at the end outside houses No. 1 & 3 (31 m).
The Mews	46m	Road beginning at the junction on The Avenue opposite house No. 11, travelling north and finishing at the end outside houses No. 3 & 5 The Mews (46 m).
The Walk	87m	From the junction of The Avenue and The Walk, travelling north and terminating outside house No. 10 (87 m).
The Drive	372m	From the Tri-junction of The Avenue and The Drive beside house No. 14 The Avenue, travelling south, turning east, crossing several intermediate junctions, then turning north past house No. 42 The Drive, continuing northeast past house No. 60 The Drive, turning northwest and terminating at the junction with The Avenue (372 m).
The Green	49m	From the junction in front of house No. 1 The Drive, travelling east and finishing at the end outside house No. 1 The Green (49 m).

The Close	78m	From the junction just south of house No. 16 The Drive, travelling west and finishing at the end outside house No. 1 The Close (51 m). Road beginning at the junction in front of houses No. 3 & 4 The Close, travelling south and finishing in front of house No. 1 The Boulevard (27 m).
The Terrace	31m	From the junction in front of house No. 32 The Drive, travelling south and finishing at the end outside house No. 4 The Terrace (31 m).
The Park	202m	From the junction in front of house No. 1 The Park, travelling south, curving east after passing house No. 5 The Park, turning north after passing house No. 9, and terminating at the junction with The Drive (202 m).
The Place	42m	From the junction opposite house No. 2 The Place, travelling east and finishing at the end past house No. 8 The Place (42 m).
The Gardens	49m	From the junction in front of house No. 39 The Drive, travelling west and finishing at the end outside house No. 6 The Gardens (49 m).
The Court	38m	From the junction in front of house No. 60 The Drive, travelling northeast and then curving east, finishing at the end past house No. 2 The Court (38 m).
The Grove	71m	From the junction opposite of house No. 41 The Avenue, travelling east and finishing at the end in front of house No. 8 The Grove (71 m).
	Total Length: 1427m	

COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO.

SEMPLE WOODS PHASE 1, DONABATE

DECLARATION OF ROADS TO BE PUBLIC ROADS

Statutory Notice has been given in the press of the Council's intention to consider the making of a declaration that the road set out hereunder be public roads. No objections have been received and it is recommended that the road be taken in charge.

Road Schedule

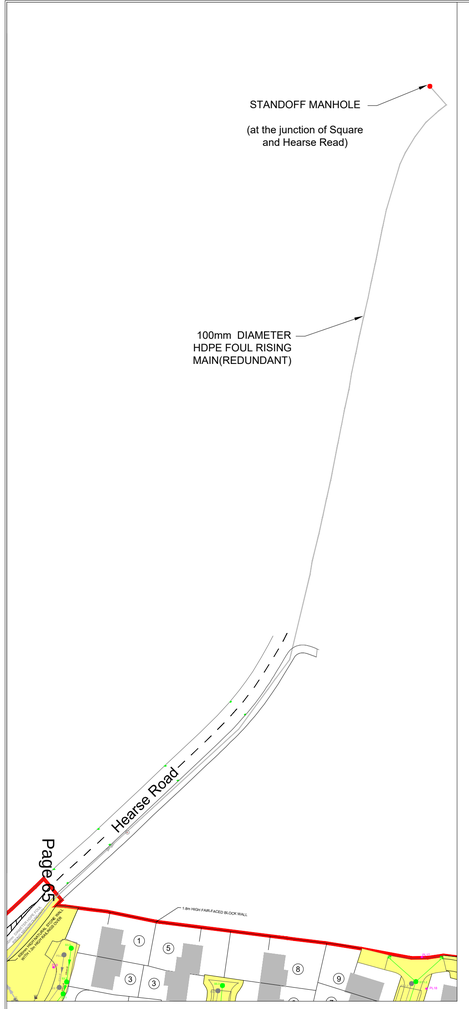
BC Number – 1817
Taking In Charge – Semple Woods Phase 1
DED: Donabate, TL: Newbridge

Road Name	Length	Description
The Avenue	362m	From the estate entrance on R126, travelling east, passing several intermediate junctions, then turning north in front of house No. 27 The Avenue, and terminating at the junction with The Grove, in front of house No. 41 (302 m). The Avenue 2-4: From the junction on The Avenue opposite house No. 4, travelling southwest and finishing at the end outside house No. 2 (29 m). The Avenue 1-3: Road beginning at the junction on The Avenue

		opposite house No. 5, travelling north and finishing at the end outside houses No. 1 & 3 (31 m).
The Mews	46m	Road beginning at the junction on The Avenue opposite house No. 11, travelling north and finishing at the end outside houses No. 3 & 5 The Mews (46 m).
The Walk	87m	From the junction of The Avenue and The Walk, travelling north and terminating outside house No. 10 (87 m).
The Drive	372m	From the Tri-junction of The Avenue and The Drive beside house No. 14 The Avenue, travelling south, turning east, crossing several intermediate junctions, then turning north past house No. 42 The Drive, continuing northeast past house No. 60 The Drive, turning northwest and terminating at the junction with The Avenue (372 m).
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The Terrace	31m	

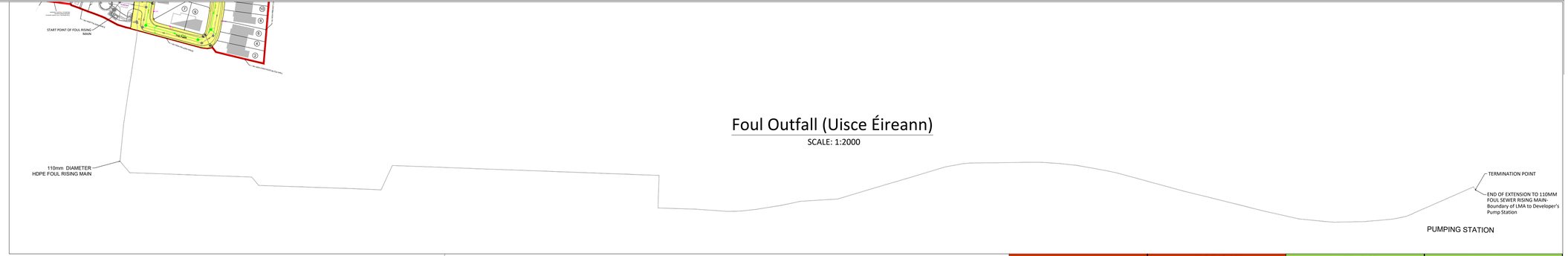
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The Place	42m	From the junction opposite house No. 2 The Place, travelling east and finishing at the end past house No. 8 The Place (42 m).
The Gardens	49m	From the junction in front of house No. 39 The Drive, travelling west and finishing at the end outside house No. 6 The Gardens (49 m).
The Court	38m	From the junction in front of house No. 60 The Drive, travelling northeast and then curving east, finishing at the end past house No. 2 The Court (38 m).
The Grove	71m	From the junction opposite of house No. 41 The Avenue, travelling east and finishing at the end in front of house No. 8 The Grove (71 m).
	Total Length: 1427m	

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Foul Outfall (Uisce Éireann)

SCALE: 1:1000



Foul Outfall (Uisce Éireann)

SCALE: 1:2000



Semple Woods Phase 1

Taking in Charge Map SCALE: 1:1000

Manhole Schedule			
Foul			
ID	C.L	I.L	Pipe Diameter
F1	8.595	7.623	
			Ø 225mm
F2	8.227	7.227	
			Ø 225mm
F3	8.434	6.898	
			Ø 225mm
F4	8.965	6.645	
			Ø 225mm
F5	9.085	6.381	
			Ø 225mm
F6	9.011	6.285	
			Ø 225mm
F7	8.928	6.212	
			Ø 225mm
F8	8.569	6.079	
			Ø 225mm
F9	8.162	5.902	
			Ø 225mm
F10	8.091	5.813	
			Ø 225mm
F11	7.94	5.728	
			Ø 225mm
F12	7.751	5.543	
			Ø 225mm
F13	7.508	5.42	
			Ø 225mm
F14	7.005	4.605	
			Ø 225mm
F15	7.186	4.457	
			Ø 225mm
F16	7.236	4.369	
			Ø 225mm
F17	7.23	4.326	
			Ø 225mm
F18	7.367	4.177	
			Ø 225mm
F19	7.523	4.013	
			Ø 225mm
F20	6.956	3.995	
Enters Pump Station			
F3.2	8.412	7.192	
			Ø 225mm
F3.1	8.358	7.128	
			Ø 225mm
F3	8.434	6.898	
F5.3	9.167	7.67	
			Ø 225mm
F5.2	9.108	7.562	
			Ø 225mm
F5.1	8.96	7.4	
			Ø 225mm
F5	9.085	6.381	
F7.1.2	9.442	8.382	
			Ø 225mm
F7.1.1	9.65	7.965	
			Ø 225mm
F7.1	9.743	7.401	
			Ø 225mm
F7	8.928	6.212	
F30.2	7.186	5.599	
			Ø 225mm
F30.1	7.398	5.208	
			Ø 225mm
F30	7.44	4.898	
FS9	10.110	7.986	
			Ø 225mm
FS10	10.069	7.897	
			Ø 225mm
FS11	10.527	7.843	
			Ø 225mm
FS12.2	10.621	7.779	
			Ø 225mm
FS12.1	10.736	7.762	
			Ø 225mm
FS12	10.779	7.658	
			Ø 225mm
FS14	10.561	7.611	
			Ø 225mm
FS15	10.039	7.441	
			Ø 225mm
FS18	9.598	7.257	

Manhole Schedule			
Foul			
ID	C.L	I.L	Pipe Diameter
F7.3	9.737	8.335	
			Ø 225mm
F7.2	9.726	8.094	
			Ø 225mm
F7.1	9.743	7.401	
F8.3	8.299	6.937	
			Ø 225mm
F8.2	8.432	6.743	
			Ø 225mm
F8.1	8.532	6.612	
			Ø 225mm
F8	8.569	6.079	
F11.3	7.636	6.174	
			Ø 225mm
F11.2	7.54	6.006	
			Ø 225mm
F11.1A	7.635	5.971	
			Ø 225mm
F11.1	7.641	5.824	
			Ø 225mm
F11	7.94	5.728	
F14.1	6.728	5.03	
			Ø 150mm
F14	7.005	4.605	
F19.5	7.62	6.163	
			Ø 225mm
F19.4	7.825	5.958	
			Ø 225mm
F19.3	7.835	5.805	
			Ø 225mm
F19.2	7.793	5.738	
			Ø 225mm
F19.1	7.545	5.287	
			Ø 225mm
F19	7.523	4.013	
FS16	9.65	8.475	
			Ø 150mm
FS17	9.465	7.708	
			Ø 150mm
FS18	9.598	7.257	
			Ø 225mm
FS19	9.455	7.217	
			Ø 225mm
FS20	9.326	7.06	
			Ø 225mm
F21	9.24	7.006	
			Ø 225mm
F22	8.674	6.354	
			Ø 225mm
F23	8.654	6.29	
			Ø 225mm
F24	8.465	6.233	
			Ø 225mm
F25	8.325	6.182	
			Ø 225mm
F26	8.142	6.08	
			Ø 225mm
F27	7.922	5.656	
			Ø 225mm
F28	7.67	5.346	
			Ø 225mm
F29	7.35	5.173	
			Ø 225mm
F30	7.44	4.898	
			Ø 225mm
F31	7.327	4.463	
			Ø 225mm
F32	7.249	4.453	
			Ø 225mm
F16	7.236	4.369	
F22.2	8.814	6.744	
			Ø 225mm
F22.1	8.686	6.582	
			Ø 225mm
F22	8.674	6.354	
F27.3	8.042	6.646	
			Ø 225mm
F27.2	7.99	6.528	
			Ø 225mm
F27.1	7.901	6.405	
			Ø 225mm
F27	7.922	5.656	

Manhole Schedule					
Storm					
ID	C.L	I.L	B.D	Pipe Diameter	
S1	8.573	7.738			
				Ø 225mm	
S2	8.286	7.365			
				Ø 225mm	
S3	8.444	7.263			
				Ø 225mm	
S4	9.095	7.17			
				Ø 300mm	
S5	9.072	6.986			
				Ø 375mm	
S6	9.007	6.902			
				Ø 375mm	
S7	8.966	6.869			
				Ø 375mm	
S8	8.622	6.772			
				Ø 375mm	
S9	8.185	6.587			
				Ø 375mm	
S10	8.141	6.559			
				Ø 375mm	
S11	7.981	6.335			
				Ø 525mm	
S12	7.788	6.12			
				Ø 525mm	
S13	7.475	5.938			
				Ø 525mm	
S14	7.109	5.368			
				Ø 600mm	
S15	7.011	5.307			
				Ø 600mm	
S16	7.414	5.124			
ENTERS ATTENUATION TANK					
S33	7.004	5.600	5.224 5.244	Ø 450mm	
S34 (HB)	7.761	4.900		-	
S35 (P.C)	7.719	-			
ENTERS HEADWALL					
S3.3	8.469	7.538			
				Ø 225mm	
S3.2	8.393	7.441			
				Ø 225mm	
S3.1	8.4	7.394			
				Ø 225mm	
S3	8.444	7.263			
S5.3	9.191	7.851			
				Ø 225mm	
S5.2	9.089	7.725			
				Ø 225mm	
S5.1	8.994	7.664			
				Ø 225mm	
S5	9.072	6.986			
S7.1.2	9.441	8.509			
				Ø 225mm	
S7.1.1	9.633	8.224			
				Ø 225mm	
S7.1	9.802	7.878			
				Ø 225mm	
S7	8.966	6.869			
S7.3	9.617	8.204			
				Ø 225mm	
S7.2	9.709	8.046			
				Ø 225mm	
S7.1	9.802	7.878			
S8.3	8.317	7.088			
				Ø 225mm	
S8.2	8.417	6.978			
				Ø 225mm	
S8.1	8.498	6.878			
				Ø 225mm	
S8	8.622	6.772			
S11.3	7.614	6.78			
				Ø 225mm	
S11.2	7.568	6.629			
				Ø 225mm	
S11.1	7.662	6.51			
				Ø 225mm	
S11	7.981	6.335			
S11.2.1	7.477	6.747			
				Ø 225mm	
S11.2	7.568	6.629			
S16.2	6.724	5.697			
				Ø 225mm	
S16.1	6.934	5.517			
				Ø 225mm	
S16	7.414	5.124			

Manhole Schedule				
Storm				
ID	C.L	I.L	B.D	Pipe Diameter
SW16	9.545	7.773		
				Ø 375mm
SW17	9.409	7.611		
				Ø 450mm
SW18	9.372	7.559		
				Ø 525mm
SW19	9.258	7.316		
				Ø 525mm
S20	8.687	6.933		
				Ø 600mm
S21	8.662	6.865		
				Ø 600mm
S22	8.446	6.622		
				Ø 600mm
S23	8.333	6.479		
				Ø 600mm
S24	8.174	6.349		
				Ø 600mm
S25	7.916	6.094		
				Ø 600mm
S26	7.629	5.85		
				Ø 600mm
S27	7.439	5.658		
				Ø 600mm
S28	7.356	5.604		
				Ø 600mm
S29	7.273	5.477		
				Ø 600mm
S30	7.258	5.374		
				Ø 600mm
S31	7.165	5.262		
				Ø 600mm
SW16	9.545	7.773		
SW16.1	9.497	7.973		
				Ø 300mm
SW16.1.1	9.427	8.215		
				Ø 225mm
SW16.1	9.497	7.973		
S20.2	8.831	7.421		
				Ø 225mm
S20.1	8.693	7.295		
				Ø 225mm
S20	8.687	6.933		
S25.3	8.014	6.55		
				Ø 225mm
S25.2	7.97	6.445		
				Ø 225mm
S25.1	7.919	6.32		
				Ø 225mm
S25	7.916	6.094		
S28.4	7.825	6.227		
				Ø 225mm
S28.3	7.788	6.095		
				Ø 225mm
S28.2	7.684	6.000		
				Ø 225mm
S28.1	7.487	5.849		
				Ø 375mm
S28	7.356	5.604		
S28.1.1	7.175	6.175		
				Ø 225mm
S28.1	7.487	5.849		
S30.4	7.814	6.147		
				Ø 225mm
S30.3	7.604	5.941		
				Ø 225mm
S30.2	7.365	5.713		
				Ø 225mm
S30.1	7.256	5.615		
				Ø 225mm
S30	7.258	5.374		
S31.1	7.178	5.438		
				Ø 225mm
S31	7.165	5.262		

Site location
QR code

SENIOR ENGINEER: COLIN GALLAGHER

DATE:	January 2026	SURVEYED BY:	AOC/YC
CHECKED BY:	A.O'Callaghan	DRAWN BY:	MB/Y.Cao
APPROVED BY:	C. Gallagher	BC .	BC 1817
DRAWING NUMBER:	REV.	SCALE:	1:1000 @ A1
BC-1817-1001		OS Ref.	2926

ALL FOUL AND SURFACE WATER SEWERS ARE 225mm DIA UNLESS STATED.
SCALED DIMENSIONS T TO BE USED.
LENGTH OF ROADS ARE AS ON THE ATTACHED ROAD SCHEDULE.
WATER MAINS 150mm DIA. UNLESS OTHERWISE STATED.

Comhairle Contae Fhine Gall
Fingal County Council

Inspectorate Division

TAKING IN CHARGE Semple Woods Phase 1
Newbridge Donabate

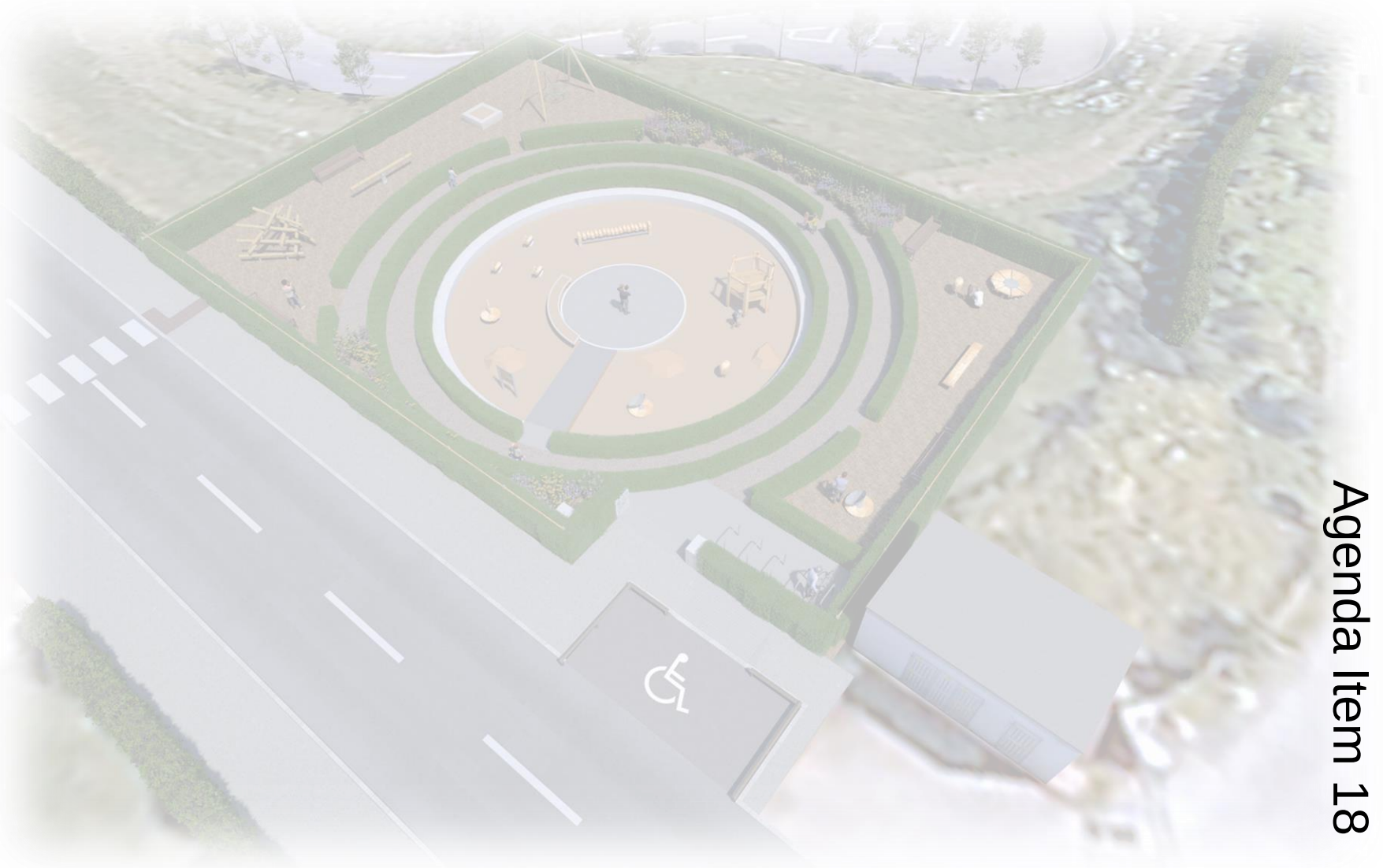
Areas proposed to be taken in charge
Foul Water System under self-lay agreement
Surface Water System proposed to be taken in charge.
Watermains under self-lay agreement.
Lampposts
SUDS facailities proposed to be taken in charge
HYD Hydrant
Sluice Valve

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Proposed Public Play Space Development Project at Loughshinny, Co. Dublin

Briefing to the Balbriggan / Rush-Lusk / Swords Area Committee Members

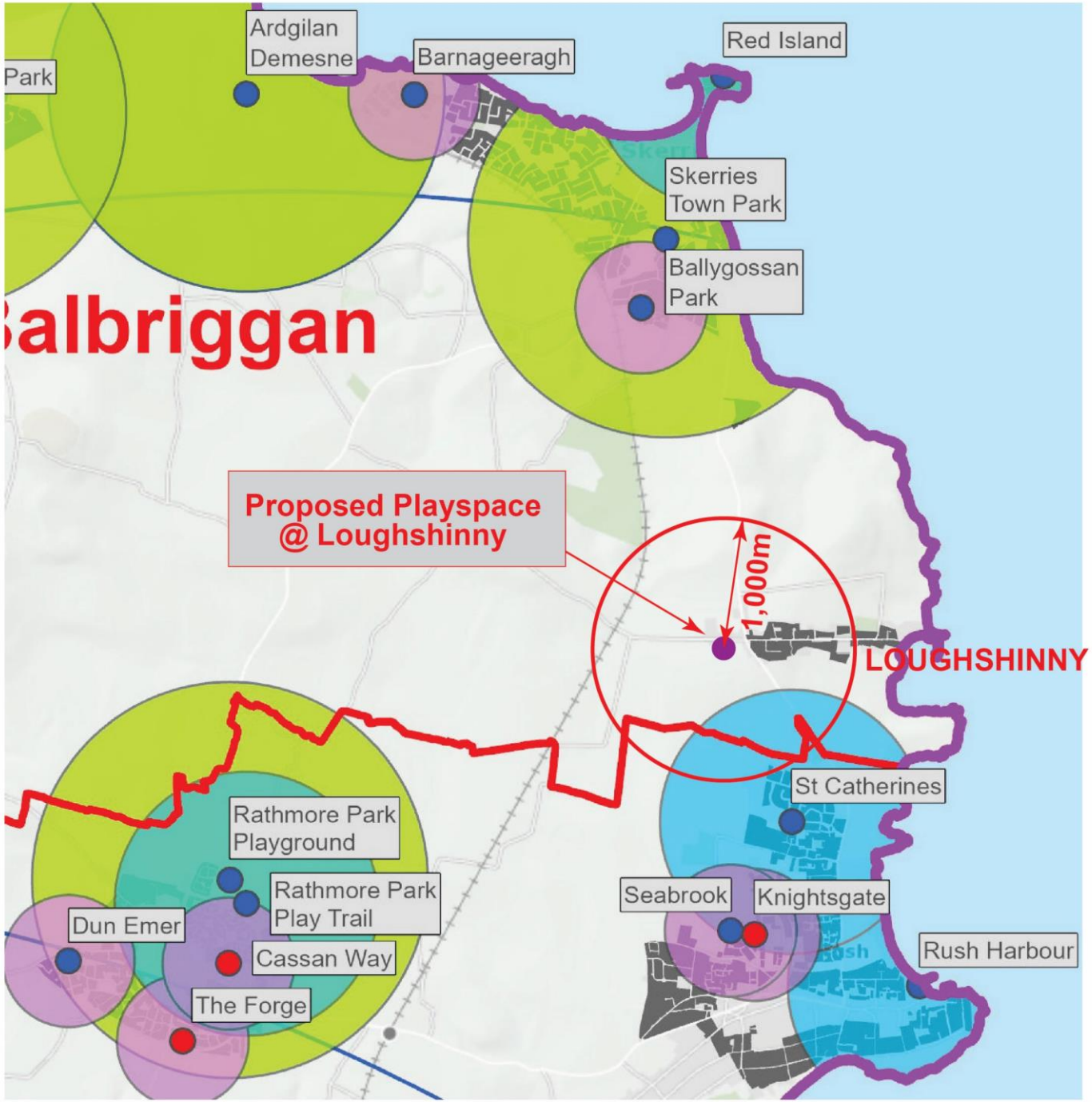
9th April 2026



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Site Selection – Loughshinny

- Community & Public Rep. requests
- Play Audit identified local gap in play provision



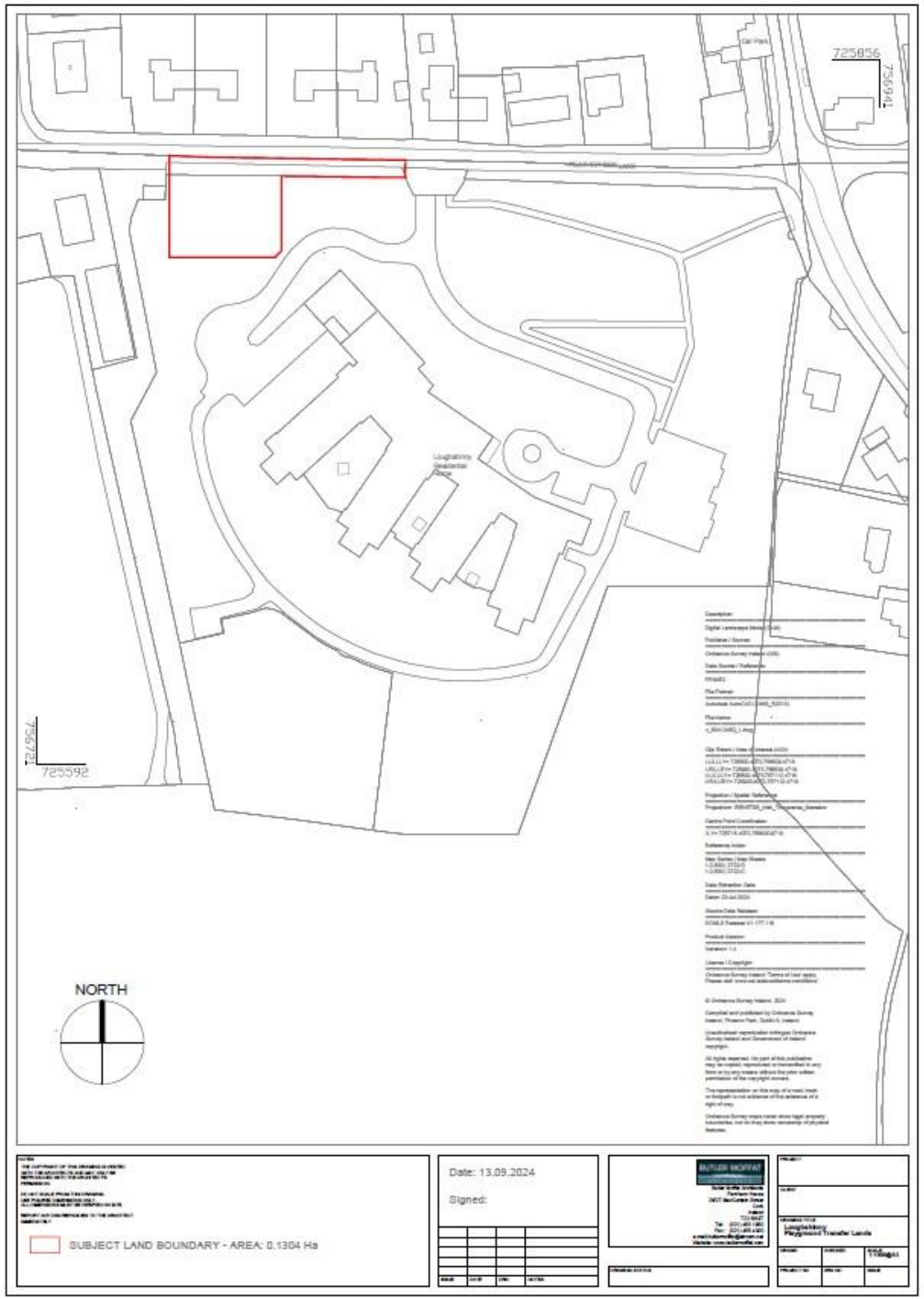
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Site Selection

Loughshinny

Approx. 1,105 sq.m of land acquired in 2025

from JKP Nursing Homes Ltd.



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Proposed location in Loughshinny

Compliance with *Space for Play* Policy – LEAP (Local Equipped Area for Play) Characteristics

- Accessibility: 500m-1000m from child's home ✓
- Locate near a well used pedestrian route ✓
- Position on a well drained, reasonably flat site ✓
- Min. 25m from nearest dwelling ✓
- Passive observation opportunity ✓



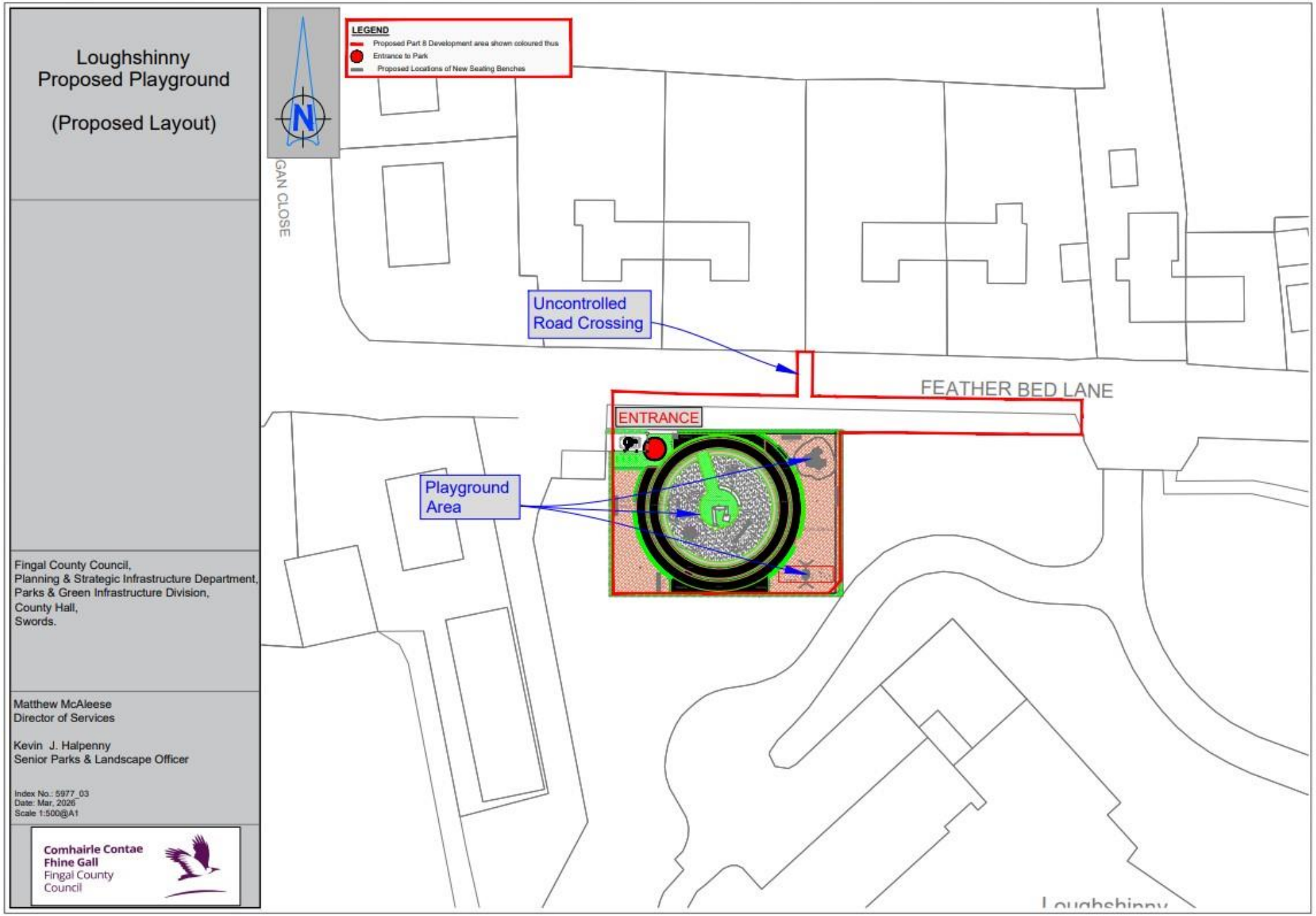
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Description of Proposed Development

- *Approx. 1,000m2 of an activity zone (Local Equipped Area for Play - LEAP)*
- *Approx. 15no. Pieces of play equipment aimed at children up to the age of 12 years.*
- *Natural and synthetic water permeable safety surfacing -*
  - *Play Sand*
  - *Engineered wood fibre*
  - *Gravel paths*
- *Street Furniture consisting of –*
  - *Bicycle parking (inc. cargo bikes), Water drinking station, Seating, litter bins*
- *Extensive hedge, tree planting and landscaping*
- *1 no. wheelchair accessible car parking space*
- *1 no. uncontrolled pedestrian crossing*
- *New section of footpath*

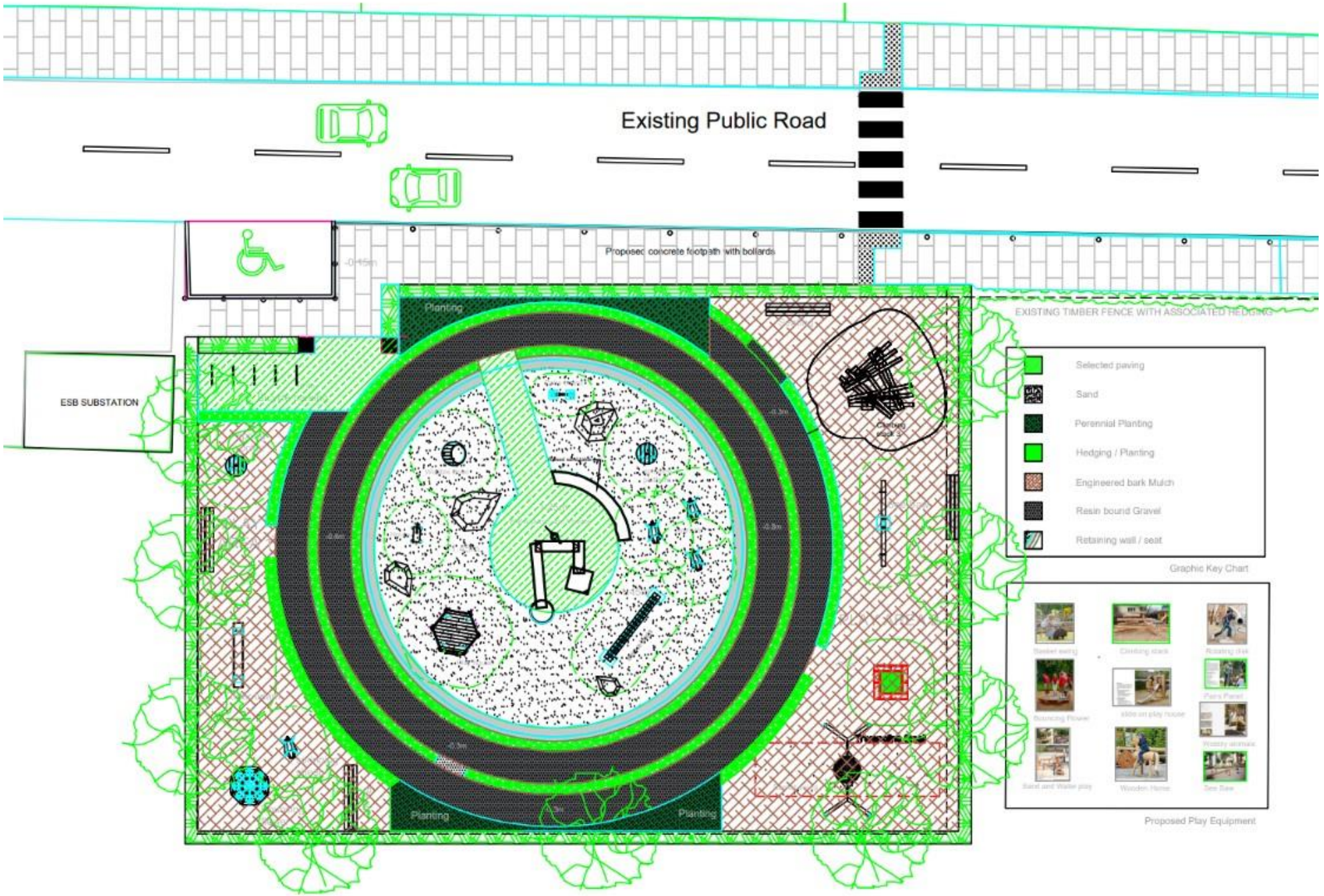
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Proposed Site Layout



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Proposed Site Layout



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View towards the north



View towards the west

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Views from Featherbed Lane

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Views from Featherbed Lane

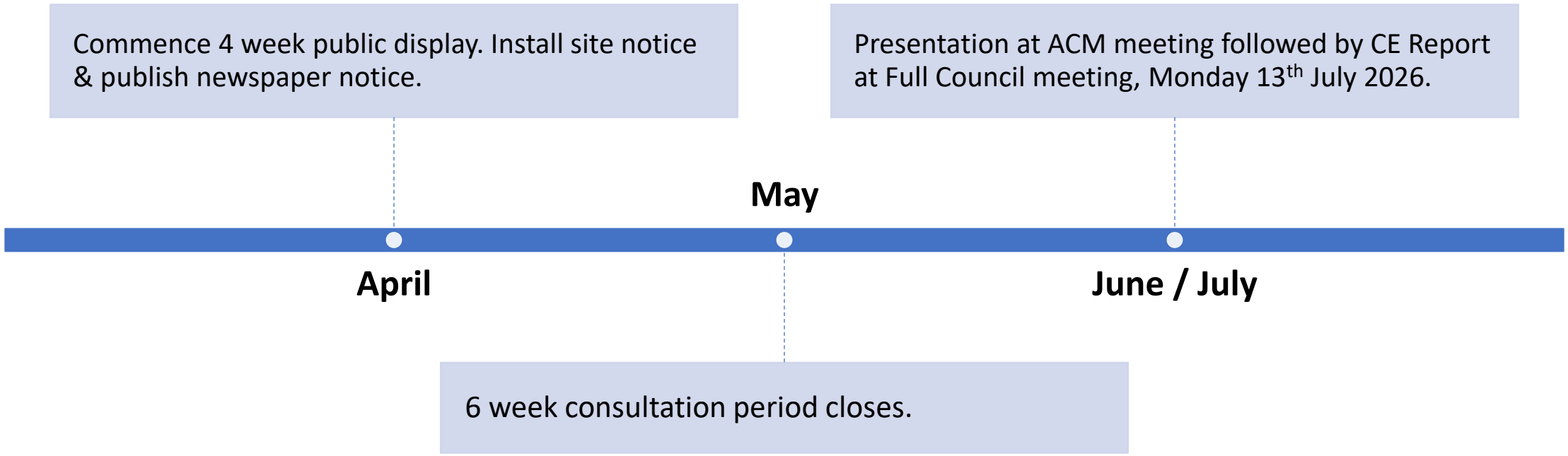
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Completed to Date

- Design proposals
- Screening for AA and EIA
- Internal Consultation

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Proposed Timeline / Next Steps



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Thank you

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Report pursuant to part XI of the Planning & Development Act 2000 (as amended) and Part VIII of the Local Government Planning & Development Regulations 2001 (as amended)

Proposed Play Trails Development at Portrane, Co. Dublin.

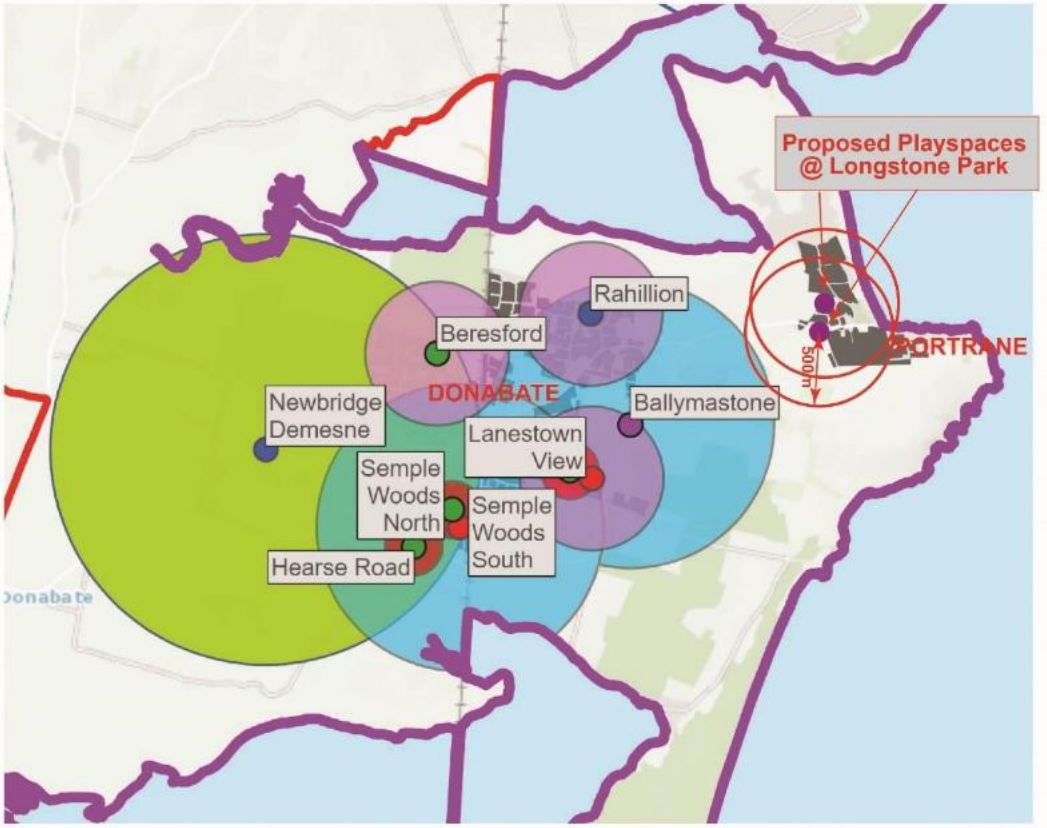
9th April 2026

Agenda

- Brief recap summary of proposal
- Findings of the Planning Report on *Evaluation whether the proposed development would be consistent with the proper planning and sustainable development of the area*
- Overview of the Statutory Public Consultation
- Summary of key themes from submissions received and response
- Recommendation

Site Selection – Longstone Park

- Community & Public Rep. requests
- Play Audit identified local gap in play provision
- Analysis of available public open space conducted
- Approximately 0.43 & 0.48ha parks– **Small Park** category, therefore on-site capacity & sizeable catchment for play provision



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Compliance with *Space for Play* Policy –

LEAP (local equipped area for play) Characteristics

- Small Park 0.2ha-2ha ✓
- Accessibility: 500m-1000m from child's home ✓
- Locate near a well used pedestrian route ✓
- Position on a well drained, reasonably flat site ✓
- Min. 25m from nearest dwelling ✓
- Passive observation opportunity ✓



Proposed Public Play Trails Development at Portrane, Co. Dublin.

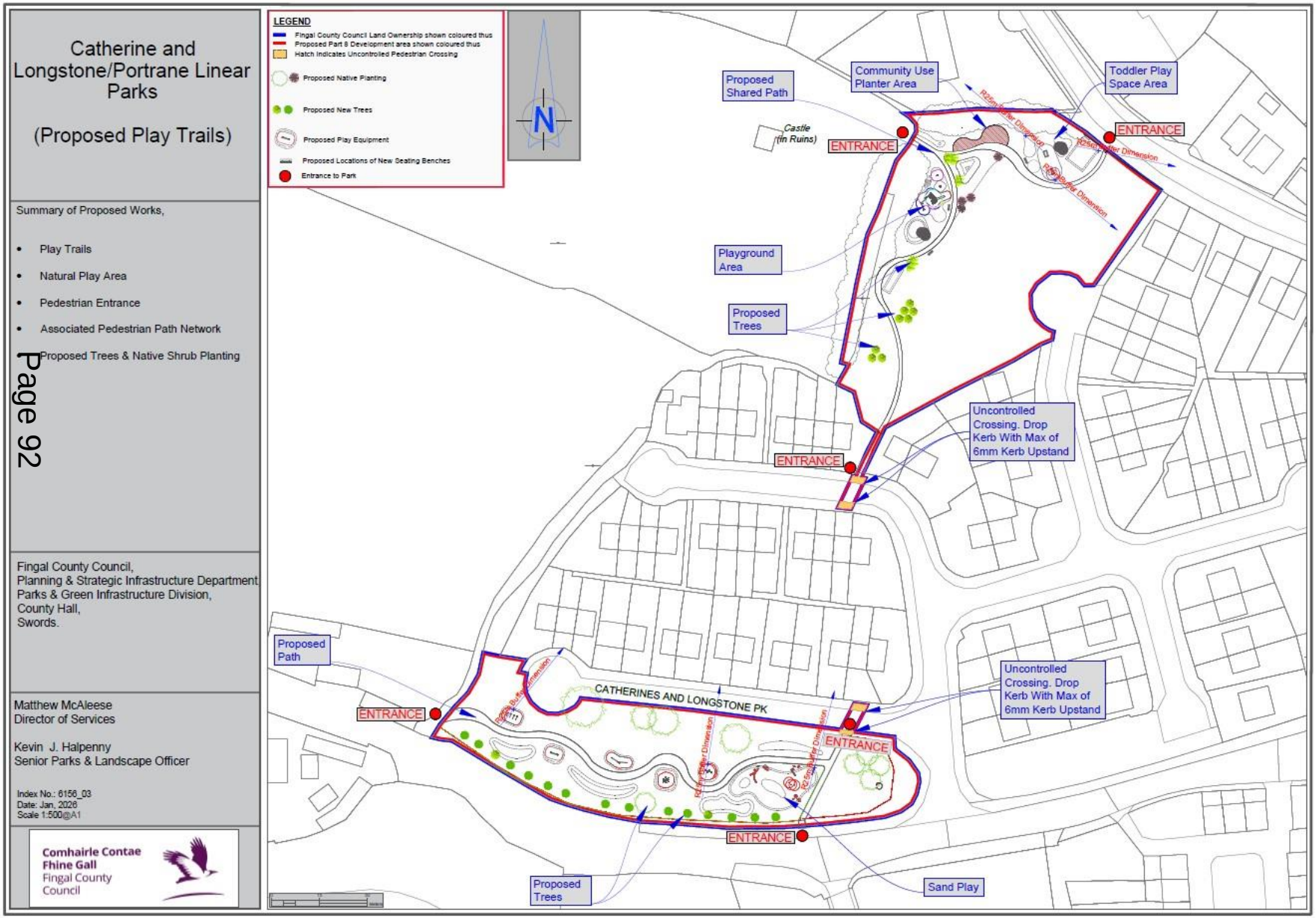








Proposed Site Layout



Proposed Site Layout



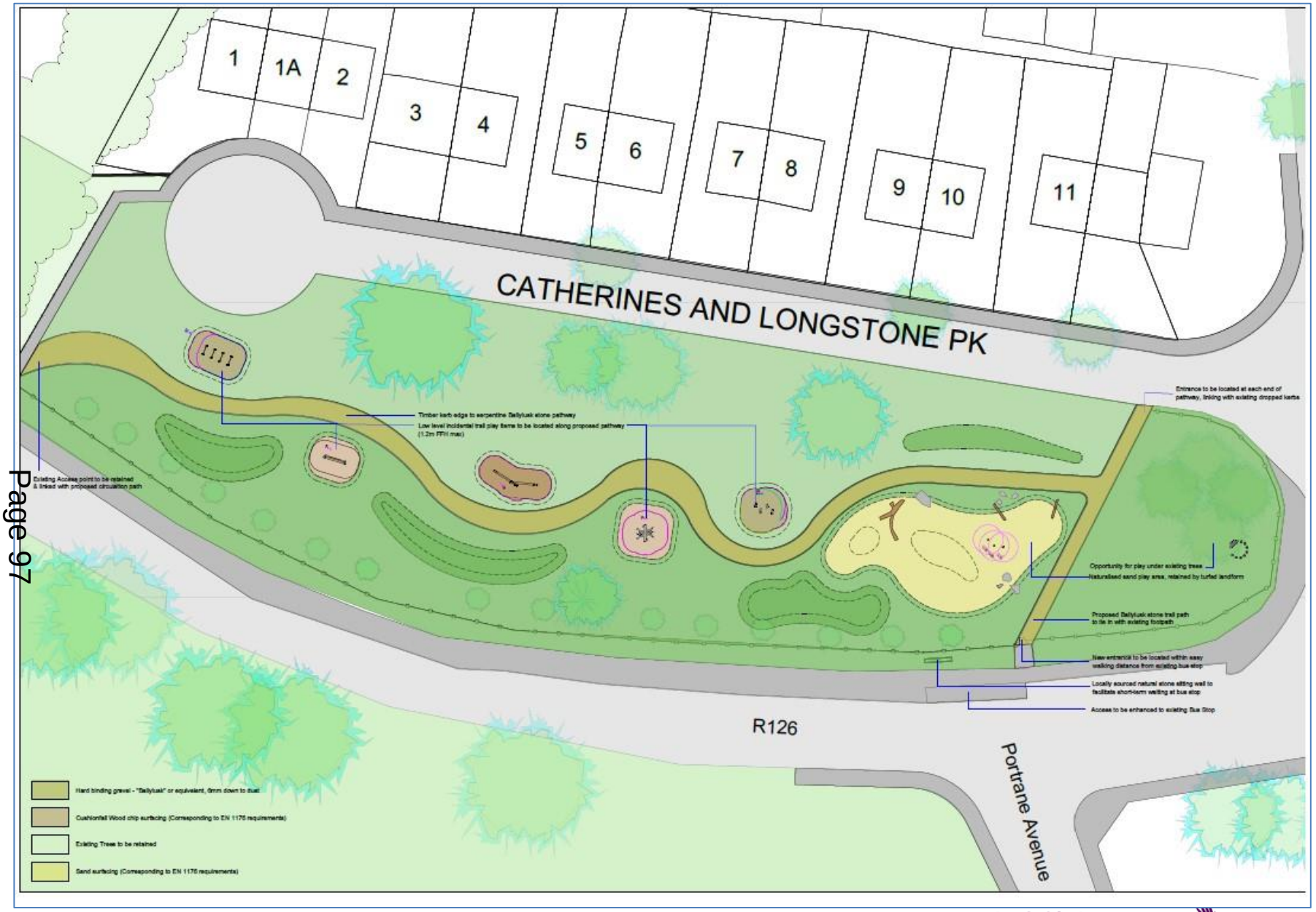


Proposed Site Layout - Northern open space

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Stella’s Castle
Page 65
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Longstone Park
Burrow Road
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Proposed Site Layout - Southern open space

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Play Space Development at Portrane

Description of proposed development

Public Play Trails (Local Equipped Area for Play - LEAP)

- *Approx. 17no. play items aimed at ages from young children up to and including 12 years*
- *Natural and water permeable safety surfacing*
- *Natural play opportunities incl. mounding, logs, boulders*
- *Pathways in Ballylusk gravel*
- *Street furniture including;*

  - *Water drinking station*
  - *Seating*
  - *Signage*
  - *Bins*
  - *Bicycle parking*

- *Improved entrance and access points*
- *Landscaping and tree planting*

Findings of the Planning Report on *Evaluation whether or not the proposed development would be consistent with the proper planning and sustainable development of the area*

It is considered that the proposed Play Trails Development at Portrane Park, Co. Dublin would be in accordance with the zoning objective applicable to these lands in the Fingal County Development Plan 2023-2029, and policies as they relate to open space, green infrastructure, and play provision. The development would enhance the amenities of the area through improving the range of facilities in the area. The proposed development is considered to accord with the proper planning and sustainable development of the area.

Public Consultation

- Informal consultation with residents – 18 Oct. 2025

- Placed on public display on 4th February 2026
- Advertised in press & social media
- Submissions encouraged prior to closing date of 18th March.
- 25 Submissions received





Summary of Observations

- A total of **25 submissions** were received.
- Planning support & issues allocated to **8 themes,:**

1. General support of the proposed development
2. Provision for teenagers
3. Few young children in Longstone Park / Portrane
4. Car parking, traffic and visitors
5. Environmental issues
6. Anti-Social behaviour concerns
7. Privacy and security
8. Objections to the proposals

Theme 1:
General Support of the Proposed Development

- **19 submissions** received relevant to this theme.

Samples of support related to this theme:

- A children's play area is badly needed and welcome.
- Hope to see it delivered quickly, long overdue.
- Look forward to using with my kids.
- Proposals will serve the area well.
- The plans look great, located centrally
- Valuable community space & fantastic amenity
- I strongly support the proposals

Theme 2:
Provision for Teenagers

- **2 submissions** received relevant to this theme.

Is there an area for teenage use proposed? Could teenage facilities (e.g. basketball ring) be provided elsewhere to encourage them away from Longstone Park?

Response:

- The open spaces are not suitable in scale to provide for teenage use, according to Play Policy.
- Other possible locations in Portrane can be explored in collaboration with the Operations Dept.
- Construction is currently underway at Ballymastone Recreational Hub which includes a skatepark, parkour and callisthenics facilities.

Theme 3:
Few young children in Longstone Park / Portrane

- **3 submissions** received relevant to this theme.

There are no young children in Longstone Park. Portrane has a maturing population, the demographics do not require play facilities. Proposals are better suited in another location.

Response:

- The proposed play trail locations were selected to serve wider Portrane. The central location proposed aligns with the Play Policy; within 500–1000m of homes.
- Other submissions disagree with the assertions that play facilities are not required and there are few / no young children in Portrane.

Theme 4:
Car parking, traffic and visitors

- **4 submissions** received relevant to this theme.

This will create more traffic / car parking issues and draw in visitors.

Response:

- Proposals are intended to create local play opportunities, in line with the Play Policy – within 500-1000m walking distance to homes, negating the need to drive.
- Visitors by car typically travel to destination playgrounds in larger regional parks, e.g. Newbridge Demesne.
- The wider county is also receiving additional play provision; this will reduce the requirement to travel for access to play.

Theme 5:
Environmental Issues

- **4 submissions** received relevant to this theme.

The proposals will create noise, pollution, rubbish and additional foot traffic to the estate. Disturbance to habitats and birds.

Response:

- The proposals are designed according to the Play Policy – at least 25m from the nearest dwelling; this will minimise the impact of associated foot traffic and noise.
- Additional bins and resourcing will be allocated with the facilities.
- The Council are confident that investment into the space will foster a greater care for the open space.
- Environmental screening was undertaken which concluded that no significant impacts are likely as a result of the development, either during construction or operational phases.

Theme 6:
Anti-social behaviour

- **3 submissions** received relevant to this theme.

The plans would create a focal point for anti-social behaviour and vandalism.

Response:

- The selected location of the play trails provides passive observation/supervision opportunities from surrounding pathways, roads and residential areas.
- The Council will work proactively with the appropriate departments and organisations in the interest of addressing the potential for anti-social behaviour or related activity.

Theme 7:
Privacy and security

- **1 submission** received relevant to this theme.

There would be a loss of privacy as well as a sense of fear and insecurity due to the development.

Response:

In line with the adopted "Space for Play – A Play A Policy for Fingal", the play activity zones are located a distance in excess 25 m from the nearest dwelling, this is being cognisant in part to privacy. Further measures can be implemented to include earth mounding and screen planting in addressing privacy concerns of the residents.

Theme 8:
Objections to the proposals

- **5 submissions** received relevant to this theme.

Objections due to concerns highlighted in previous observations. Additional concerns include: Proposals might be neglected. Not a good use of public money.

Response:

- Responses to previous observations apply.
- Adequate resourcing will be allocated for the sustainable management of the new investment.
- The Council commit to liaison at local level with the residents at the detail design and development phases of the project. This is with a view to allaying all concerns raised.

Recommendation

The planning report found that the Proposed Play Trails at Portrane, Co. Dublin would be in accordance with the zoning objective applicable to these lands in the Fingal County Development Plan 2023-2029, and policies as they relate to open space, green infrastructure, and play provision. The development would enhance the amenities of the area through improving the range of facilities in the area. The proposed development is considered to accord with the proper planning and sustainable development of the area, subject to the recommendations outlined in the Planning Report.

It is recommended that the Council approve the Proposed Play Trails at Portrane, Co. Dublin as proposed.



Thank You

Comhairle Contae
Fhine Gall
Fingal County
Council

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 20

Financial assistance to Approved Housing Bodies under the Capital Assistance Scheme - Call for CAS 2017 to provide units of living accommodation in the Fingal area

The Department of Housing, Planning & Local Government Circular: Housing 30/2017, advised of the availability of capital funding for the construction or acquisition of social housing to cater for the priority groups under the Capital Assistance Scheme (CAS) such as homeless persons, elderly persons, and people with a disability, with a particular emphasis, but not exclusively, on moving people with a disability from a congregated setting to community living. All proposals must comply with the terms of the CAS scheme as set out in memorandum VHU 2/02 and must reflect actual housing need as identified in the latest Housing Needs Assessment.

Applications received from Approved Housing Bodies are considered by the Council. Applications have been received for the following projects in Fingal and the Department of Housing, Local Government & Heritage is committed to providing funding under the Capital Assistance Scheme for these projects:

Approved Housing Body	***Location***	***Category of Need***	***No. of Housing Units of Accommodation***	***Approved Funding €***
DePaul Housing Association	The Cornmill, Vauxhall St, Balbriggan, Co. Dublin	Homeless	1	€ 270,000.00

The housing bodies listed in the above table are Approved Voluntary Housing Bodies for the purpose of Section 6 of the Housing (Miscellaneous Provisions) Act, 1992. Under Section 6 of the Housing (Miscellaneous Provisions) Act, 1992, the Council may give financial assistance to approved voluntary organisations to provide housing accommodation, or any substitute property up to a similar amount, in accordance with the requirements of Section 6 of the Housing (Miscellaneous) Act, 1992.

These loans are subject to mortgage agreements on the properties for a term of 30 years. Under the Capital Assistance Scheme, repayments on the loans will be waived by the Council for as long as the terms and conditions outlined in the mortgage agreements are complied with to the satisfaction of the Council. A capital grant for the full amount of each loan will be received from the Department of Housing, Local Government & Heritage.

Source of Reply:
Aoife Lawler, Senior Executive Officer, Housing Department.

COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 21a

NOTICE OF PROPOSED GRANT OF WAYLEAVE AT BARRYSPARKS, SWORDS, CO. DUBLIN TO BOVALE DEVELOPMENTS UNLIMITED COMPANY

It is proposed to issue Notice under Section 211 of the Planning & Development Act 2000 (as amended) and subject to the provisions of Section 183 of the Local Government Act 2001 (as amended), notifying the Council Members of the intention to grant a wayleave at Barrysparks, Swords, Co. Dublin comprising an area of 420 square metres approximately as shown coloured in yellow on Drawing No. LA-4014-26 dated 23rd February 2026 to Bovale Developments Unlimited Company, 27 Dublin Road, Miltonsfields, Swords, Co. Dublin.

A formal notice of disposal in accordance with Section 183 of the Local Government Act, 2001, will be submitted to the Meeting of the Council scheduled to be held on Monday 13th April 2026.

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Area of Land hatched and delineated by
center of yellow line surrounding the land
420 m2 from Folio DN193833F and DN64077F
Wayleave is 42m long x 10m wide

Comhairle Contae Fhine Gall
Fingal County Council

Comhairle Contae Fhine Gall
FINGAL COUNTY COUNCIL

Project: Land at Barrysparks
Swords County Dublin

Wayleave with Respect to LD1670

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Dwg No: LA–4014–26		O.S.Ref:	
Date: 23 FEB 2026		Drawn By: LJM	
Scale: 1/500		Checked:	
Dev. File No: LD 1670		Job No. SM/014/26	
Gross Area :			
Road Area :			
Nett Area :			

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Comhairle Contae
Fhine Gall
Fingal County
Council

Skerries Active Travel Plan

Skerries Active Travel Plan Briefing

1st April 2026

DBFL
CONSULTING ENGINEERS

Engineering
Sustainable
Futures

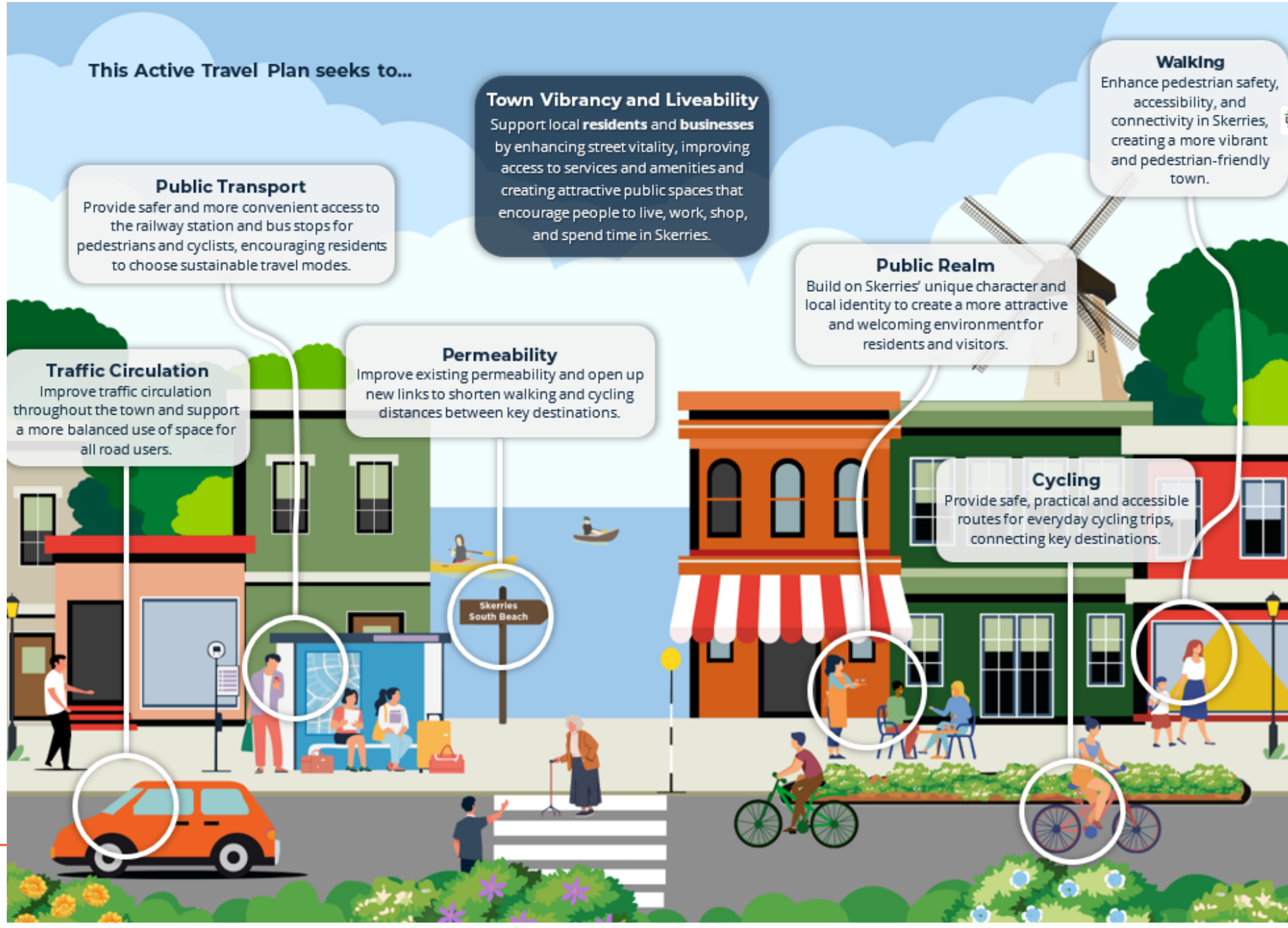
Agenda

1. Introduction
2. Pre-design Consultation and Plan Development
3. Plan Strategies for Skerries
4. Non-statutory Consultation
5. Conclusions and Recommended Next Steps



INTRODUCTION

The objective 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 access to public transport for medium distance journeys.



PRE-DESIGN PUBLIC CONSULTATION

A six-week non-statutory consultation was undertaken in September 2022 using a **“blank canvas” approach**, enabling the people of Skerries to shape a plan built for the people of Skerries, by the people of Skerries.

Engagement included:

- Launch event and public awareness campaign
- On-street survey (145 participants)
- Suggestion boxes in key locations
- Public webinar and 3 community/school workshops
- Online survey (158 responses)
- 98 written submissions via portal, email and post



567 submissions

with over 2000 suggestions

PRE-DESIGN PUBLIC CONSULTATION Cont.

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, with 66% of participants rating footpath conditions as poor or very poor. Respondents called for repairs to damaged footpaths, widening pathways, and ensuring better accessibility for those using mobility aids.

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.



"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."

PRE-DESIGN PUBLIC CONSULTATION > PLAN DEVELOPMENT

These overarching themes were further analysed and mapped to the specific locations across Skerries, allowing issues and opportunities to be clearly identified at a local level.

The feedback was spatially organised and categorised, forming the basis for developing targeted interventions and project proposals.



PLAN DEVELOPMENT

Pre-Design Public Consultation

An initial non-statutory consultation captured local views and ideas, which were analysed in detail to identify area-specific need and priorities across Skerries.

Context & Understanding the Problem

Comprehensive **baseline assessment** was carried out, including local context, travel patterns, infrastructure, and policy review, supported by traffic surveys and technical analysis.

Identifying Opportunities & Option Selection

A long list of potential interventions was developed and assessed, with options refined and filtered based on feasibility and alignment with objectives.

The Solutions

A phased **set of proposals** was developed, ranging from quick-wins to longer terms projects, supported by an **implementation plan** considering cost, complexity and delivery.

DRAFT SKERRIES ACTIVE TRAVEL PLAN

Non-statutory Public Consultation

Submissions were reviewed and categorised, informing updates and refinements to the Plan.

FINAL SKERRIES ACTIVE TRAVEL PLAN

ACTIVE TRAVEL PLAN OBJECTIVES

The six objectives of the plan were developed in alignment with the six pillars of the Fingal County Council Active Travel Strategy.



TRANSPORT STRATEGIES FOR SKERRIES

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



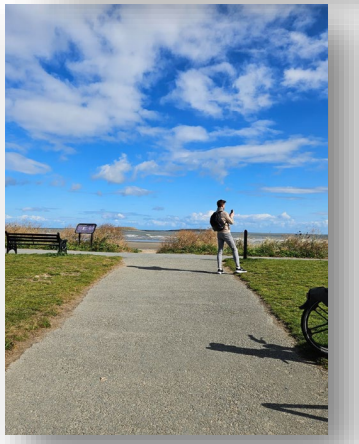
Each individual project included in the strategies will be subject to statutory planning processes and consent, detailed design, with extensive consultation with residents, businesses and the wider community throughout the process.

UNDERSTANDING THE CHARACTER OF SKERRIES

- **Distinct coastal town identity** shaped by maritime heritage and strong community life
- **Historic assets** include Skerries Mills, Harbour, Red Island, and Martello Towers
- **Compact village Centre** with narrow streets, active frontages, and walkable layout
- **Human-scale environment** supported by coastal views, mature trees, and public spaces
- **Clear contrast** between historic core and newer peripheral development
- **Town Centre living** (over-the-shop) supports vibrancy and local economy
- **Plan focus:** enhance connectivity, accessibility, and public realm
- **Core objective:** protect and reinforce Skerries' unique character



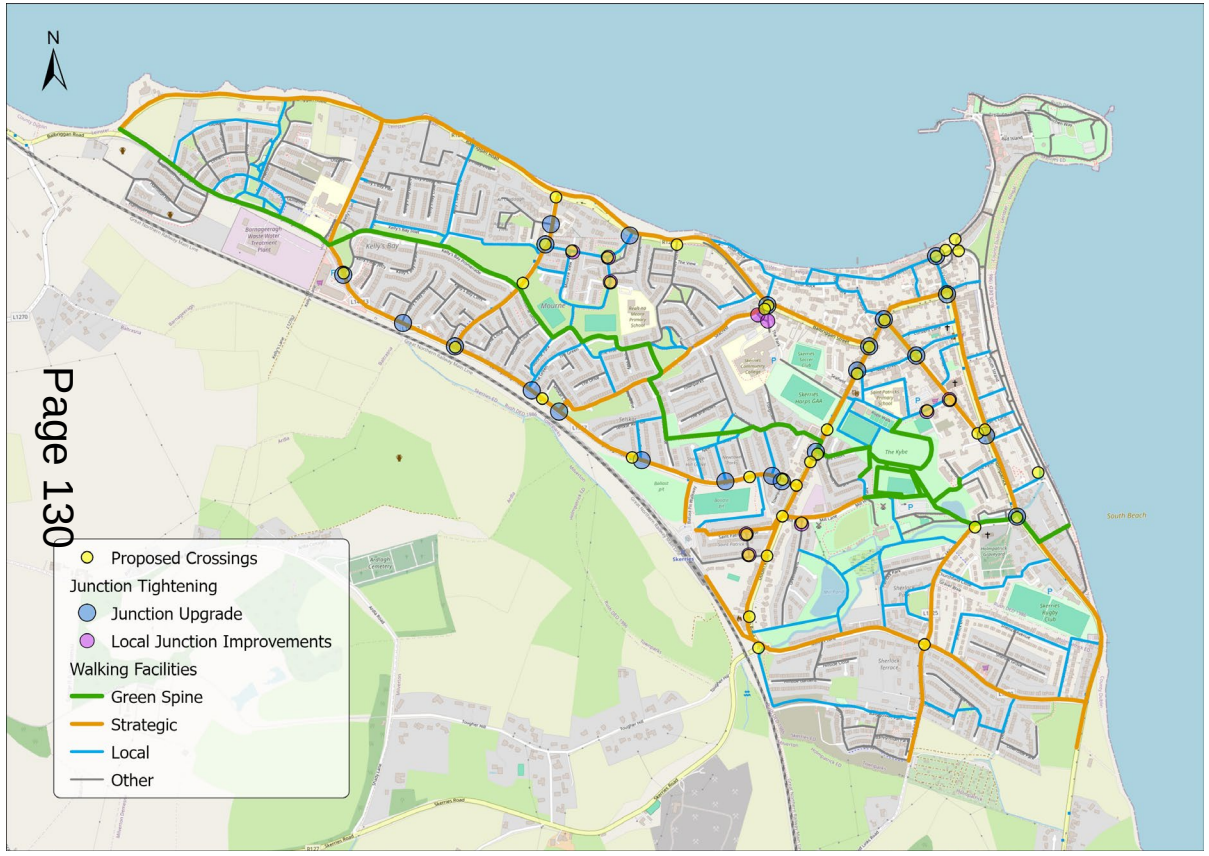








Pedestrian Strategy



Walking Network

Provides a comprehensive and connected network of high-quality walking infrastructure across Skerries.



Concept Image of Kellys Bay (Green Spine)

Junction Tightening

Junctions throughout the Study Area are a major barrier to safe and direct movement for pedestrians and cyclists.





Before and After of a junction tightening in St. Olivers Park, Myshall, Carlow. Source: NTA.

Crossings

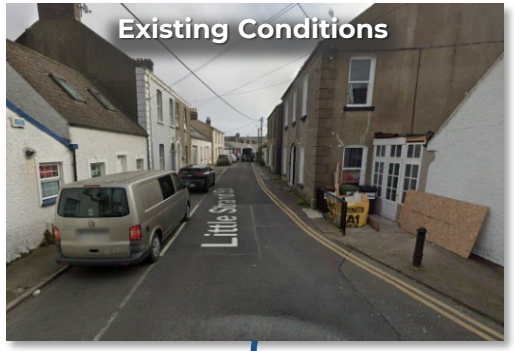
Adding more crossings would make routes safer and encourage people to walk more freely around the area.

Pedestrian Strategy

Liveable Laneways



Little Strand Street - LL 05





Opportunities to enhance a number of laneways across Skerries to support the walking network and improve connections between the town Centre and key coastal amenities.

Front of School Interventions



Opportunities to **improve the public realm** to create a more inviting environment





Clontarf to City Centre Scheme (Source: DBFL)





Ilustration of a school zone example (Source: Safe Routes to School)

Opportunities for **front school improvements**



Cycling Strategy

The cycle network 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.



Concept Image of Barnageeragh Road





Permeability Strategy

1. Opportunities to Formalise Existing Links

Several informal pathways currently provide connectivity but lack proper infrastructure or recognition within the network. Formalising these links can ensure their usability and safety, thereby strengthening the overall network.

2. Opportunities to Open Up New Links

New connections could be introduced to bride the gaps in underserved areas. These new links will contribute to a cohesive and comprehensive network that reduces journey times and improves accessibility for all.



Filtered Permeability in W'stone Central Station. Source: DBFL





Public Realm Strategy

- **Decluttering**
- **Inclusive Measures**
- **Public Art**
- **Incorporating Historic Features**
- **Greening Opportunities**
- **Natural Play**

Supporting Measures

- Wayfinding Strategy
- Lighting
- Street Furniture
- Sensory-Friendly Gardens
- Walking and Cycling Initiatives
- Air Pollution Monitoring



Example of street greening on Francis St



Rain Garden at Blackpitts, Dublin 8



Heritage limestone kerbing in Skerries Town Centre



Mural on Amsterdamsestraatweg in Utrecht, Netherlands



Timber Logs as Play elements



Public Transport Strategy

The focus of the Plan is to improve walking and cycling access to public transport, enabling safer and more convenient multimodal journeys throughout the town.

Train Station Accessibility Improvements

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.

Bus Stop Upgrades

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.

Bus Routes & Frequency

Measures to engage with the NTA and other relevant stakeholders to explore opportunities for improved service coverage
would be considered through Fingal County Council's ongoing collaboration framework with the NTA, Local Link and other service providers.

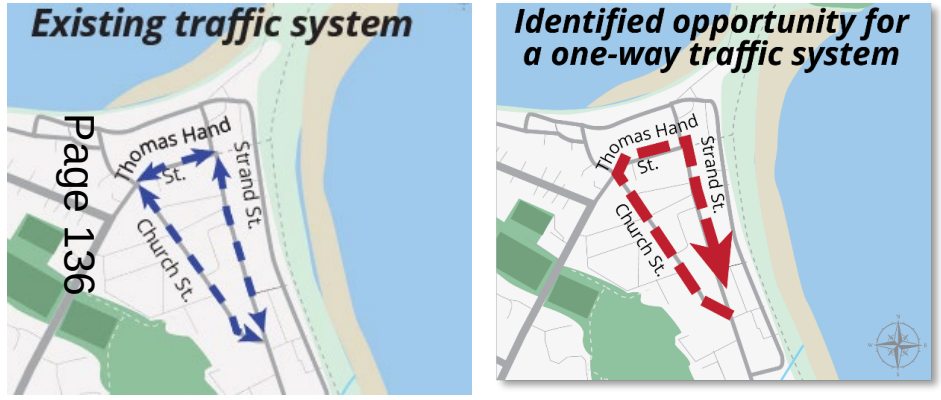


Proposed Schemes in the vicinity of the Station

Traffic Management Strategy

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.

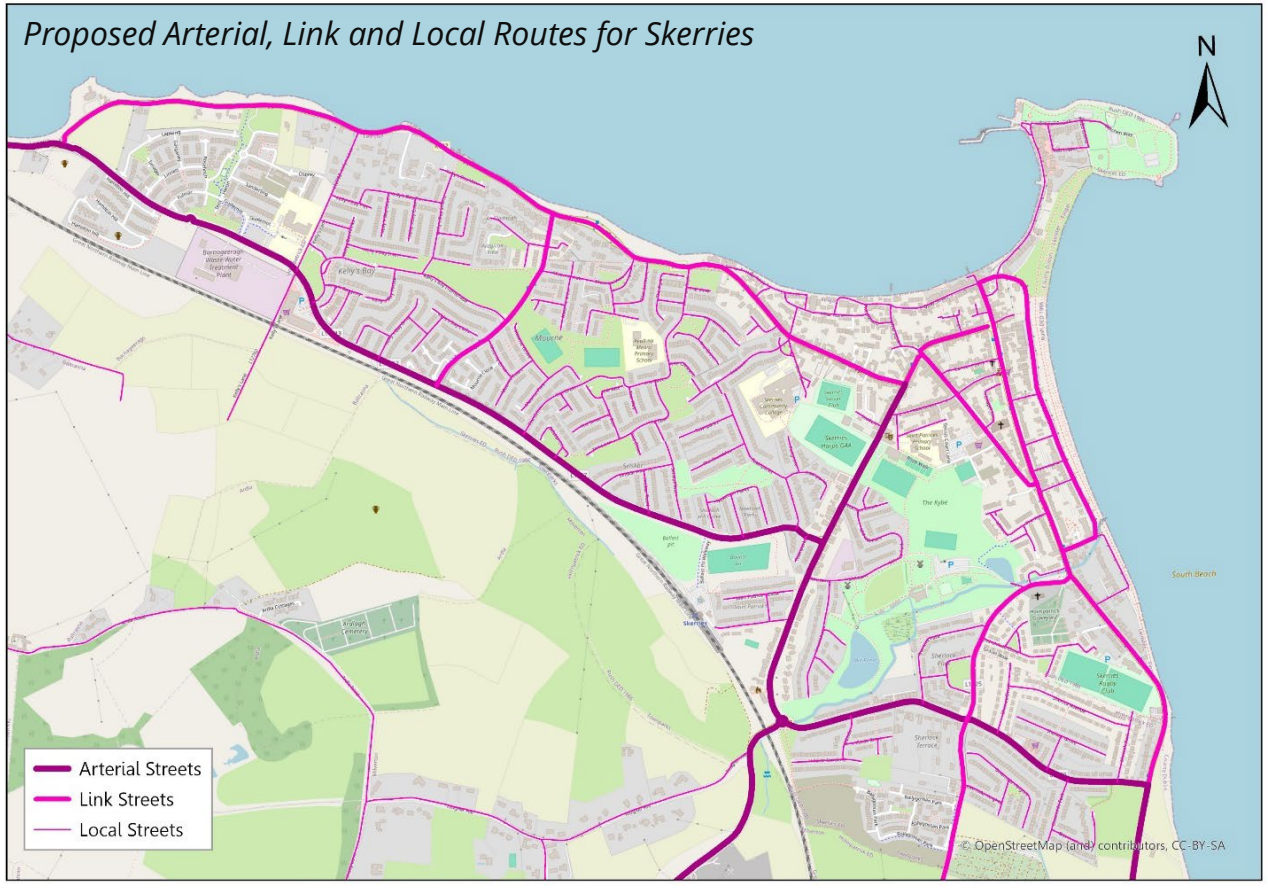


Balbriggan Road One-way System

Balbriggan Road is identified as a key coastal walking and cycling route. The scheme includes associated traffic management measures, with a proposed eastbound one-way system on the western section of Balbriggan Road up to the junction with Northcliffe Heights.

Barnageeragh Road

There is potential to reclassify Barnageeragh Road from a Local Road to a Regional Road and Balbriggan Road from Regional Road to Link Street.





Car Parking

The Car Parking Strategy takes a balanced approach to managing parking in Skerries, ensuring sufficient on-street spaces while supporting improvements to the town Centre public realm.

Fingal County Council will continue to explore additional solutions to address parking needs, with detailed assessments to be carried out during the design of individual projects.

The Overall Strategy promotes:

- **Study of Delivering a Mobility Hub in the Town Centre**
- **Improve Car Park Signage**
- **Review Parking Duration and Tariffs**
- **Enhanced Parking Enforcement**
- **Parking Smartphone Applications.**
- **Designated Locations for Campervans**



Example of a Parking Bay Sensor



Example of Strategic VMS Sign in Oxford Street, Belfast



Example of Holistic Parking Solution Application
Source: Kildare Town Transport Strategy

Mobility Point Feasibility Study



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.

Example of a Mobility Point on Main St., Blanchardstown.

NON-STATUTORY PUBLIC CONSULTATION

OVERVIEW

The non-statutory consultation process included:

- **3 workshops** with local stakeholder groups (local businesses, residents, and community groups), providing an opportunity for focused discussions and feedback.

- A **Public drop-in information session** was held to engage the wider community and encourage participation, which more than 100 people attended.

- **Online submissions portal** was made available on the FCC website, allowing individuals to share their thoughts and suggestions.

- **Information leaflets** were distributed by Fingal County Council, alongside emails, letter drops, social media posts, and **a summary video shared online,** ensuring the local community was informed and had access to the resources needed to contribute to the consultation.



WORSKHOPS

- Workshop 1: Community Groups
- Workshop 2: Business Owners
- Workshop 3: Residents

Workshop format:

- Presentation of the Draft Plan
- Workshops: Participants were divided into table groups to discuss these themes, which was then shared with the wider group.
  - The Green Spine
  - Town Centre
- Presentation outlining the next steps in the process
- Q&A session with participants





DROP-IN SESSION

- Representatives from FCC and DBFL were available to answer questions and discuss the plan with the public.
- A feedback station was provided, with comment cards for attendees to share their views.
- Participants were also encouraged to submit feedback online via the FCC Active Travel portal



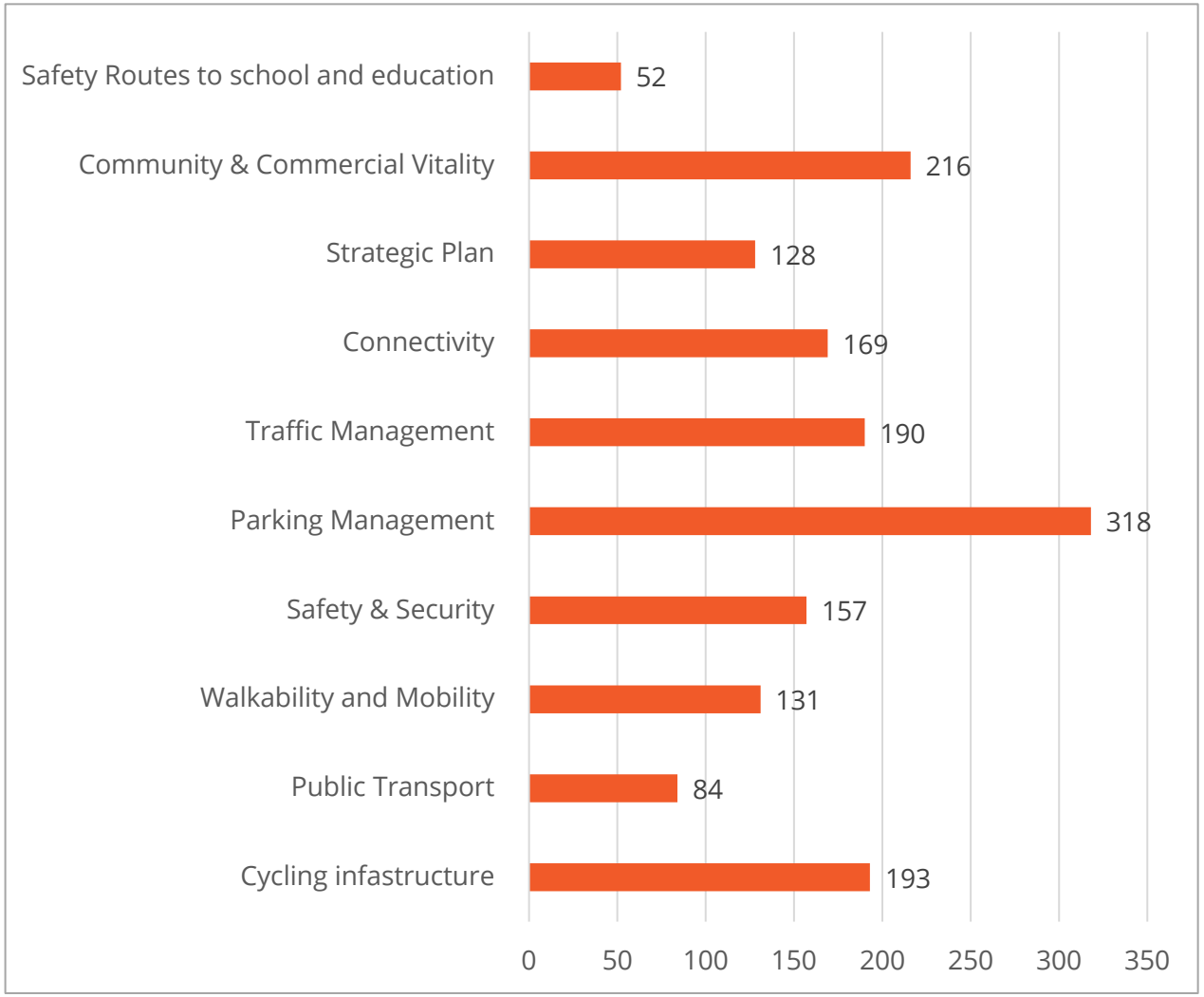


ONLINE SUBMISSIONS PORTAL

Online Public Consultation on Fingal County Council's consultation portal, which ran for ten weeks from the 10th of November 2025 to the 19th of January 2026.

612 submissions

With **1149** suggestions



SUGGESTIONS TAKEN FROM THE SUBMISSIONS AND PLAN RESPONSE

PUBLIC TRANSPORT

SUGGESTIONS FROM THE PUBLIC	PLAN RESPONSE
• **Extend or reroute existing bus services** • **Introduce a local town bus**	**Bus services are a matter for the NTA**. The Plan supports engagement to explore improved coverage and connectivity and exploring a local town/Local Link service.
Increase service frequency, reliability, and upgrade bus stops	**Service frequency is managed by the NTA**. The Plan supports improved access through better walking and cycling connections to bus stops and the railway station.
Improve access to Skerries Railway Station	**The Plan supports improved pedestrian access to public transport stops**, enhancing safety and accessibility.
Improve bus–rail integration and coordination with train services	**The Plan supports improved integration at Skerries Railway Station**, including engagement with the NTA and Irish Rail and the potential development of a Mobility Hub.

SUGGESTIONS TAKEN FROM THE SUBMISSIONS AND PLAN RESPONSE

PERMEABILITY

SUGGESTIONS FROM THE PUBLIC	PLAN RESPONSE
Kelly's Bay Parade: proposed link raised concerns due to safety and limited associated benefits	**Removed from the Plan** due to lack of access to required private land.
General cul-de-sac links: concerns about privacy, safety, and changing residential character	The Plan supports pedestrian and cycle links through cul-de-sacs to improve connectivity, while maintaining privacy, safety, and neighbourhood character, with **no vehicular access proposed.**

SUGGESTIONS TAKEN FROM THE SUBMISSIONS AND PLAN RESPONSE

TRAFFIC MANAGEMENT

SUGGESTIONS FROM THE PUBLIC

Town Centre One-way system:

Points highlighted included potential increases in congestion, traffic displacement onto surrounding streets, impacts on access for residents, businesses and emergency services, and overall effects on town Centre accessibility and vitality.

PLAN RESPONSE

The proposed one-way system will be subject to further assessment as the project progresses, including **detailed data collection and traffic modelling** to evaluate its feasibility and potential impacts.

Fingal County Council will also explore **supporting measures** in advance, such as a Mobility Hub, digital parking tools, and other initiatives to manage traffic and maintain accessibility.

Any one-way arrangement would be introduced as a **monitored trial**, with ongoing public engagement. Permanent implementation would only be considered where supported by evidence.

SUGGESTIONS TAKEN FROM THE SUBMISSIONS AND PLAN RESPONSE

PARKING

SUGGESTIONS FROM THE PUBLIC	PLAN RESPONSE
Maintain accessible parking near shops, services, and community facilities for **elderly, families, and people with disabilities**	The Plan prioritises convenient access for older people, families, and those with reduced mobility. **Accessible parking will be maintained and enhanced near key services**, with safe pedestrian routes and compliance with relevant accessibility standards.
Protect **residential on-street parking** in the town Centre	The Plan safeguards residential on-street parking in the Town Centre. **Residents' permit provision will not be reduced, and any potential displacement effects will be assessed as individual schemes progress.** Fingal will also explore supporting solutions for residents, including digital parking tools, a Mobility Hub, and other measures to maintain access and convenience. Local residents will be engaged as part of the design and development process.
Improve convenience for **town Centre visitors and shoppers**	The Plan supports convenient access for town Centre visitors and shoppers while enhancing Town Centre vitality. **Measures include maintaining short-stay parking near key destinations, integrating parking with wider access and public realm improvements**, and promoting walking, cycling, and public transport as part of a sustainable mobility strategy.

CONCLUSIONS AND RECOMMENDATIONS

Active Travel Plan to be noted by the Council.

RECOMMENDED NEXT STEPS

The Active Travel Plan identifies a range of projects across the town to improve safety, accessibility and connectivity. **Each project will be subject to further assessment, statutory processes, detailed design, and ongoing engagement with residents, businesses and the wider community.**

A number of projects have been identified as priorities;

- **Town Centre**
- **Front of School Interventions**
- **Permeability Links**
- **Liveable Laneways**
- **Barnageeragh Road & Northcliffe Heights**

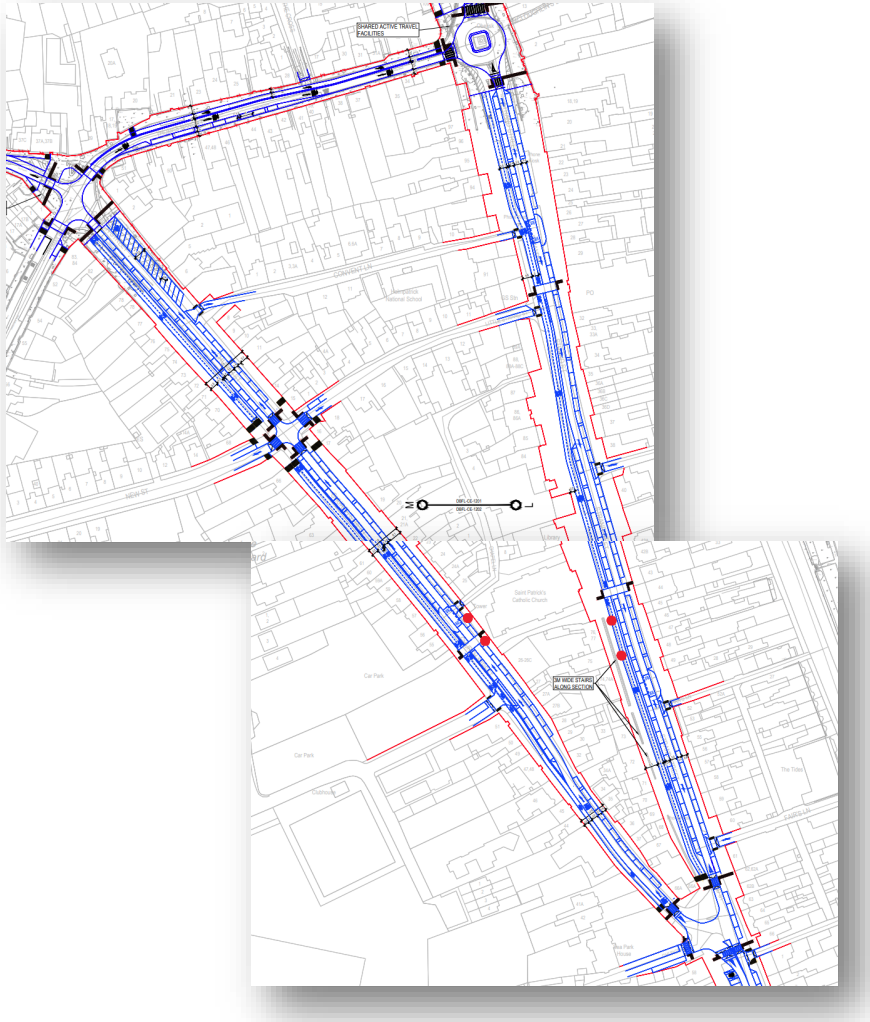
Subsequent projects: Green Spine



RECOMMENDED NEXT STEPS > Town Centre

Solutions and feasibility studies will be undertaken prior to any on-street trial.

- **Engagement with Chamber of Commerce**
  Ongoing liaison to ensure business needs and town Centre vitality are considered.
- **Engagement with Residents, Businesses and Public**
- **Updated Data Collection**
- **Traffic Modelling of the Town**
  Assessment of feasibility and impacts on circulation, access, and surrounding streets.
- **Mitigation Measures for Parking**
  Identification of alternative solutions and locations to address parking needs
- **Smart Parking Solutions**
  Exploration of digital tools (e.g. parking apps) to improve parking management and user experience.
- **One-Way System Trial**
  Implementation on a monitored trial basis, subject to assessment and public engagement.



RECOMMENDED NEXT STEPS > Front of School Interventions

- Enhances safety and encourages walking/cycling to school
- Reduces traffic congestion in school zones
- Upgrades include crossings, road markings, buff-colored surfacing, and pencil bollards
- To be delivered via Section-38 process



Existing crossing in New Street (St Patrick's National School)



Existing crossing in Balbriggan Road (Community College)

Opportunities to **improve the public realm** to create a more inviting environment



Existing space in Balbriggan Road (proximity to Community College)



Clontarf to City Centre Scheme (Source: DBFL)



Example in Arvagh, Cavan (NTA)

RECOMMENDED NEXT STEPS > Permeability Links & Liveable Laneways

Permeability Links

- Hilly terrain, uneven surfaces, and a kissing gate limit accessibility.
- Proposed upgrades: surface improvements, replace kissing gates, better lighting, and wayfinding signage.
- Potential alignment to Townspark project.



Exisitng views of informal links at the Skerries Mills

Liveable Laneways

- Enhances walking and sense of place between Church Street and Strand Street
- Low-traffic design with materials reinforcing pedestrian priority
- Strengthens placemaking by improving public realm, accessibility, and town character



Existing view of Little Strand Street



AI generated concept image for Little Strand Street. Use of materials and design elements to reinforce reduced vehicle priority (Seating could not be included to avoid concerns on antisocial behaviour)

RECOMMENDED NEXT STEPS > Barnageeragh Road & Northcliffe Heights

- Key corridors improving access to Skerries Railway Station.
- Junction tightening and crossing upgrades.
- Enhanced access to public transport.

- Both schemes could be delivered through Section-38
- Northcliffe Heights: suitable for rapid-build implementation.
- Barnageeragh Road: likely requires full detailed design and construction.





Photomontage of Barnageeragh Road



Rapid Built (Cavan Town Phase 1, NTA)



Barnageeragh Rd / Townparks Junction

THANK YOU

Question & Answers

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Skerries Draft Active Travel Plan

Non-Statutory Public Consultation Report

April 2026

Comhairle Contae Fhine Gall
Fingal County Council

DBFL CONSULTING ENGINEERS
Engineering Sustainable Futures

M-CO

Certified B Corporation
This company meets high standards of social and environmental impact.

Contents

1. Background and Context 3
2. Active Travel Strategies for Skerries 11
3. Engagement Process 23
4. Summary of Feedback 28
5. Public Submissions 34
6. Next Steps 50



CREATING VIBRANT SOCIETIES

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1. Background & Context

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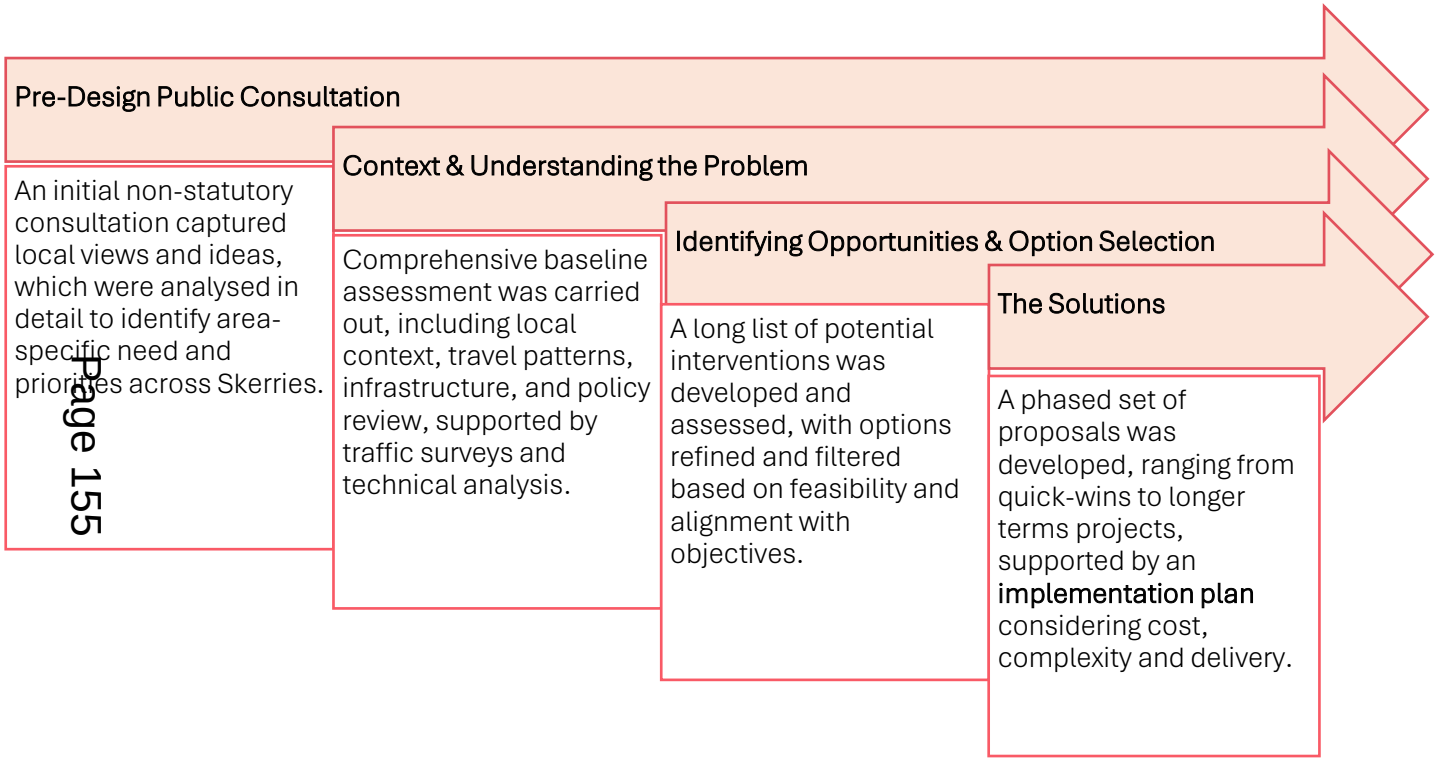
Introduction

The objective of 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.

This document sets out the context, summary, key findings and design responses to a non-statutory consultation on the plan held by FCC from the 10th of November 2025 to the 19th of January 2026.



Plan Development



DRAFT SKERRIES ACTIVE TRAVEL PLAN

Non-statutory Public Consultation

Submissions were reviewed and categorised, informing updates and refinements to the Plan.

FINAL SKERRIES ACTIVE TRAVEL PLAN

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Aims of the Plan

This Active Travel Plan seeks to:

- Improve **traffic circulation** throughout the town and support a more balanced use of space for all road users.
- Provide safer and more convenient access to **public transport** including the railway station and bus stops for pedestrians and cyclists, encouraging residents to choose sustainable travel modes.
- Improve existing **permeability** and open up new links to shorten walking and cycling distances between key destinations.
- Enhance **walking facilities**, pedestrian safety, accessibility, and connectivity in Skerries, creating a more vibrant and pedestrian-friendly town.
- Provide safe, practical and accessible routes for everyday **cycling** trips, connecting key destinations.
- Build on Skerries' unique character and local identity to create a more attractive **public realm** and welcoming environment for residents and visitors.

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Pre-design Public Consultation

In September 2022, FCC launched a six-week non-statutory public consultation to gather the public's views on Active Travel needs for Skerries.

The consultation revealed a range of concerns and suggestions focused on cycling, walking, pedestrian crossings, traffic management, and parking. Findings indicate that improvements to 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 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.

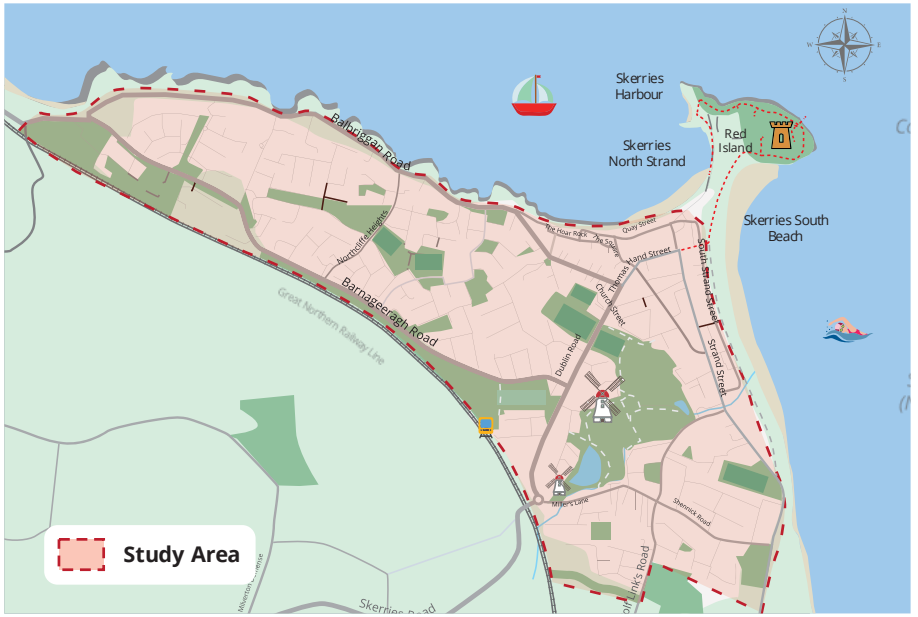
In total FCC received 567 submissions with over 2,000 suggestions.

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Study Area

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.











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Policy Context

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 of transport.

National Policy and Guidance



Regional and Local Policy and Guidance



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Active Travel Plan Objectives

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.

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2. Active Travel Strategies for Skerries

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Active Travel Strategies for Skerries

The seven key strategies set out by DBFL Consulting Engineers are backed by a number of supporting measures to best facilitate the development of an inclusive, attractive and vibrant town.

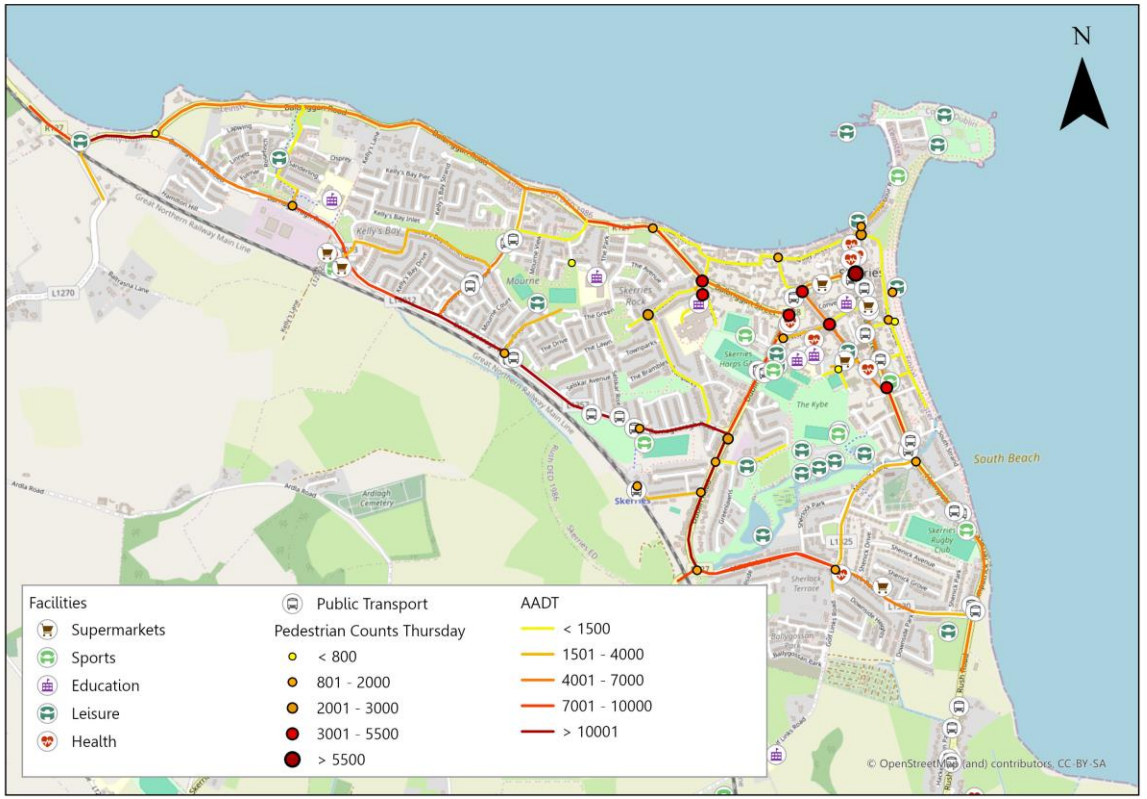


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Identifying Areas of Highest Impact

This map brings together key layers of information that help guide where active travel interventions in Skerries can have the most meaningful 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.



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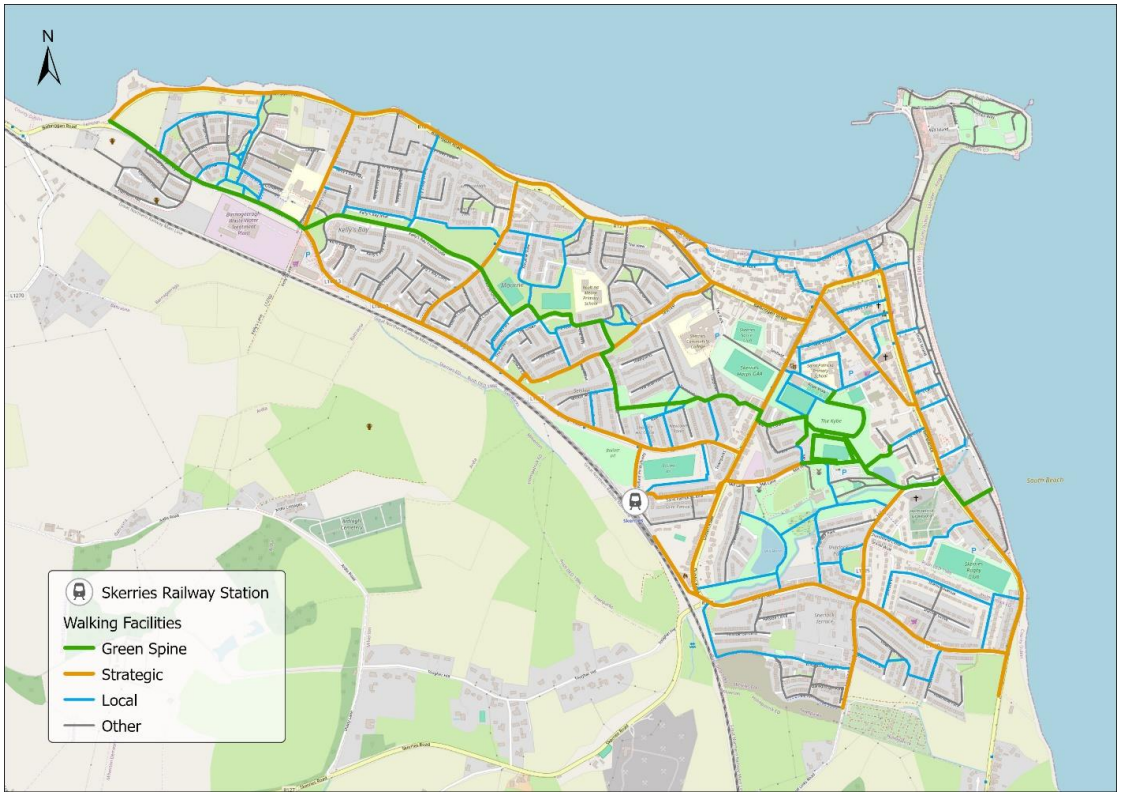
Pedestrian Strategy



The Walking Network identified for Skerries includes three main route classifications.

The aim is to provide a comprehensive and connected network of high-quality walking infrastructure across Skerries:

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



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Pedestrian Strategy

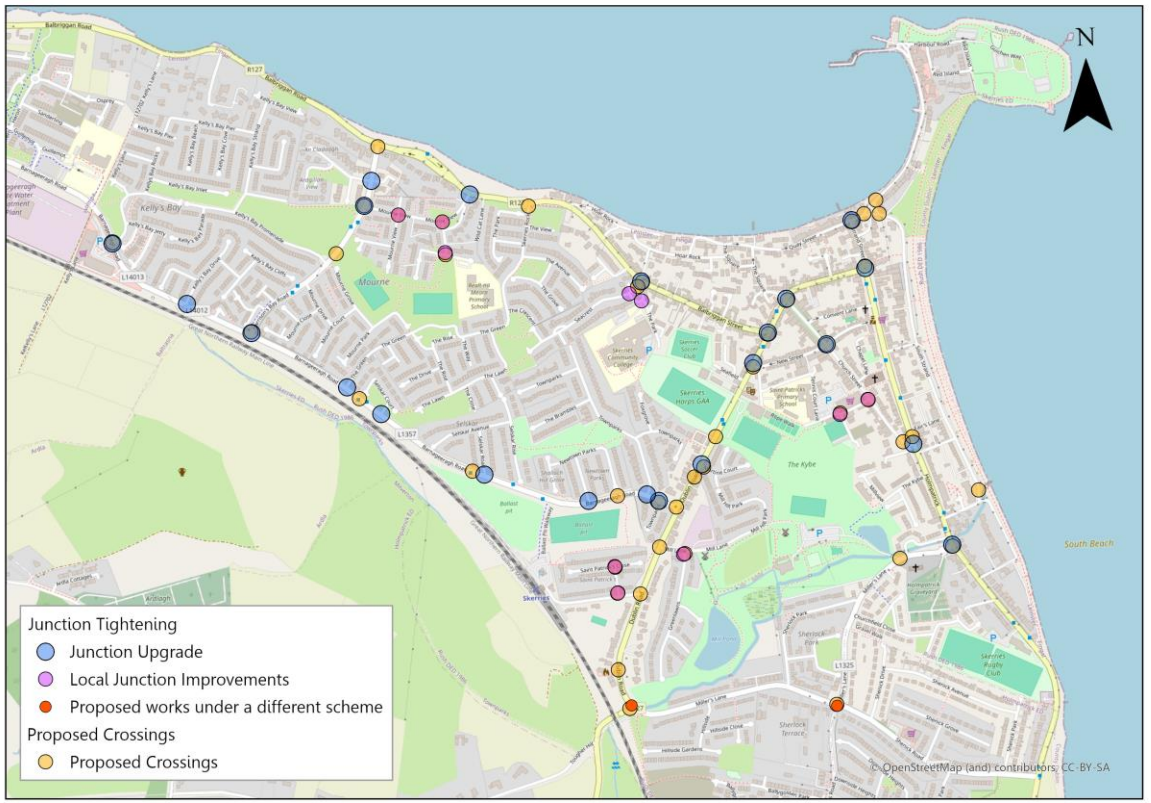


Junction Tightening

Junctions throughout the Study Area are a major barrier to safe and direct movement for pedestrians and cyclists.

The map identifies locations where junction improvements are recommended to address these issues; these include;

- Junction Upgrade: Strategic junctions in the Study Area.
- Local Junctions Improvements: Local junctions at the entrance to developments.



Crossings

Adding more crossings would make routes safer and encourage people to walk more freely around the area.

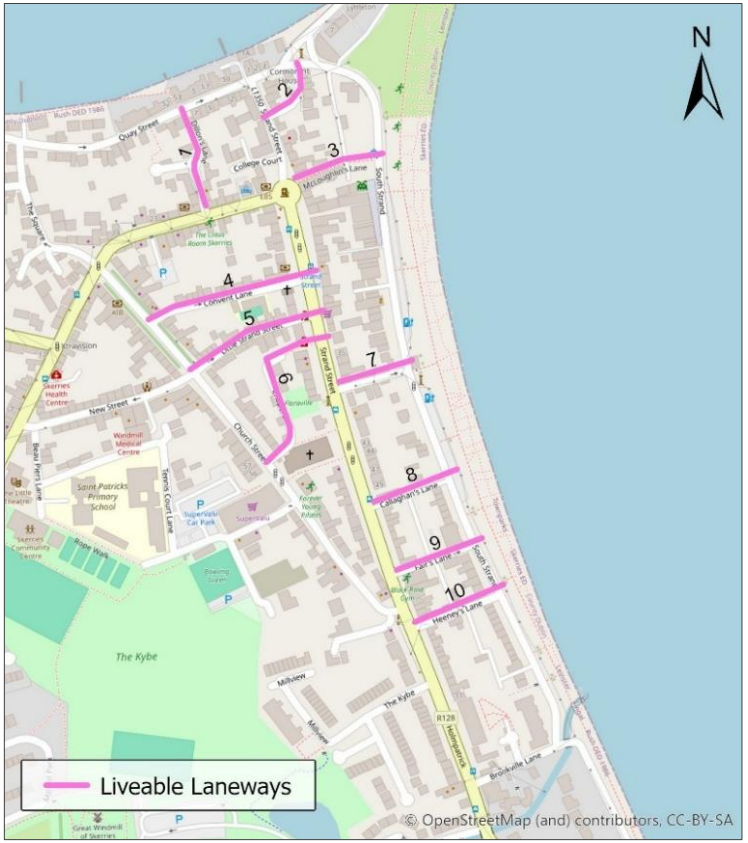
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Pedestrian Strategy



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.



McLoughlin's Lane - LL 03



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Cycling Strategy



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.



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Permeability Strategy



Opportunities to Formalise Existing Links

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

Opportunities to 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.



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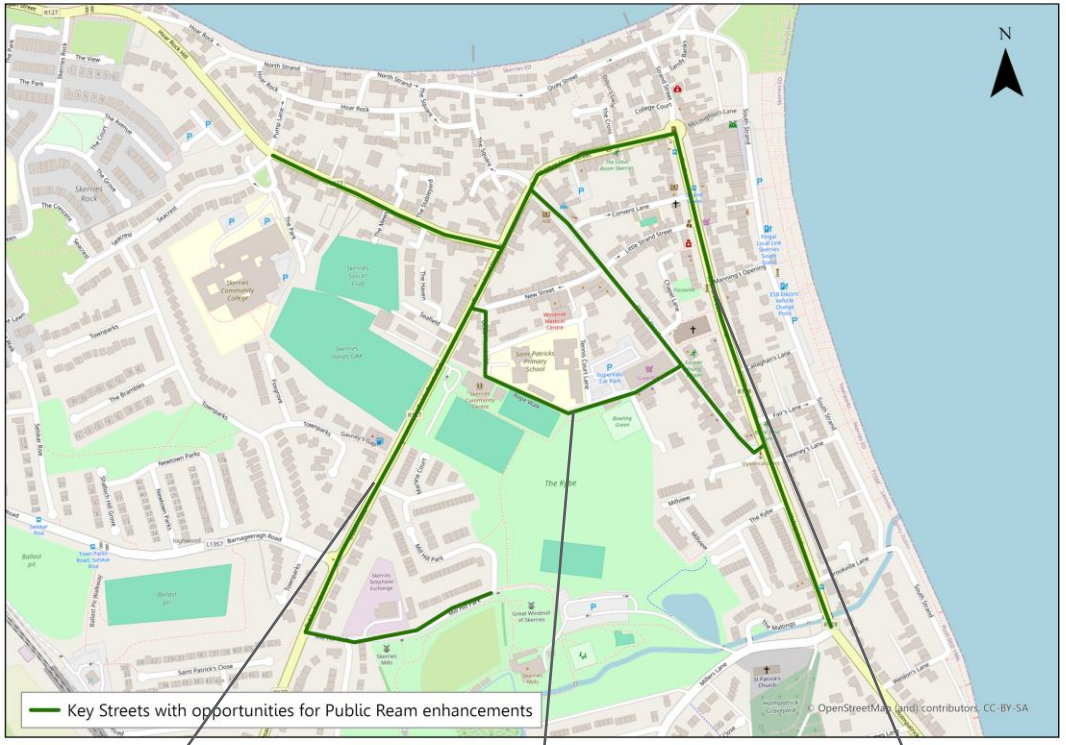
Public Realm Strategy



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.

- Decluttering
- Inclusive Measures
- Public Art
- Incorporating Historic Features
- Greening Opportunities
- Natural Play
- Active Travel

We aim to protect the culture, architectural heritage and feel of the town and recognise Skerries is unique because of its high density of residential properties in the town centre.









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Public Transport Strategy



Train Station Accessibility Improvements

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.

Bus Stop Upgrade

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.

Bus Routes & Frequency

Measures to engage with the NTA and other relevant stakeholders to explore opportunities for improved service coverage would be considered through Fingal County Council's ongoing collaboration framework with the NTA, Local Link and other service providers.



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Traffic Management



Town-centre One-way system

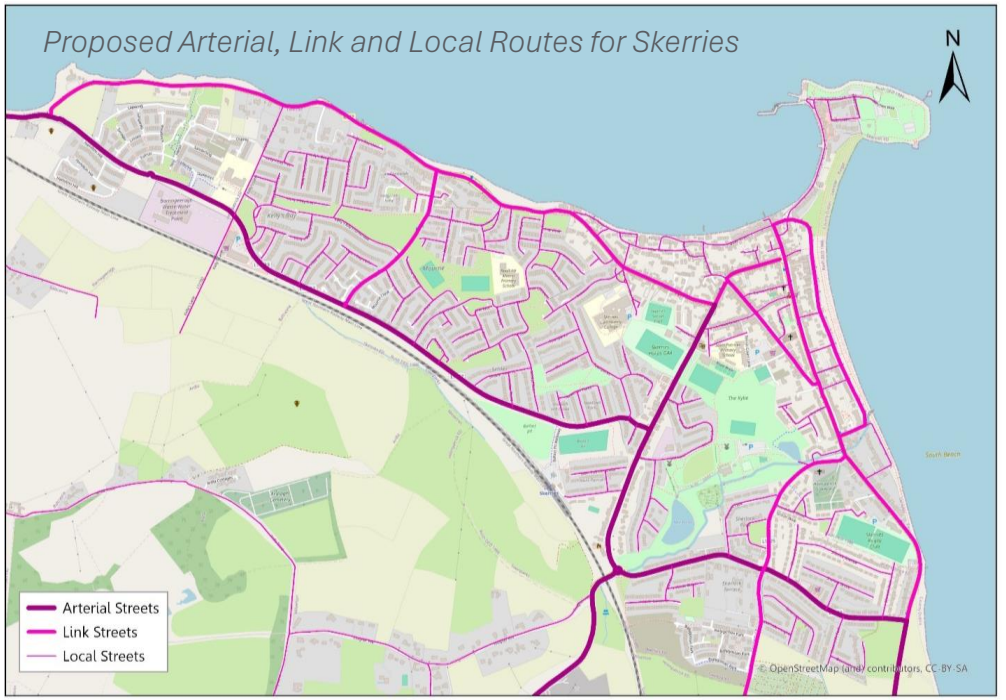
The introduction of a one-way system within Skerries Town Centre presents an opportunity to enhance traffic circulation and improve the safety and comfort of active travel modes, while maintaining the vibrancy and character of the town centre.





Balbriggan Road One-way system

Balbriggan Road is identified as a key coastal walking and cycling route. The scheme includes associated traffic management measures, with a proposed eastbound one-way system on the western section of Balbriggan Road up to the junction with Northcliffe Heights.



Barnageeragh Road

There is potential to reclassify Barnageeragh Road from a Local Road to a Regional Road and Balbriggan Road from Regional Road to Link Street.

Car Parking



The Car Parking Strategy takes a balanced approach to managing parking in Skerries, ensuring sufficient on-street spaces while supporting improvements to the town centre public realm.

Fingal County Council will continue to explore additional solutions to address parking needs, with detailed assessments to be carried out during the design of individual projects.

The Overall Strategy promotes:

- Study of Delivering a Mobility Hub in the Town Centre
- Improve Car Park Signage
- Review Parking Duration and Tariffs
- Enhanced Parking Enforcement
- Parking Smartphone Applications
- Designated Locations for Campervans



Example of a Parking Bay Sensor



Example of Strategic VMS Sign in Oxford Street, Belfast



Example of a Mobility Point on Main St., Blanchardstown.

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.



Example of Holistic Parking Solution Application
Source: Kildare Town Transport Strategy

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3. Engagement Process

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Overview



Skerries Active Travel Plan information leaflet

The non-statutory consultation process included 3 **workshops** with local stakeholder groups (local businesses, residents, and community groups), providing an opportunity for focused discussions and feedback. Additionally, a public **drop-in information session** was held to engage the wider community and encourage participation, which more than 100 people attended. These sessions were facilitated by independent engagement consultant M-CO.

To further facilitate input, an **online submissions** portal was made available on the FCC website, allowing individuals to share their thoughts and suggestions. **Information leaflets** were also distributed by FCC, as well as emails, letter drops and social media posts, ensuring that the local community were kept informed and had access to the necessary resources to contribute to the discussion.

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Stakeholder Workshops

There were 3 meetings held to engage key stakeholders.

Workshop 1: Community Groups (11/11/2025)

Workshop 2: Business Owners (13/11/2025)

Workshop 3: Residents (18/11/2025)

The workshops were facilitated by M-CO and attended by DBFL engineers and members of the FCC project team. Each session opened with a presentation by the FCC Project Team who provided an overview of the Active Travel Plan objectives and background, followed by DBFL engineers who presented the proposed strategies in more detail. Participants had the opportunity to ask questions before focusing on two key aspects of the plan; The Green Spine, and Town Centre. Attendees were then divided into tables to discuss and provide feedback on these strategies, which was then shared with the whole group. The sessions concluded with a presentation from FCC outlining the next steps.





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Stakeholder Workshops





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Public Drop-in Evening

M-CO, DBFL consulting engineers, and the FCC project team met with local community members in the sailing club on Harbour Road in Skerries at a drop-in event attended by more than 100 people. FCC and DBFL representatives were present to answer questions and discuss various aspects of the plan with members of the public. A feedback station was provided, allowing attendees to share their opinions using comment cards. Additionally, visitors were encourages to make an online submission through the portal on the FCC active travel website.







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4. Summary of Engagement Feedback

This section provides a summary of the feedback received during the in-person engagement. The key themes and recurring points raised across all stakeholder meetings and the public drop-in session are outlined.



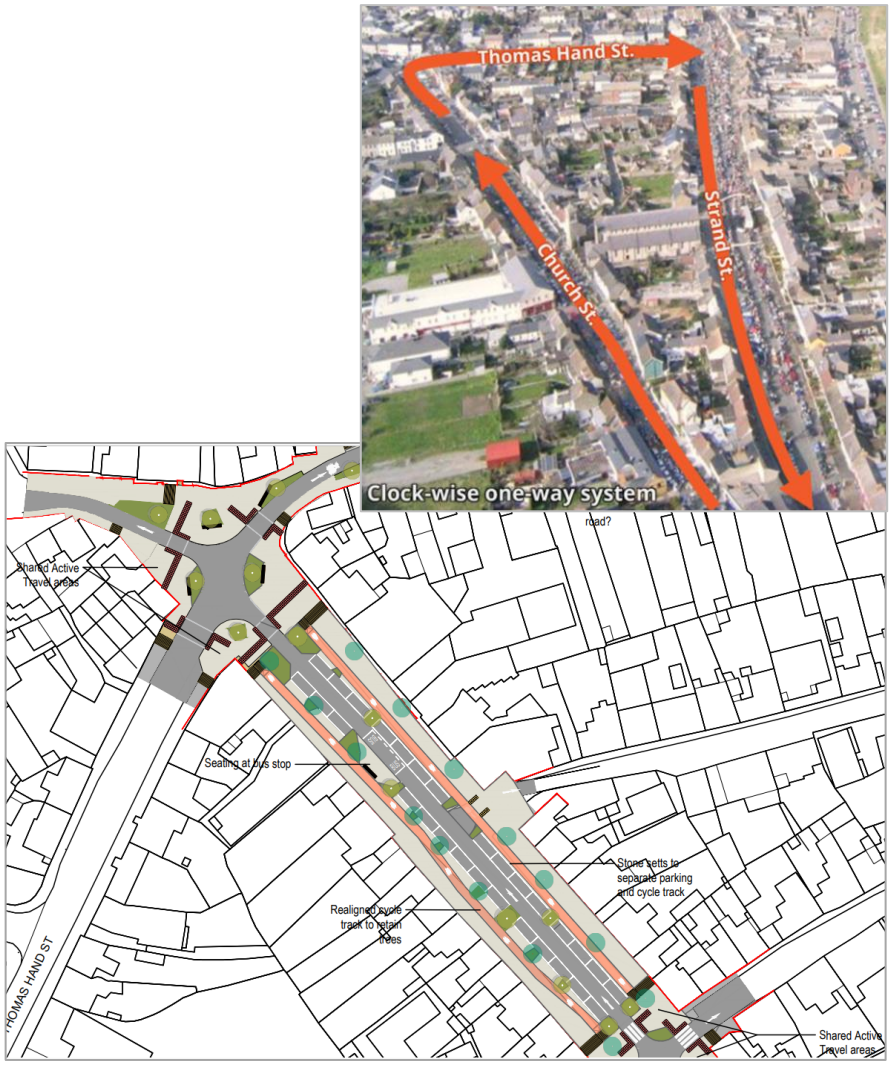
Town Centre – Initial Design Proposal

The initial design option for Skerries Town Centre comprised a **clockwise one-way system on all three subject streets**. The primary benefit of implementing this system would be the improvement of traffic circulation and overall safety within Skerries urban core. Additional improvements could 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



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Town Centre – Workshop Feedback

Parking

- Requests for updated parking studies, including number of spaces, time of year/time of day variations, and contrasting general use vs. resident needs.
- Queries around the number of residents on town centre streets and whether current parking provision is adequate.
- Queries around resident permits and how many would be allocated to residents. Noting that both businesses and residents rely on town centre parking.
- Issue raised about existing difficulty finding spaces at busy times – noting that Supervalu car park is used as a car park for all of town centre.
- Requests for additional car parking and exploration of alternative off-street locations.
- Suggestions to revert some areas to angled parking
- Observations of illegal parking, particularly outside the hardware shop, enforcement measures needed.
- Surplus taxi spaces noted as a potential opportunity for reallocation.
- Campervan parking and facilities are lacking, putting additional pressure on town-centre parking.

Traffic Management

- Concern about side lanes and feeder streets potentially not being wide enough for car parking and becoming too busy.
- Concern about displaced traffic being pushed onto smaller residential streets.
- Need to understand the impact of the one-way system on residents and feeder streets, including the potential for rat-running.
- Support expressed for clockwise traffic flow around the town centre.
- Suggestions to maintain two-way traffic on Thomas Hand St to facilitate bus movements and hardware store loading.
- Speeding concerns on Balbriggan Road need addressing.
- Questions about why a roundabout is proposed in the town centre, issues raised about emissions, noise, ramps and pedestrian safety.
- Lane beside SuperValu considered dangerous and needing improvement.

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Town Centre – Workshop Feedback cont.

Active Travel

- Ensure safe interactions between pedestrians, cyclists, and vehicles, especially where pedestrians cross cycle paths. Especially around the use of e-scooters.
- Consider one-way cycle lanes in town centre as an alternative (contraflow to traffic).
- Some participants questioned the need for segregated cycle lanes in the town centre if speed limit is reduced to 30km/hr.
- Toucan crossing suggested for bikes turning onto Strand Street.
- Suggestion that the main cyclist artery could be re-routed down South Strand

Urban Realm

- Charging points and e-charging infrastructure requested.
- Questions about whether limestone kerbs will be protected.
- Support for undergrounding utilities to improve streetscape
- Concerns raised about noise and vibrations caused by buses at certain locations.
- Requests for additional bike parking

Public Transport

- Suggestion for a local bus that circulates the town.
- Request for better pedestrian, cyclist and public transport connections to the Dart station.

Community Engagement

- Request for additional engagement with the Chamber of Commerce prior to design phase.
- Recognition that 'living over the shop' is an important and unique part of Skerries' character and should be protected.
- Request to pilot the proposed Town Centre changes before implementation, for a period of at least 18 months.
- Consider the older demographic profile of Skerries when proposing new transport strategies.

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Green Spine – Initial Design Proposal

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
- St. Patrick's Catholic School.

Amenity areas:

- Skerries GAA & Hockey Club
- Community Centre
- The Mills
- Town Park.

The preferred format for the majority of the Green Spine is a **Shared Active Travel facility**.



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Green Spine – Workshop Feedback

Walkability and Mobility

- Missing footpaths identified at multiple locations, including Kelly's Bay, Balbriggan Road and the Community College.
- A pedestrian crossing suggested at the Community Centre due to poor visibility and at Selskar/Skerries Rock.
- More seating and additional bins requested along the route.
- Wayfinding for 5/10km walking routes suggested.
- Support for additional low-level lighting welcomed.
- Dublin Road roundabout requires a zebra crossing.
- Ballygossin/Hillside permeability improvements suggested.

Cycling Infrastructure

- Queries about bike lane positioning (in front of or behind trees)
- Queries about why cyclists cannot remain on the road in some sections.
- Support for cycle lanes on Barnageeragh Road and junction tightening.
- Issue raised in relation to potential shared space conflicts, especially in Kelly's Bay
- Increased bike parking provision requested.

Traffic Management

- Quiet streets/school streets opportunity suggested behind the Community College to address pinch points.
- Pump Lane is at risk of becoming a rat run; temporary 'no through road' suggested.
- Request for a local bus connection to Skerries Point or integration with the 33 bus route.
- Skerries Mills car park proposed as a school drop-off location to relieve pressure elsewhere.
- Mixed views on one-way traffic on Balbriggan Road; if implemented, direction towards town is preferable

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5. Public Submissions

Fingal County Council established an **online consultation page** to run in parallel with the in-person engagement. This was held on Fingal County Council's Consultation Portal to allow for submissions from wider members of the public. In addition, submissions could be made to the council by email and post. The portal was **open from 10th November 2025 to 19th January 2026**.

The following section captures the analysis of these submissions carried out by **DBFL Engineers**, as well as the design responses from **FCC**.

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Overview

A total of 610 submissions were received during the consultation period.

558 of these submissions came through the online portal, 18 submissions were received via email and 4 were postal submissions.

A comprehensive review of all submissions was conducted by DBFL, identifying the main comments and issues raised.

Common recurring themes were identified, and the key feedback within each of these themes is presented in this section of the report, with a response from the Design Team.

It is acknowledged that submissions reflected a diversity of views, including both support for and concerns regarding specific proposals. The consultation process has informed modifications to certain elements of the Plan and clarified the sequencing, assessment and engagement processes that will apply prior to implementation. Where proposals are to be progressed, they will be subject to detailed design development, further engagement and any required statutory and consent procedures.

This consultation summary should therefore be read in conjunction with the final Active Travel Plan and outlines how consultation feedback has informed the finalisation of the Plan.





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Thematic Evaluation

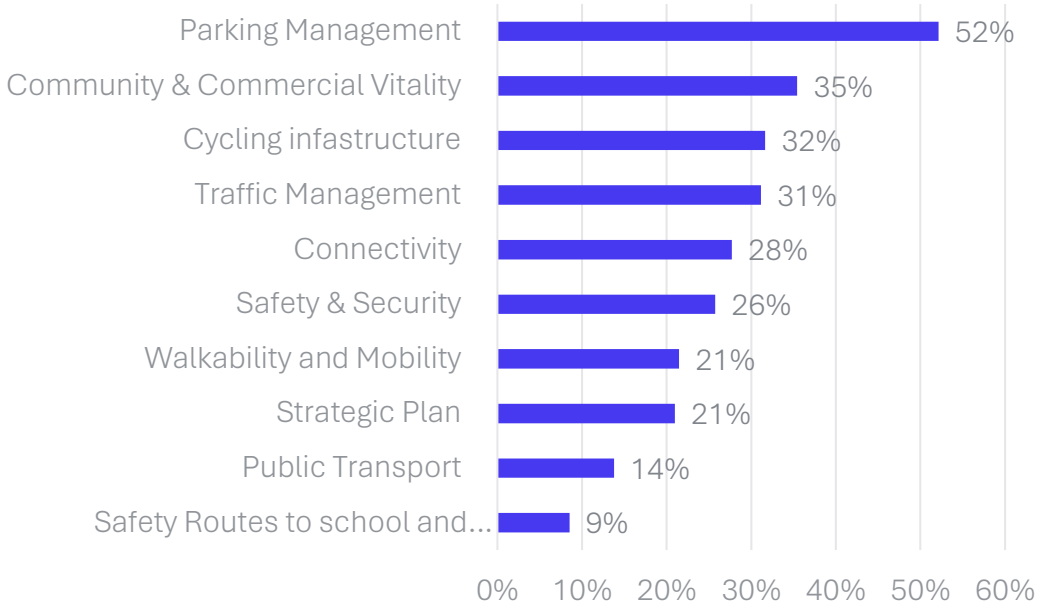
Parking management is the most frequently mention theme with over half of respondents (52%) identifying it as a top priority.

Community and commercial vitality is mentioned in 35% of submissions, suggesting people value supporting local businesses and vibrant public spaces. Cycling infrastructure (32%) and traffic management (31%) are also commonly mentioned and seen as important themes.

Themes such as connectivity (28%), safety and security (26%), walkability and mobility (21%) and strategic planning (21%) also attract notable interest.

Lower in frequency are public transport (14%) and safe routes to school and education (9%).

Overall the submissions are most focused on parking, supporting local activity and improving movement around the town.



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Quotes from Public Consultation

I support the proposed active travel plan for Skerries, the town is totally congested with cars and there are currently no safe cycle routes. This plan is long overdue and needs to be built without delay

I am fully in favour of the proposed one-way system loop between Thomas Hand Street, Church Street, and Strand Street. As a resident living directly on this route, I believe this change is necessary to manage traffic flow more effectively in the town centre.

The plan fails to address the needs of older residents or those with mobility issues. I cannot walk or cycle a normal bicycle (and adapted cycles are prohibitively expensive) so improved pedestrian and cycle routes do not enable me in changing my travel behaviour. There needs to be more focus on re-routing buses, or planning new local services to serve areas that do not have a bus service.

Parking is already a significant challenge for residents. While we understand that living in a busy town brings compromises, there is currently a serious shortage of parking spaces. With the growing population and planned future development, the removal of additional parking spaces will only worsen the situation rather than solve it.

The plan is a huge, once in a lifetime opportunity, to put Skerries on a sustainable mobility path for current and future generations

Improve the actual connectivity between residential estates (like Barnageeragh) and the Skerries Train Station before introducing restrictive traffic measures

Quotes from Public Consultation

The proposed one-way system on Church St and Strand St risks "choking" the town, increasing traffic congestion on residential side streets, and making daily life harder for locals.

I welcome improved cycle routes and pathways into and around Skerries. Safe pedestrian and cyclist routes for children to go to and from school independently will reduce traffic and increase independence and exercise in children in a safe way.

Safe pedestrian and cyclist routes for children to go to and from school independently will reduce traffic and increase independence and exercise in children in a safe way.

Skerries has a thriving retail heartbeat. Reducing parking and making access difficult for shoppers threatens the survival of our boutiques, cafes, and local businesses.

I strongly support the draft active travel plan. I believe it will improve traffic circulation, provide better access to public transport, shorten walking and cycling distances, enhance pedestrian accessibility and connectivity, provide safe, practical, and accessible cycling routes and create a more attractive and welcoming environment for residents and visitors. It will benefit drivers as well as those who choose to walk or cycle.

I love the Green Spine concept: safe, scenic routes that make it easy to traverse Skerries on foot and by bike

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Key Issues and Responses

This section summarises the principal matters raised and sets out Fingal County Council's (FCC) response to each issue raised in the consultation. The responses reflect further technical assessment, consideration of applicable policy and design standards, engagement with relevant agencies where required, and a review of the strategic objectives of the Plan.

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1. Public Transport

A	Public Transport
Issue Raised	Submissions raised a range of points relating to public transport provision, accessibility and integration within Skerries. Key matters included the adequacy of bus service coverage, particularly for newer residential areas such as Barnageeragh Cove and Kelly's Bay, with suggestions to extend or reroute existing services to better serve these locations. Respondents also emphasised the importance of stronger integration between bus and rail services, including improved interchange at Skerries Railway Station, better alignment between bus and train schedules, and more reliable and frequent services. Some submissions proposed the introduction of a local feeder or circular town bus linking residential areas with the railway station, town centre, schools, medical facilities and other key amenities. Additional comments related to the accessibility and positioning of bus stops, including concerns that relocation of stops could increase walking distances or affect older persons and those with reduced mobility. The need for appropriate supporting infrastructure, such as safe pedestrian crossings, accessible footpaths and suitable waiting environments, was also highlighted. Submissions also referenced parking capacity at Skerries Railway Station in the context of existing demand and planned residential growth.
Response	The Active Travel Plan recognises the important role of public transport in supporting sustainable mobility and access to key destinations across Skerries. The focus of the Plan is to improve walking and cycling access to public transport, enabling safer and more convenient multimodal journeys throughout the town. The planning, routing and operation of bus services remain the responsibility of the National Transport Authority (NTA) and service operators. However, the Plan includes measures to engage with the NTA and other relevant stakeholders to explore opportunities for improved service coverage, particularly in areas of recent residential development such as Barnageeragh Cove and Kelly's Bay, and to strengthen connections between residential neighbourhoods, the town centre and Skerries Railway Station.

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Response cont.	The Plan also includes a measure to explore the feasibility of a local town bus or Local Link–type service connecting residential areas, the town centre, key amenities and the Railway Station. This measure reflects issues raised during consultation and would be considered through Fingal County Council's ongoing collaboration framework with the NTA, Local Link and other service providers. In addition, the Plan supports improved integration between bus and rail services, including collaboration with Irish Rail and the NTA on enhancements at Skerries Railway Station. This includes the potential development of a Mobility Hub, improved pedestrian and cycle access, upgraded waiting environments, enhanced wayfinding and better interchange between transport modes. Locations of bus stops would be reviewed in consultation with the National Transport Authority (NTA) and service operators. In doing so, consideration will be given to accessibility for older persons and those with reduced mobility, walking distances to key destinations, potential traffic impacts, and the provision of appropriate supporting infrastructure such as safe pedestrian crossings and continuous footpath connections. Any changes to bus routes, service provision or operational arrangements would be subject to separate assessment and agreement with the relevant transport authorities. The Active Travel Plan supports these considerations through complementary infrastructure and policy measures that improve access to public transport and reduce reliance on private cars for short to medium journeys.

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2. Permeability

A	Permeability Links and Cul-de-Sac Streets
Issue Raised	A number of submissions raised comments regarding the introduction of permeability links through existing cul-de-sac estates. Points highlighted included potential impacts on privacy and residential amenity, perceived safety risks arising from increased through-movement, and the preservation of the established quiet character of these streets. Some submissions noted that opening currently enclosed layouts could alter the function and nature of these residential environments.
Response	The permeability strategy seeks to improve connectivity for pedestrians and cyclists by providing short local links between existing streets and neighbourhoods. These connections are intended for walking and cycling only and would not allow access for cars, ensuring that residential streets remain quiet and low-traffic in nature. Improving permeability can support safer and more convenient access to schools, public transport, and local amenities, while also encouraging more people to walk and cycle. In many cases, increased use of these routes can also improve safety through passive surveillance, with more natural activity and overlooking of spaces alongside appropriate lighting and design. It is recognised that each location has its own characteristics and sensitivities. For this reason, permeability links identified in the Plan are indicative and would be subject to further assessment and consultation at design stage to ensure that residential amenity, privacy, and safety are carefully considered. It is also noted that the link at Kelly's Bay Parade, identified in the Draft Plan, would have required access through private land. As this land is not available to facilitate such a proposal, the connection has been removed from the Plan and will not be progressed.

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3. Parking Strategy

A	Town Centre Accessibility Needs
Issue raised	A number of submissions highlighted points regarding the potential impact of the proposed Parking Strategy on accessibility within the town centre, particularly for elderly residents, people with disabilities, and parents with young children. Submissions noted the potential reduction or relocation of on-street parking spaces near essential services such as shops, medical facilities, churches and community amenities. Submissions emphasised the importance of convenient, proximate parking to support independent mobility and ensure that vulnerable users can continue to access the town centre safely and comfortably.
Response	Points raised regarding accessibility and parking provision for elderly residents, people with disabilities, and families have been noted. The Active Travel Plan recognises the importance of maintaining access to the town centre for all users and ensures that any changes to parking arrangements carefully consider the needs of those who rely on proximate parking. Designated disabled parking bays will be retained and, where appropriate, enhanced in accordance with relevant standards. Fingal County Council will also explore measures to improve the overall parking experience, including smart parking technologies, improved wayfinding, and management measures to support turnover and availability. Any changes arising from corridor or public realm schemes will be progressed through detailed design, consultation, and engagement processes. These will consider accessibility, business activity, residential access, and loading requirements to ensure a balanced approach. Supporting measures and alternative arrangements will be in place prior to implementing any trial or permanent changes to parking layouts to safeguard accessibility and town centre functionality.

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B	Residential Parking in Town Centre
Issue raised	Key points were raised by the public regarding the potential loss or reallocation of on-street residential parking within the town centre. Submissions expressed that changes to parking arrangements could negatively impact residents who do not have access to off-street parking and who rely on on-street spaces for daily use. Comments noted that the potential for the displacement of vehicles to adjacent streets, increased inconvenience for residents, and the potential impact on the established character and liveability of the town centre.
Response	The points raised in relation to the potential loss of residential on-street parking within the town centre are acknowledged and understood. The Active Travel Plan recognises that a significant number of town centre properties do not have access to private driveways or off-street parking and that on-street parking forms an essential part of daily residential life. Maintaining the liveability, functionality and residential character of the town centre is a key consideration in the development and implementation of the Plan. The Plan identifies measures to improve the quality, management and efficiency of existing parking provision. These include improved signage and wayfinding to off-street car parks, rationalisation and clearer marking of spaces, and the exploration of smart parking solutions to optimise turnover and availability. The objective is to better utilise existing parking supply to benefit local residents and businesses. Any proposal to amend on-street parking arrangements as part of future corridor or public realm schemes will be subject to detailed design assessment, parking demand analysis and public engagement and consultation with residents and businesses. Particular regard will be given to streets where residents and businesses are wholly dependent on on-street provision. At consultation for the Draft Plan, the indicative concept option suggested rationalisation of on-street spaces. Following further refinement, the plan has been updated to reflect ongoing consideration of submissions received. The rationalisation is not related to cycle lanes but arises primarily from the need to achieve a street layout that complies with DMURS, including carriageway widths, footpath standards, junction layouts, visibility, accessibility, safety, and upgraded bus stops. No residential permits will be reduced, ensuring continued access for residents who depend on on-street provision. Further data collection and surveys will be undertaken, with outcomes shared with businesses and residents as part of the detailed design process. The precise number and location of rationalised spaces will be confirmed at detailed design stage, informed by topographical surveys and on-street constraints. Additional mitigation measures may include mobility hubs, enhanced local bus or shuttle services, relocation of long-stay vehicles such as campervans, improved signage and digital parking tools, and review of parking duration and turnover. Supporting measures will be implemented alongside any rationalisation to safeguard residential access, local businesses, and town centre functionality while supporting safer, more accessible, and sustainable streets.

C	Access to Amenities and Effect on Local Businesses
Issue raised	A key point raised by the public that a reduction or reallocation of parking within the town centre could limit convenient access to local shops and services. Submissions highlighted that constrained parking availability may discourage visitors from coming to the town centre, potentially impacting local businesses and overall town centre vitality.
Response	The Active Travel Plan recognises the importance of maintaining a vibrant and economically resilient town centre, and that convenient parking supports short-stay visits to businesses and services. The Parking Strategy does not aim to remove parking indiscriminately. Instead, it focuses on improving the management, efficiency, and turnover of existing supply to better prioritise access for short-stay visitors. Baseline surveys show that parking demand varies throughout the day, indicating that clearer wayfinding to available off-street spaces and smarter management can enhance accessibility without increasing overall provision. Any changes to parking arrangements will be guided by detailed design, demand assessment, and engagement, with particular attention to maintaining proximate access for essential services, supporting business activity, and ensuring accessibility for elderly persons, people with disabilities, and families with young children. Fingal County Council will also explore complementary measures such as smart parking solutions and improved signage to improve the user experience, reduce circulating traffic, and make spaces easier to locate. Supporting measures will be implemented alongside any physical changes to parking layouts to maintain town centre functionality, safety, and attractiveness.

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D	Preparation of Local Area Plan for Skerries
Issue raised	A number of submissions referenced the need for the preparation and adoption of a Local Area Plan (LAP) for Skerries prior to the progression of the Active Travel Plan. Submissions expressed the view that a statutory land use framework should be in place to guide development and infrastructure decisions, and that transport proposals should be aligned with, or follow from, a comprehensive Local Area Plan process.
Response	Section 19(1)(b) of the Planning and Development Act 2000 made provision for the preparation of Local Area Plans. That section was repealed on 31st December 2025 by way of Planning and Development Act 2024 (Commencement) (No. 5) Order 2025. Therefore, there is neither an obligation nor indeed a mechanism to complete an LAP for Skerries.

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4. Traffic Management

A	Proposed one-way system in Town Centre
Issue raised	A number of submissions raised points regarding the proposed one-way traffic system for Church Street, Thomas Hand Street, and Strand Street. Issues highlighted included potential impacts on congestion, traffic displacement to surrounding streets, local access and journey times, emergency service operations, and effects on town centre accessibility and business activity.
Response	Feedback in relation to the proposed one-way traffic system is acknowledged. The proposal has been developed as part of a broader strategy to rebalance road space within the historic core of Skerries, improve pedestrian safety, provide safer cycling provision, rationalise parking, and enhance the overall public realm. In constrained town centre environments, one-way systems can provide greater flexibility in allocating space more efficiently, reduce vehicle conflict points, and improve overall traffic circulation. In particular, the pinch point on Thomas Hand Street has a significant impact on traffic movement in Skerries, and the one-way arrangement seeks to manage this constraint while facilitating safer and more efficient movement for all road users. The proposal also aligns with the principles set out in the Design Manual for Urban Roads and Streets (DMURS), which promotes streets that are designed as places as well as movement corridors, with a stronger emphasis on pedestrian safety, lower vehicle speeds and improved street quality. A review of speed management within the town centre forms part of the wider traffic management strategy, recognising the need for urban core streets to operate in compliance with DMURS principles and to support a safer, more pedestrian-focused environment. It is acknowledged that submissions reflected a range of views, including support for the proposed one-way system as a mechanism to improve safety, reduce vehicle dominance and create a more attractive and accessible town centre.

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A	Design Response
Response cont.	It is proposed that any one-way arrangement would initially be implemented on a time-bound, monitored trial basis. The trial will assess real-world impacts on traffic flow, congestion, displacement effects, emergency access, parking, and business activity. Permanent changes would only be considered if supported by evidence from this evaluation. Prior to the trial, supporting measures will be implemented to safeguard residential access, parking, loading, and business operations. Engagement with emergency services, bus operators, and other stakeholders will ensure operational requirements are met. Public consultation will accompany the trial, and findings will inform any decision regarding permanent implementation, modification, or removal. The proposed one-way system is intended to function as part of a coordinated suite of Active Travel Plan measures, including speed management, improved pedestrian crossings, junction tightening, parking rationalisation, enhanced wayfinding, and public realm upgrades. The cumulative effect of these complementary measures is intended to create a safer, more accessible, and better-functioning town centre. The performance of the one-way system should be considered in the context of this integrated strategy rather than as a standalone intervention.

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Conclusions

The non-statutory public consultation process for the draft Skerries Active Travel Plan provided an important opportunity for residents, businesses, community organisations and statutory stakeholders to review the proposals and provide feedback. The submissions received highlighted a range of views in relation to the proposed measures, including support for improved walking and cycling infrastructure, as well as potential issues regarding certain locations, access arrangements and the potential impacts of specific interventions.

All submissions were carefully reviewed and considered as part of the refinement of the Plan. The consultation process has helped to clarify a number of potential issues, informed amendments to certain elements of the proposals, and identified matters that will require further consideration as individual projects progress.

The Active Travel Plan establishes a strategic framework for improving walking, cycling and access to public transport within Skerries. It identifies a series of potential schemes and interventions across the town intended to enhance safety, accessibility and connectivity while supporting sustainable travel, town centre vitality and residential amenity.

It is important to note that the Plan does not represent the final design of any individual scheme. Each proposal identified in the Plan will be subject to further assessment, detailed design development and additional public engagement and statutory processes prior to implementation. This will allow for site-specific issues to be considered in greater detail and for stakeholder input to inform the final design of individual projects.

Particular attention will be given to proposals within and around the town centre, where the design and implementation of measures will require careful consideration of access, movement, local business activity, the residential nature of the town centre, and the overall function and character of the area.

Overall, the consultation process has strengthened the evidence base and informed the finalisation of the Skerries Active Travel Plan. The Plan provides a flexible and collaborative framework that will guide the progressive delivery of active travel improvements in Skerries in partnership with the community and relevant stakeholders.

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6. Next Steps

The Non-Statutory Consultation is now complete. The next steps for the FCC design team on this scheme are as follows:

1. Present the final Active Travel Plan to the elected members for agreement and noting.
2. Analyse the various projects arising from the final plan, with consideration for the responses received during this consultation, and determine a phased approach to progressing them.
3. Work with the various Funding bodies to secure funding for the first phase of implementation. Commence with detailed design of Phase 1 in Q2 2026
4. Carry out statutory processes for initial phases, including additional non-statutory consultation in 2026.
5. Initial implementation phase of the first phase of works, subject to funding and statutory approvals, Q3 & Q4 2026
6. Implementation of further phases over the following three years.

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THANK YOU

This report has been prepared by M-CO, on behalf of & in collaboration with Fingal County Council's Active Travel Department and DBFL Consulting Engineers.

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Fingal County Council

DBFL CONSULTING ENGINEERS

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Appendix A: Submissions

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-1		x						
FIN-C897-2	x							
FIN-C897-3	x							
FIN-C897-4								x
FIN-C897-5	x		x					
FIN-C897-6				x				
FIN-C897-7				x				
FIN-C897-8								x
FIN-C897-9	x							
FIN-C897-10	x							
FIN-C897-11	x		x					
FIN-C897-12	x							
FIN-C897-13			x					
FIN-C897-14			x					
FIN-C897-15							x	
FIN-C897-16							x	
FIN-C897-17	x						x	
FIN-C897-18								x
FIN-C897-19						x		
FIN-C897-20				x		x	x	
FIN-C897-21							x	
FIN-C897-22						x		
FIN-C897-23				x			x	
FIN-C897-24							x	
FIN-C897-25	x						x	
FIN-C897-26				x	x	x		
FIN-C897-27				x	x	x		
FIN-C897-28						x		
FIN-C897-29						x		
FIN-C897-30					x			
FIN-C897-31						x		

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4: Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-32	X		X			X		
FIN-C897-33						X		
FIN-C897-34				X				
FIN-C897-35							X	
FIN-C897-36						X		
FIN-C897-37								X
FIN-C897-38			X	X	X			
FIN-C897-39						X		
FIN-C897-40				X	X			
FIN-C897-41			X	X	X			
FIN-C897-42						X		
FIN-C897-43				X	X	X		
FIN-C897-44					X			
FIN-C897-45			X					
FIN-C897-46						X		
FIN-C897-47							X	
FIN-C897-48				X	X			
FIN-C897-49	X							
FIN-C897-50					X			
FIN-C897-51							X	
FIN-C897-52				X				
FIN-C897-53				X				
FIN-C897-54			X					
FIN-C897-55						X	X	
FIN-C897-56				X	X			
FIN-C897-57						X		
FIN-C897-58	X							
FIN-C897-59				X				
FIN-C897-60					X	X		

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-61					x			
FIN-C897-62	x							
FIN-C897-63		x						
FIN-C897-64						x		
FIN-C897-65			x	x		x	x	
FIN-C897-66						x	x	
FIN-C897-67						x		
FIN-C897-68						x	x	
FIN-C897-69			x	x		x	x	
FIN-C897-70		x						
FIN-C897-71						x		
FIN-C897-72				x	x			
FIN-C897-73				x				
FIN-C897-74	x		x	x		x	x	
FIN-C897-75								x
FIN-C897-76			x	x		x	x	
FIN-C897-77								x
FIN-C897-78				x				
FIN-C897-79	x					x		
FIN-C897-80							x	
FIN-C897-81	x		x	x		x	x	
FIN-C897-82						x	x	
FIN-C897-83						x		
FIN-C897-84						x	x	
FIN-C897-85						x		
FIN-C897-86				x		x		
FIN-C897-87					x			
FIN-C897-88				x			x	
FIN-C897-89							x	

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			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-90								x
FIN-C897-91			x	x				
FIN-C897-92				x				
FIN-C897-93			x	x			x	
FIN-C897-94				x			x	
FIN-C897-95			x	x			x	
FIN-C897-96								x
FIN-C897-97		x						
FIN-C897-98		x						
FIN-C897-99		x						
FIN-C897-100		x						
FIN-C897-101		x						
FIN-C897-102		x						
FIN-C897-103		x						
FIN-C897-104		x						
FIN-C897-105	x		x	x		x	x	
FIN-C897-106		x						
FIN-C897-107							x	
FIN-C897-108						x		
FIN-C897-109		x						
FIN-C897-110							x	
FIN-C897-111		x						
FIN-C897-112		x						
FIN-C897-113								x
FIN-C897-114		x						
FIN-C897-115				x	x	x		
FIN-C897-116		x						
FIN-C897-117			x	x	x	x	x	
FIN-C897-118			x	x		x	x	
FIN-C897-119				x			x	
FIN-C897-220				x				

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-121						x	x	
FIN-C897-122							x	
FIN-C897-123						x		
FIN-C897-124				x			x	
FIN-C897-125			x				x	
FIN-C897-126		x						
FIN-C897-127	x							
FIN-C897-128			x	x		x	x	
FIN-C897-129				x				
FIN-C897-130					x			
FIN-C897-131			x	x	x		x	
FIN-C897-132						x		
FIN-C897-133				x				
FIN-C897-134				x				
FIN-C897-135		x		x			x	
FIN-C897-136		x						
FIN-C897-137			x	x			x	
FIN-C897-138					x			
FIN-C897-139			x	x	x			
FIN-C897-140	x		x	x	x			
FIN-C897-141		x	x	x	x	x	x	
FIN-C897-142			x					
FIN-C897-143	x				x	x		

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-144		x						
FIN-C897-145					x			
FIN-C897-146				x				
FIN-C897-147						x		
FIN-C897-148		x				x		
FIN-C897-149				x			x	
FIN-C897-150								x
FIN-C897-151					x			
FIN-C897-152	x		x	x		x	x	
FIN-C897-153			x	x	x			
FIN-C897-154	x		x	x		x	x	
FIN-C897-155				x			x	
FIN-C897-156					x			
FIN-C897-157		x						
FIN-C897-158			x	x	x			
FIN-C897-159	x						x	
FIN-C897-160			x					
FIN-C897-161							x	
FIN-C897-162			x					
FIN-C897-163								x
FIN-C897-164	x	x	x	x		x	x	
FIN-C897-165					x			
FIN-C897-166		x	x	x				
FIN-C897-167		x				x	x	
FIN-C897-168				x				
FIN-C897-169					x		x	
FIN-C897-170					x			
FIN-C897-171								x
FIN-C897-172			x				x	
FIN-C897-173	x			x	x		x	

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-174		x						
FIN-C897-175					x			
FIN-C897-176			x					
FIN-C897-177								x
FIN-C897-178	x		x		x			
FIN-C897-179								x
FIN-C897-180	x				x		x	
FIN-C897-181					x		x	
FIN-C897-182		x						
FIN-C897-183				x			x	
FIN-C897-184				x	x		x	
FIN-C897-185			x					
FIN-C897-186					x			
FIN-C897-187		x						
FIN-C897-188						x		
FIN-C897-189	x		x	x		x	x	
FIN-C897-190					x		x	
FIN-C897-191			x		x		x	
FIN-C897-192					x			
FIN-C897-193	x						x	
FIN-C897-194						x		
FIN-C897-195					x		x	
FIN-C897-196				x	x		x	
FIN-C897-197							x	
FIN-C897-198						x		
FIN-C897-199		x						
FIN-C897-200				x	x		x	
FIN-C897-201			x					
FIN-C897-202					x		x	
FIN-C897-203					x			

Page 209

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-204	x							
FIN-C897-205		x						
FIN-C897-206			x					
FIN-C897-207					x			
FIN-C897-208					x		x	
FIN-C897-209							x	
FIN-C897-210				x	x			
FIN-C897-211				x				
FIN-C897-212			x					
FIN-C897-213							x	
FIN-C897-214						x		
FIN-C897-215				x				
FIN-C897-216					x			
FIN-C897-217							x	
FIN-C897-218			x	x				
FIN-C897-219						x	x	
FIN-C897-220				x				
FIN-C897-221					x		x	
FIN-C897-222	x		x				x	
FIN-C897-223							x	
FIN-C897-224		x					x	
FIN-C897-225					x			
FIN-C897-226						x		
FIN-C897-227	x							
FIN-C897-228					x		x	
FIN-C897-229		x						
FIN-C897-230								x
FIN-C897-231		x						
FIN-C897-232							x	
FIN-C897-233				x			x	

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-234		x						
FIN-C897-235	x				x		x	
FIN-C897-236			x					
FIN-C897-237	x		x	x		x	x	
FIN-C897-238						x		
FIN-C897-239						x		
FIN-C897-240		x						
FIN-C897-241		x						
FIN-C897-242		x						
FIN-C897-243	x			x	x		x	
FIN-C897-244			x				x	
FIN-C897-245			x			x		
FIN-C897-246							x	
FIN-C897-247		x						
FIN-C897-248				x	x	x		
FIN-C897-249	x		x	x		x	x	
FIN-C897-250			x				x	
FIN-C897-251							x	
FIN-C897-252						x	x	
FIN-C897-253					x			
FIN-C897-254						x		
FIN-C897-255		x						
FIN-C897-256					x		x	
FIN-C897-257			x		x			
FIN-C897-258							x	
FIN-C897-259				x			x	
FIN-C897-260	x				x			
FIN-C897-261		x						
FIN-C897-262							x	
FIN-C897-263				x	x	x	x	
FIN-C897-264		x			x		x	

Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-265		x						
FIN-C897-266							x	
FIN-C897-267							x	
FIN-C897-268	x			x				
FIN-C897-269			x				x	
FIN-C897-270		x			x			
FIN-C897-271			x	x	x		x	
FIN-C897-272				x				
FIN-C897-273							x	
FIN-C897-274								x
FIN-C897-275				x				
FIN-C897-276			x		x			
FIN-C897-277			x	x	x			
FIN-C897-278		x						
FIN-C897-279		x						
FIN-C897-280						x	x	
FIN-C897-281					x			
FIN-C897-282					x			
FIN-C897-283						x		
FIN-C897-284							x	
FIN-C897-285							x	
FIN-C897-286					x			
FIN-C897-287			x	x	x			
FIN-C897-288							x	
FIN-C897-289			x		x			
FIN-C897-290			x		x			
FIN-C897-291				x	x			
FIN-C897-292				x		x		
FIN-C897-293		x						
FIN-C897-294		x						

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-295		x						
FIN-C897-296	x						x	
FIN-C897-297	x		x	x	x	x	x	
FIN-C897-298					x			
FIN-C897-299							x	
FIN-C897-300			x	x	x	x		
FIN-C897-301				x				
FIN-C897-302								x
FIN-C897-303	x		x	x			x	
FIN-C897-304					x	x		
FIN-C897-305	x						x	
FIN-C897-306	x				x	x		
FIN-C897-307							x	
FIN-C897-308						x	x	
FIN-C897-309		x					x	
FIN-C897-310		x						
FIN-C897-311	x			x				
FIN-C897-312							x	
FIN-C897-313					x			
FIN-C897-314	x		x	x	x	x	x	
FIN-C897-315						x		
FIN-C897-316				x	x			
FIN-C897-317				x			x	
FIN-C897-318								x
FIN-C897-319					x			
FIN-C897-320								x
FIN-C897-321	x				x		x	
FIN-C897-322						x		
FIN-C897-323				x	x			
FIN-C897-324				x				

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-325	x		x	x	x			
FIN-C897-326			x		x			
FIN-C897-327			x		x		x	
FIN-C897-328								x
FIN-C897-329			x	x			x	
FIN-C897-330			x		x		x	
FIN-C897-331				x				
FIN-C897-332								x
FIN-C897-333				x				
FIN-C897-334	x				x	x	x	
FIN-C897-335			x	x	x	x		
FIN-C897-336	x		x	x	x	x	x	
FIN-C897-337						x	x	
FIN-C897-338					x			
FIN-C897-339							x	
FIN-C897-340				x	x			
FIN-C897-341				x	x		x	
FIN-C897-342				x	x			
FIN-C897-343				x	x			
FIN-C897-344		x						
FIN-C897-345				x	x			
FIN-C897-346				x	x			
FIN-C897-347		x						
FIN-C897-348			x					
FIN-C897-349				x	x	x	x	
FIN-C897-350	x					x		
FIN-C897-351			x		x		x	
FIN-C897-352			x					
FIN-C897-353						x		
FIN-C897-354			x				x	
FIN-C897-355				x		x		
FIN-C897-356								x

Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-357			x				x	
FIN-C897-358					x			
FIN-C897-359								x
FIN-C897-360							x	
FIN-C897-361		x						
FIN-C897-362					x		x	
FIN-C897-363			x		x			
FIN-C897-364								x
FIN-C897-365	x	x						
FIN-C897-366			x		x			
FIN-C897-367			x					
FIN-C897-368	x	x			x			
FIN-C897-369					x			
FIN-C897-370						x		
FIN-C897-371							x	
FIN-C897-372			x		x			
FIN-C897-373			x					
FIN-C897-374		x					x	
FIN-C897-375			x		x			
FIN-C897-376					x			
FIN-C897-377				x				
FIN-C897-378								x
FIN-C897-379			x					
FIN-C897-380	x		x					
FIN-C897-381				x		x		
FIN-C897-382					x			
FIN-C897-383			x		x			
FIN-C897-384				x	x	x		
FIN-C897-385			x	x				
FIN-C897-386	x		x	x	x	x	x	
FIN-C897-387	x		x			x	x	

Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-388	x			x	x	x	x	
FIN-C897-389				x				
FIN-C897-390			x	x	x	x		
FIN-C897-391	x			x	x	x	x	
FIN-C897-392							x	
FIN-C897-393		x						
FIN-C897-396					x			
FIN-C897-397								x
FIN-C897-398			x					
FIN-C897-399								x
FIN-C897-400							x	
FIN-C897-401				x	x			
FIN-C897-402		x						
FIN-C897-403				x	x	x	x	
FIN-C897-404			x		x			
FIN-C897-405	x	x				x		
FIN-C897-406			x					
FIN-C897-407	x		x	x				
FIN-C897-408					x			
FIN-C897-409	x		x	x	x	x	x	
FIN-C897-410			x					
FIN-C897-411			x	x	x	x		
FIN-C897-412							x	
FIN-C897-413			x		x			
FIN-C897-414					x			
FIN-C897-415			x		x			
FIN-C897-416						x		
FIN-C897-417								x
FIN-C897-418		x						
FIN-C897-419			x	x	x	x	x	
FIN-C897-420			x	x				

Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-421								x
FIN-C897-422								x
FIN-C897-423		x			x			
FIN-C897-424				x	x			
FIN-C897-425		x						
FIN-C897-426			x	x			x	
FIN-C897-427							x	
FIN-C897-428				x	x			
FIN-C897-429			x	x				
FIN-C897-430		x						
FIN-C897-431				x	x		x	
FIN-C897-432		x						
FIN-C897-424				x	x			
FIN-C897-425		x						
FIN-C897-426			x	x			x	
FIN-C897-427							x	
FIN-C897-428				x	x			
FIN-C897-429			x	x				
FIN-C897-430		x						
FIN-C897-431				x	x		x	
FIN-C897-432		x						
FIN-C897-433					x		x	
FIN-C897-434							x	
FIN-C897-435		x						
FIN-C897-436		x		x			x	
FIN-C897-437				x	x	x	x	
FIN-C897-438		x					x	
FIN-C897-439			x	x	x		x	
FIN-C897-440	x			x	x		x	
FIN-C897-441	x		x	x	x	x	x	
FIN-C897-442							x	

Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-443		x					x	
FIN-C897-444			x		x			
FIN-C897-445		x						
FIN-C897-446				x	x			
FIN-C897-447				x				
FIN-C897-448								x
FIN-C897-449	x		x	x	x	x	x	
FIN-C897-450					x		x	
FIN-C897-451	x						x	
FIN-C897-452								x
FIN-C897-453								x
FIN-C897-454			x			x		
FIN-C897-455							x	
FIN-C897-456	x		x		x		x	
FIN-C897-457				x	x			
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FIN-C897-459				x	x			
FIN-C897-460				x	x			
FIN-C897-461				x				
FIN-C897-462	x							
FIN-C897-463							x	
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FIN-C897-465					x		x	
FIN-C897-466		x						
FIN-C897-467		x						
FIN-C897-468						x	x	
FIN-C897-469			x					
FIN-C897-470		x			x			
FIN-C897-471								x
FIN-C897-472		x					x	
FIN-C897-473	x						x	
FIN-C897-474			x	x		x	x	

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-475							x	
FIN-C897-476			x					
FIN-C897-477							x	
FIN-C897-478				x	x		x	
FIN-C897-479					x			
FIN-C897-480		x						
FIN-C897-481				x	x	x		
FIN-C897-482	x							
FIN-C897-483					x			
FIN-C897-484			x	x				
FIN-C897-485				x	x			
FIN-C897-486				x	x		x	
FIN-C897-487					x		x	
FIN-C897-488	x		x					
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FIN-C897-490				x		x	x	
FIN-C897-491	x			x				
FIN-C897-492					x			
FIN-C897-493			x	x	x		x	
FIN-C897-494					x		x	
FIN-C897-495				x	x			
FIN-C897-496			x	x	x		x	
FIN-C897-497				x	x		x	
FIN-C897-498								x
FIN-C897-499			x	x	x			
FIN-C897-500			x	x	x		x	
FIN-C897-501					x			
FIN-C897-502								x

Page 219

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Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-503			x	x	x		x	
FIN-C897-504			x		x			
FIN-C897-505								x
FIN-C897-506	x		x	x	x	x	x	
FIN-C897-507						x		
FIN-C897-508			x	x	x			
FIN-C897-509			x		x		x	
FIN-C897-510				x	x			
FIN-C897-511			x				x	
FIN-C897-512				x				
FIN-C897-513		x						
FIN-C897-514			x		x			
FIN-C897-515					x			
FIN-C897-516		x	x	x	x			
FIN-C897-517			x	x	x			
FIN-C897-518				x				
FIN-C897-519				x	x	x		
FIN-C897-520			x	x	x			
FIN-C897-521			x	x	x			
FIN-C897-522			x					
FIN-C897-523			x					
FIN-C897-524					x		x	
FIN-C897-525	x		x		x	x	x	
FIN-C897-526	x						x	
FIN-C897-527			x	x				
FIN-C897-529		x		x				
FIN-C897-530			x					
FIN-C897-531			x		x			
FIN-C897-532				x	x			
FIN-C897-533				x			x	
FIN-C897-534				x	x		x	

Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-535				x	x	x		
FIN-C897-536					x			
FIN-C897-537						x	x	
FIN-C897-538							x	
FIN-C897-539	x							
FIN-C897-540	x			x	x		x	
FIN-C897-541								x
FIN-C897-542			x	x	x	x	x	
FIN-C897-543			x	x	x	x		
FIN-C897-544					x			
FIN-C897-545			x		x		x	
FIN-C897-546		x						
FIN-C897-547					x	x		
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FIN-C897-549		x		x				
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FIN-C897-553		x						
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FIN-C897-556		x						
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FIN-C897-558		x						
FIN-C897-559		x			x			
FIN-C897-560			x	x			x	
FIN-C897-561			x	x				
FIN-C897-562						x		
FIN-C897-563				x	x	x	x	
FIN-C897-564							x	
FIN-C897-565				x		x		
FIN-C897-566	x		x	x	x			

Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-567	x				x		x	
FIN-C897-568					x			
FIN-C897-569			x	x				
FIN-C897-570				x		x		
FIN-C897-571							x	
FIN-C897-572		x		x		x		
FIN-C897-573					x			
FIN-C897-574								x
FIN-C897-575	x		x		x			
FIN-C897-576	x					x		
FIN-C897-577				x	x			
FIN-C897-578			x		x			
FIN-C897-579				x				
FIN-C897-580	x		x	x	x	x	x	
FIN-C897-581	x							
FIN-C897-582		x						
FIN-C897-583	x						x	
FIN-C897-584							x	
FIN-C897-585			x			x		
FIN-C897-586			x	x	x	x	x	
FIN-C897-587					x			
FIN-C897-588			x	x				
FIN-C897-589					x			
FIN-C897-590					x			
FIN-C897-591		x						
FIN-C897-592				x			x	
FIN-C897-593					x			
FIN-C897-594		x						
FIN-C897-595			x		x		x	
FIN-C897-596			x		x	x		
FIN-C897-597			x	x	x	x		

Ref. No.	Item 1: Public Transport	Item 2: Permeability	Item 3: Parking				Item 4 : Traffic Management	Other Submissions
			Item 3A Accesibility Needs	Item 3B Residential Parking	Item 3C Access to Amenities	Item 3D Preparation of a Local Area Plan		
FIN-C897-598							x	
FIN-C897-599			x		x			
FIN-C897-600								x
FIN-C897-601							x	
FIN-C897-602			x		x			
FIN-C897-603							x	
FIN-C897-604			x					
FIN-C897-605				x	x			
FIN-C897-606							x	
FIN-C897-607		x						
FIN-C897-609			x	x	x	x	x	
FIN-C897-610		x					x	

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DBFL CONSULTING ENGINEERS

áit urbanism + landscape

Comhairle Contae Fhine Gall
Fingal County Council



Skerries Active Travel Plan

Contents

1 Introduction 2
2 Skerries Today 8
3 Policy Context 32
4 Emerging Transport Infrastructure and Schemes 40
5 Pre-Design Public Consultation 2022 45
6 Public Consultation 2025 47
7 Active Travel Plan Objectives 50
8 Active Travel Plan Goals 52
9 Transport Strategies for Skerries 54
10 Development of schemes 60
11 Scheme Assessment Process 106
12 Schemes Assessment 110
13 Implementation and Priority Plan 166
14 Plan Outcomes, Monitoring and Review 185
15 Maintenance and Materials 186
16 Conclusions 188



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 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 recommendations to identify the most feasible, deliverable options for inclusion in the plan. Key tasks included:

- Assessing each recommendation 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 recommendations 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 recommendations .

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.

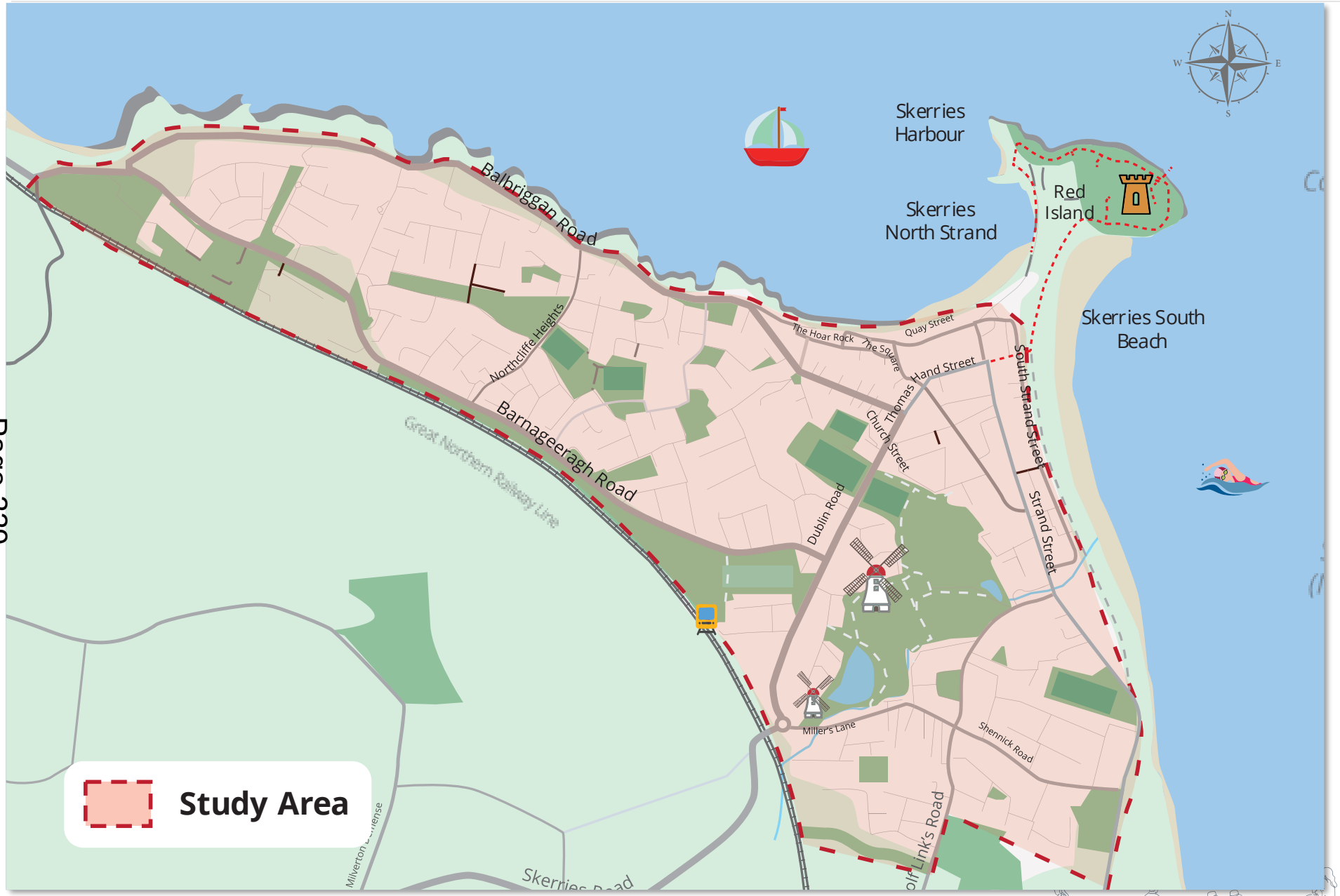


Figure 1-2: Skerries Active Travel Plan Study Area

This Active Travel Plan seeks to...

Town Vibrancy and Liveability
Support local **residents** and **businesses** by enhancing street vitality, improving access to services and amenities and creating attractive public spaces that encourage people to live, work, shop, and spend time in Skerries.

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

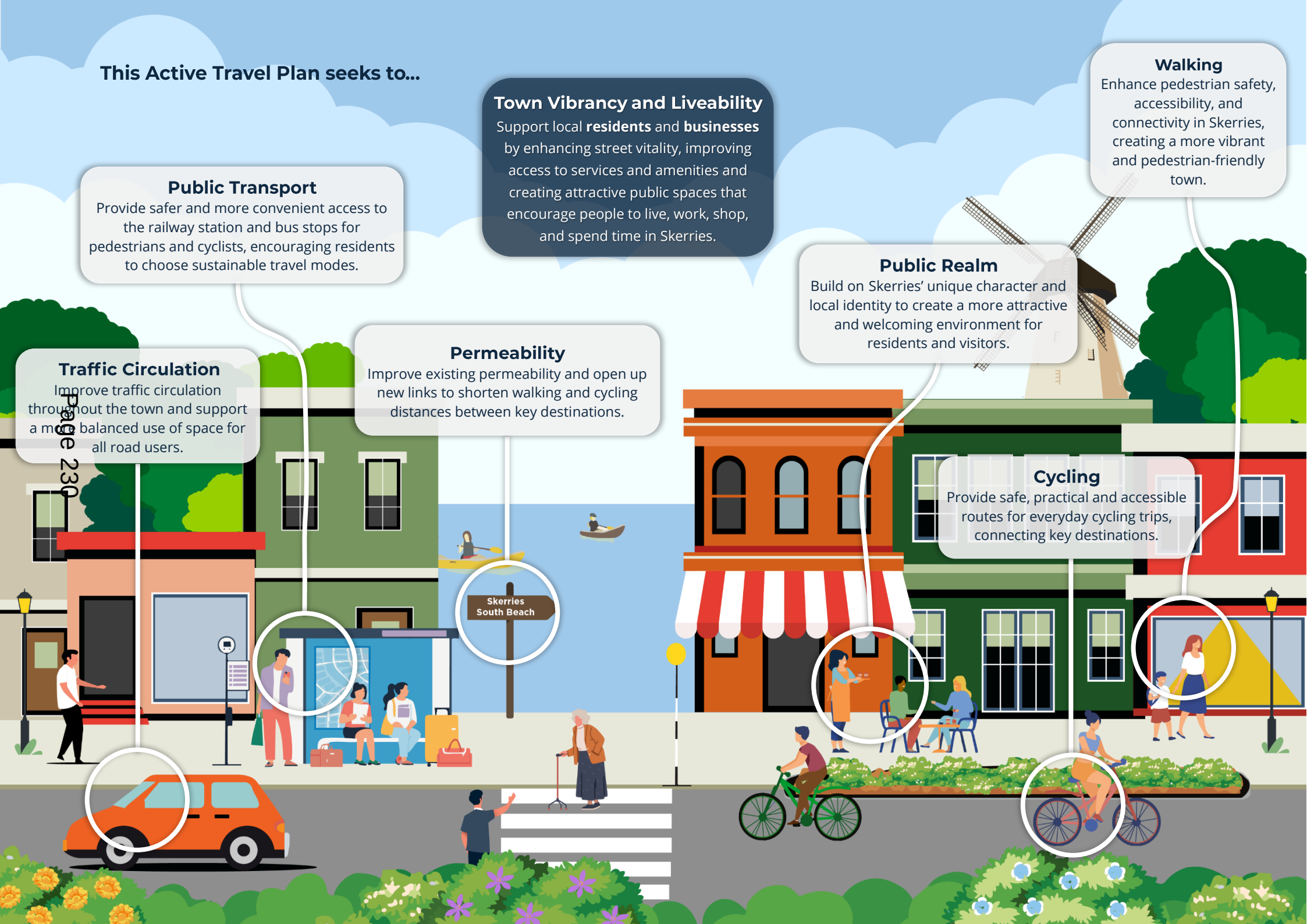
Public Transport
Provide safer and more convenient access to the railway station and bus stops for pedestrians and cyclists, encouraging residents to choose sustainable travel modes.

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

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

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

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

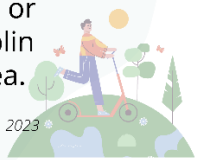
Streets that are designed for 'people first' makes it safe and attractive for those who may not own a car or cannot drive, and who therefore need to walk, cycle or take the bus. This encourages independent journeys, creates a more inclusive town and reduces the need for escort journeys and accompanying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



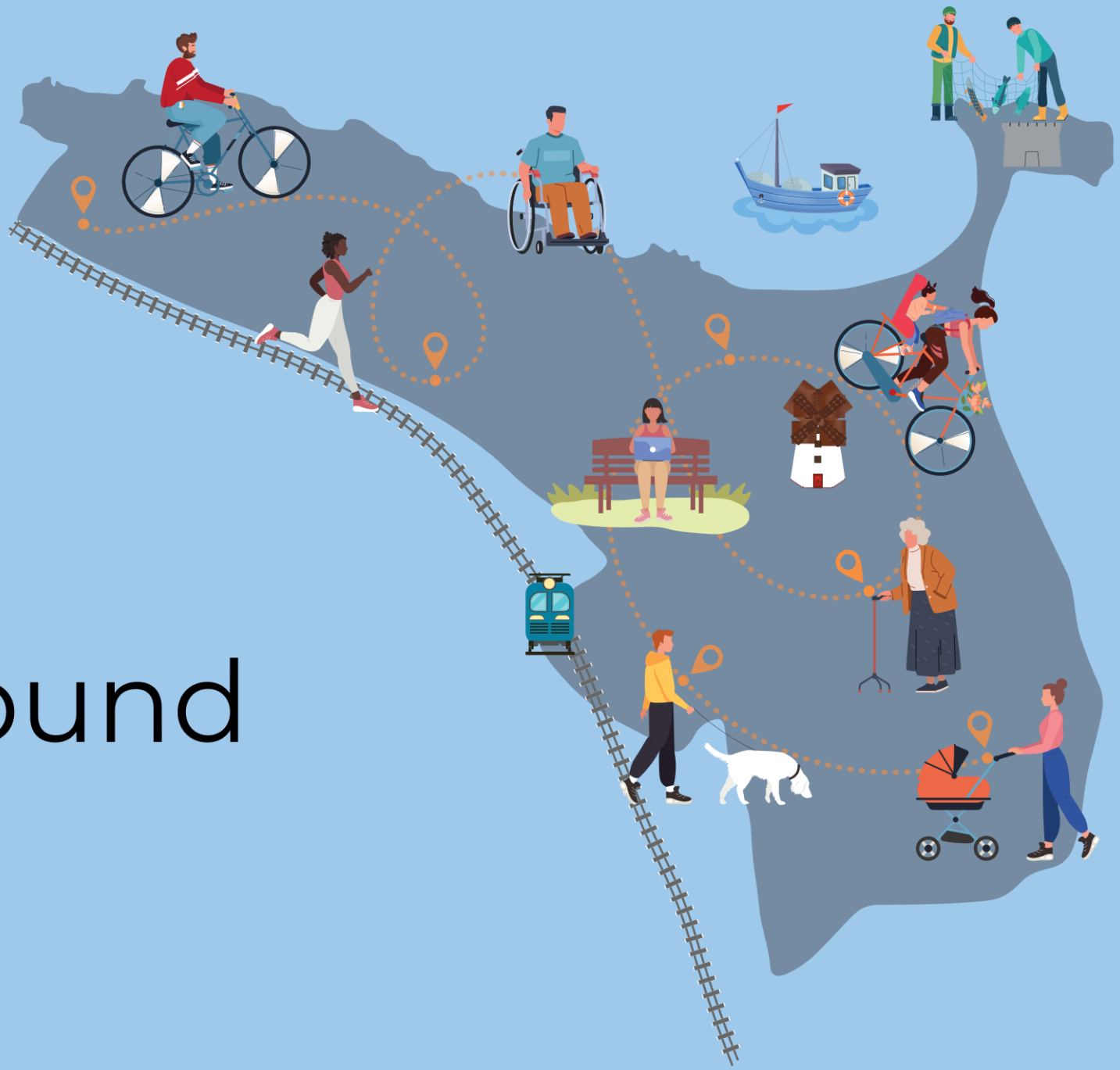
Walking saves the HSE **€53.4 million** per year, whilst cycling saves the HSE **€11.1 million** per year. In total, this is equivalent to the cost of 1.17 million GP appointments.

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 identified 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

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 early use of Skerries as a fishing port is also reflected in the cottages which still exist around Hoar Rock and Quay Street. The historic town centre is protected through its designation as an Architectural Conservation Area (ACA) (see page 12).

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 town centre 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.

Over-the-shop-living within the town centre supports the traditional urban structure of Skerries, reinforcing its compact form. Many of these residents travel in and out of Skerries on a daily basis, contributing to the local economy and helping to maintain a sense of community and vibrancy in the historic core.



Figure 2-2: (above) Martello Tower. (below) 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. Whilst visitors contribute to the local economy, the residents of Skerries shape the sense of community, contributing to place-making and maintaining an attractive and liveable town.

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.

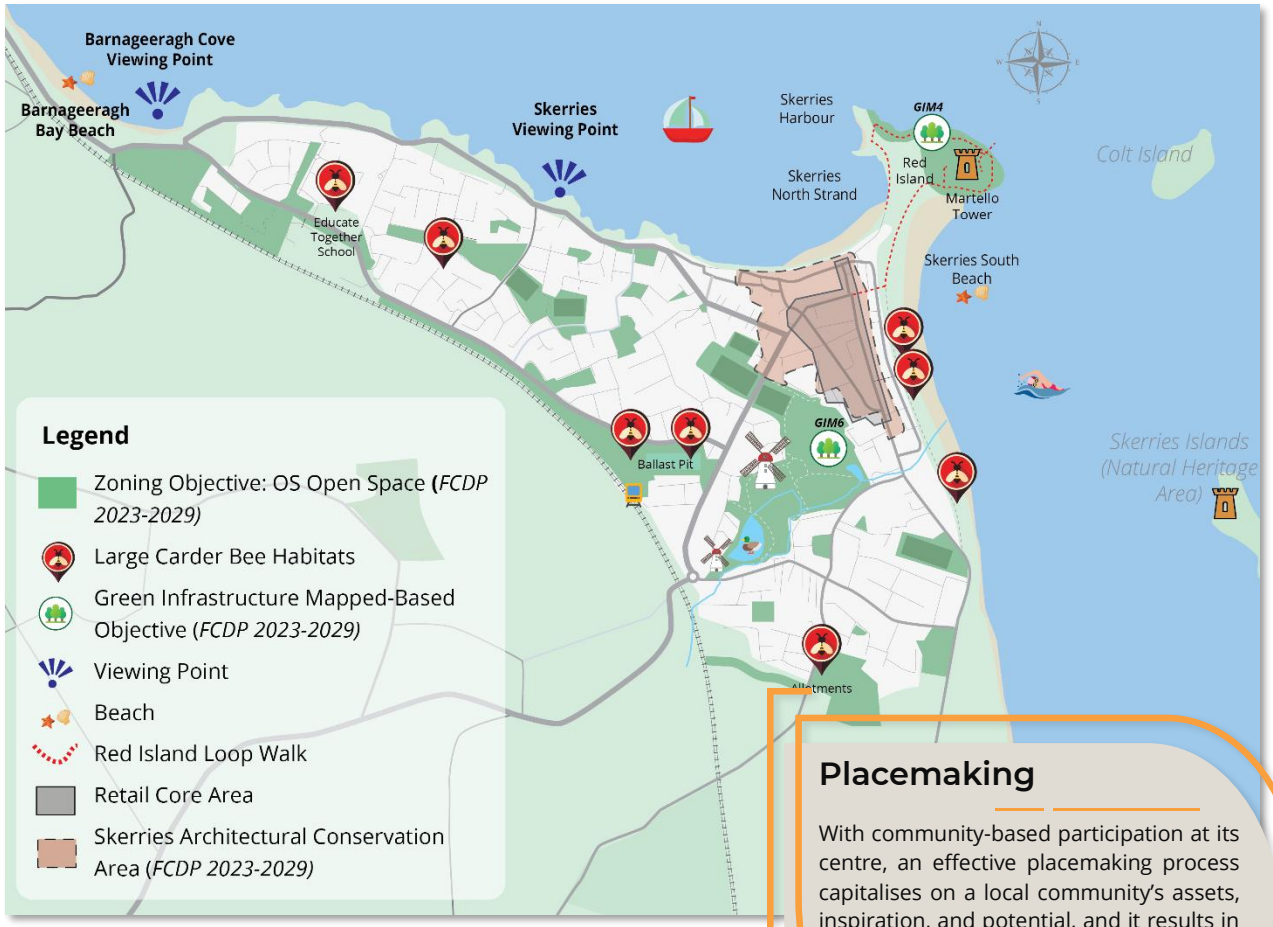


Figure 2-8: Ecological Map of Skerries. Source: DBFL.

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

Architectural Heritage

The Skerries Architectural Conservation Area (ACA) encompasses the historic core of the town, and includes streets, winding laneways, the views of the sea and the mix of building typologies. The Skerries ACA: Statement of Character, published by FCC, provides more detail on the ACA (see **Section 3.4**).

A number of Protected Structures are located within the Skerries ACA. These are listed in the Fingal County Development Plan 2023-2029, and are protected under Part IV (Architectural Heritage) of the Planning and Development Act 2000 (as amended).



Figure 2-10: The Hamilton Monument in Skerries is a Protected Structure of Architectural, Artistic, Historical, Social Significance. Image Source: DBFL.

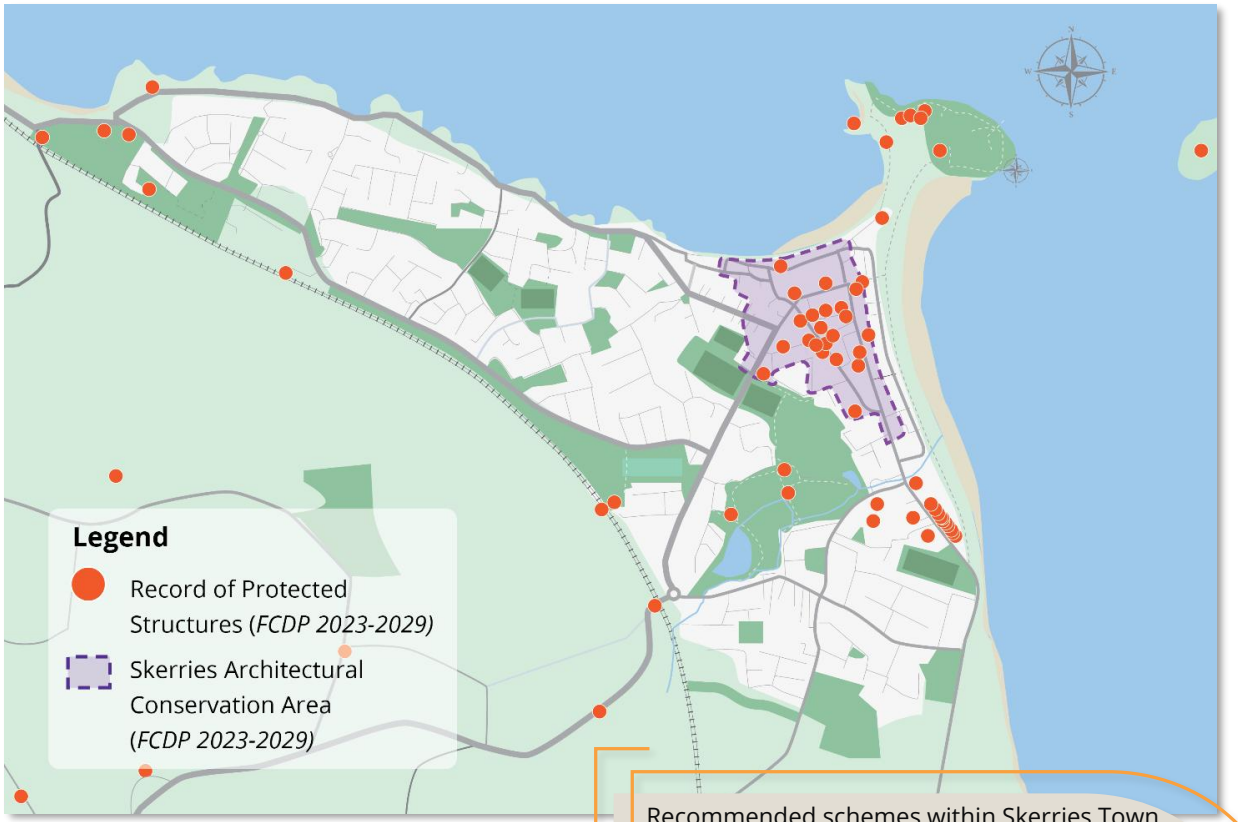


Figure 2-9: Map of structures listed on the Record of Protected Structures (RPS) and the Skerries Architectural Conservation Area (ACA). Data Source: Fingal County Development Plan 2023-2029. Map Source: DBFL.

Recommended schemes within Skerries Town Centre must take full account of the area's architectural heritage. Where interventions may affect proposed 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 2-11: 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 2-12 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.

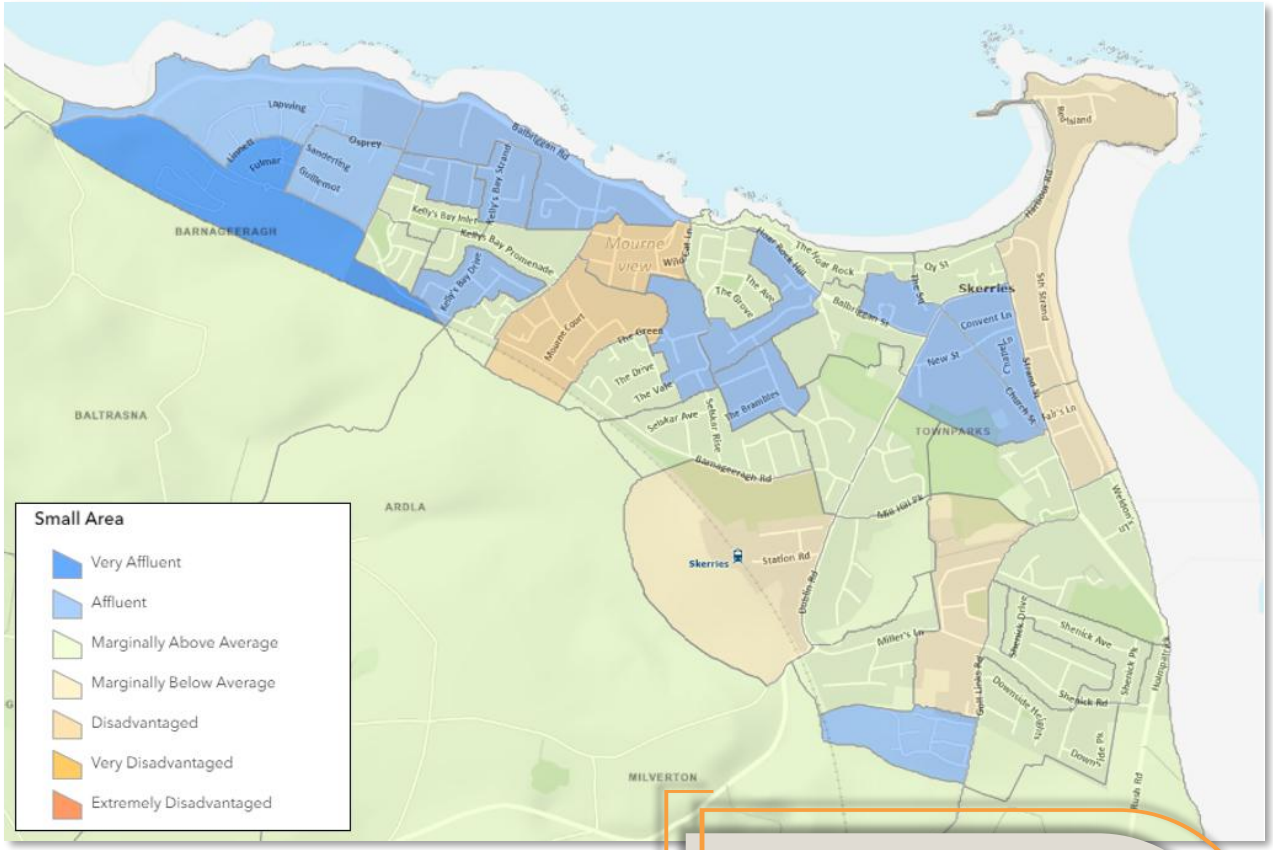


Figure 2-12: Pobal HP Deprivation Index 2022 for Skerries. Source: DATA Pobal.ie.

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. The concentration of amenities within the town centre supports the vibrancy of the area.

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 2-13 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 at Skerries Point Shopping Centre on Barnageeragh Road, which acts a community mode for the residential areas on Barnageeragh Road and includes medical services and a supermarket.

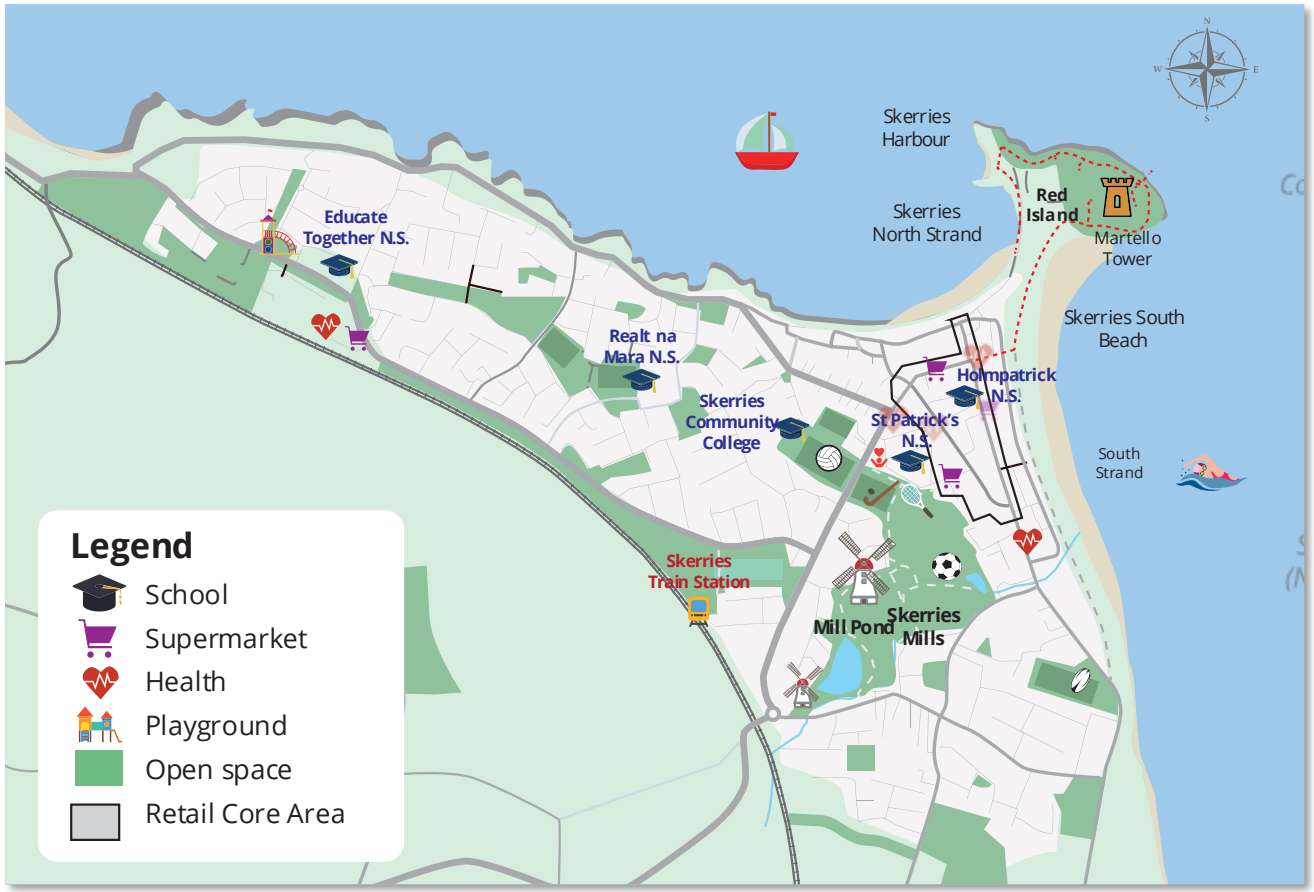


Figure 2-13: Map of Key Destinations in Skerries and the Retail Core.

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 gaps in footpath provision, absence of tactile paving and insufficient waiting areas at crossings, compromises safety and comfort. Figure 2-15 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.

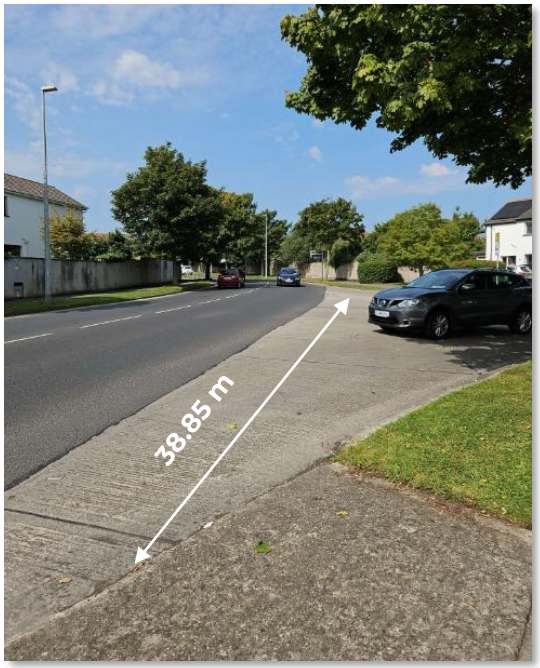


Figure 2-14: Barnageeragh Road / Townparks Junction. Source: DBFL.

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 2-15: Balbriggan St./ Seacrest / The Park. Source: DBFL.

Despite the presence of speed ramps at the Balbriggan St. / Seacrest / 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 2-16: 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 2-17: (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 2-18: 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 2-19, 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 2-19: 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 2-20 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 2-21). 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 2-20: Baseline Walking Catchment from The Monument.



Figure 2-21: 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 2-22: 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 2-23: (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 2-24: Baseline Cycling Catchment from The Monument



Figure 2-25: 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 2-26 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. However there are gaps in service provision particularly along Balbriggan Road to the west of the town.

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 2-26 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 Seacrest

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 2-29 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 2-30.

Figure 2-31 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 2-27 Approximate widths of Thomas Hand Street, with two-way traffic, parking on both sides, and often operating as a shuttle system. Source: DBFL.



Figure 2-28: Strand Street. Source: DBFL.

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 2-29: Overview of the Road and Street Network in Skerries.



Figure 2-30 Traffic Management in Skerries Town Centre



Figure 2-31 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 2-32.

All of the key streets within the town centre offer on-street parking, with the exception of Dublin Road (see Figure 2-33). 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 2-32 Off-Street Parking Locations in Skerries maintained by Fingal County Council.



Figure 2-33 On-Street Parking Provision in Skerries Town Centre

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.
- Lack of dedicated facilities to accommodate campervans, despite their growing popularity as a form of tourism.

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 2-34.

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).

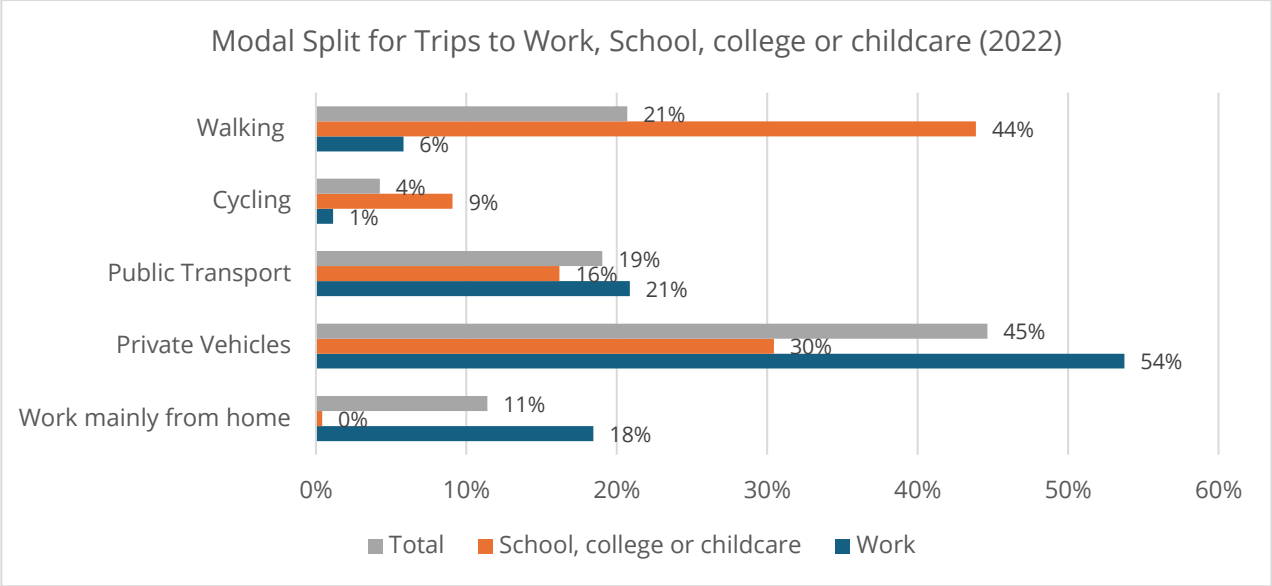


Figure 2-34: Census 2022 Modal Split for Work Trips and Education Trips in Skerries. Source: Census, 2022

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 2-35: 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.

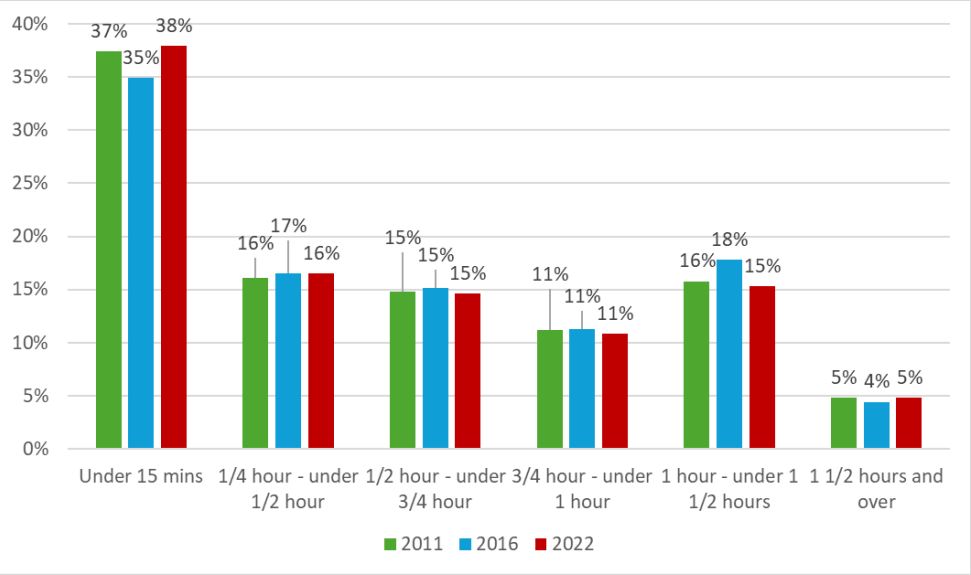


Figure 2-36: Journey Time to work, school or college.

Source: Source: Census, 2022

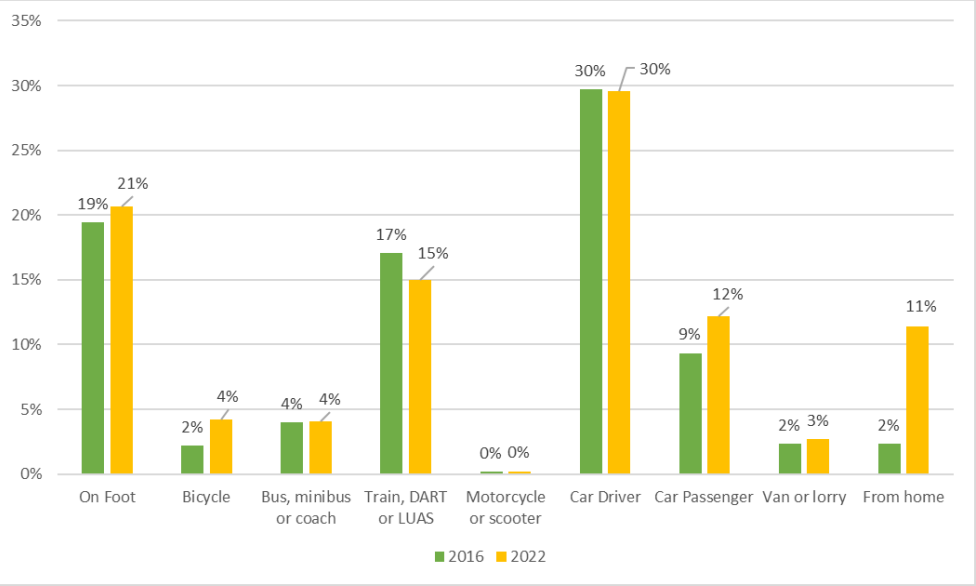


Figure 2-37: Modal Split Comparison (Census 2022 vs 2016) showing the increase in the percentage of people walking and cycling between 2016 and 2022.

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.

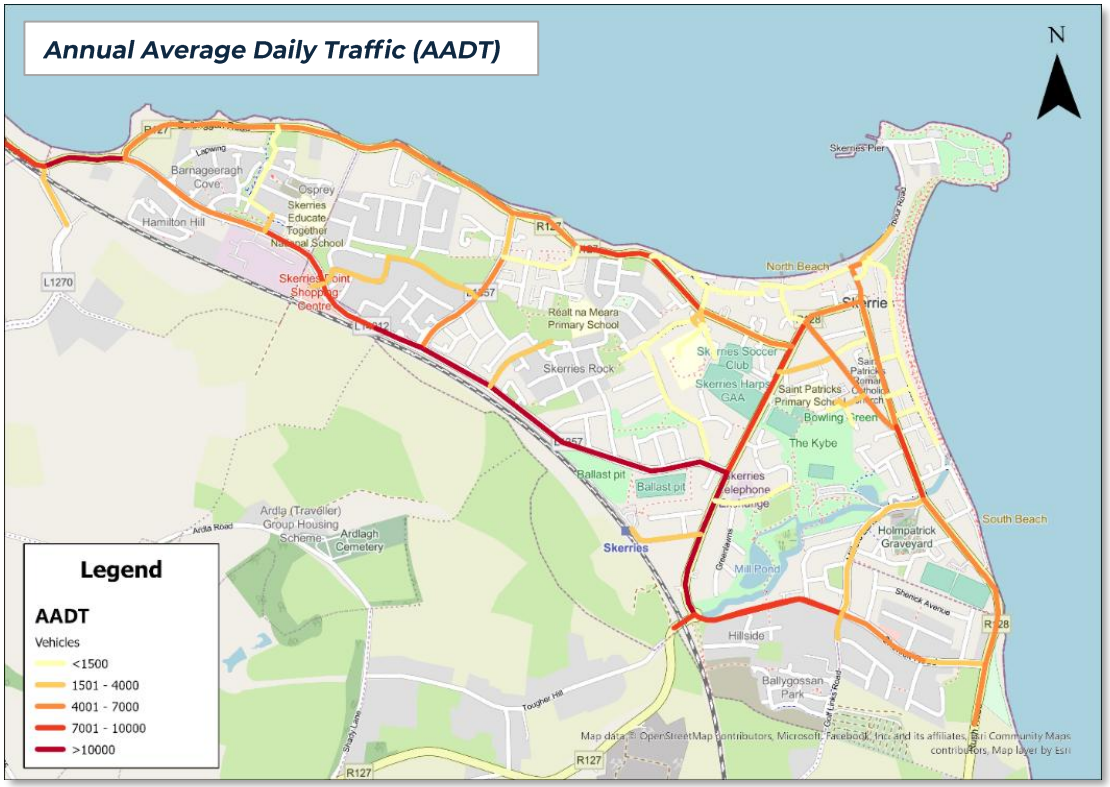


Figure 2-38 Baseline Traffic Survey Results - Annual Average Daily Traffic (AADT).

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.

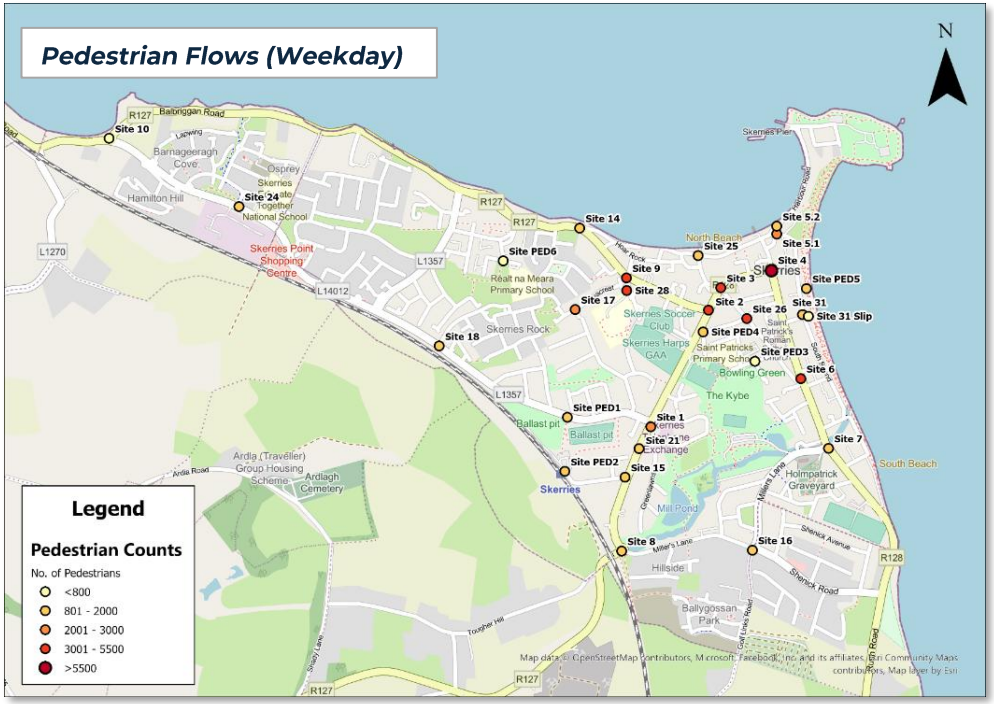


Figure 2-39 Baseline Traffic Survey Results - Pedestrian Flows (Weekday)

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 Skerries Active Travel Plan.



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).*

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.

Central to the CAP is the 'Avoid-Shift-Improve' approach i.e. reducing or avoiding the need for travel, shifting to public transport, walking and

cycling, and improving the energy efficiency of vehicles.

National Sustainable Mobility Policy 2022

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

National Sustainable Mobility Policy Action Plan 2026-2030

The Sustainable Mobility Action Plan 2026-2030 has been developed under the National Sustainable Mobility Policy, and was published in March 2026. This second Action Plan builds on the progress made under the first Action Plan, and includes 95 diverse actions to collectively enhance a range of areas including infrastructure, services, spatial planning, behaviour change, accessibility, and data.

Moving Together: A Collaborative Approach to Systems Change in Transport (2026-2030)

The Moving Together Strategy was also published in March 2026, and was primarily developed to fulfil a commitment in the CAP 2023. Moving Together represents the 'Avoid' component of the 'Avoid-Shift-Improve' paradigm. Accessible and Irish language versions of the strategy are also available below.

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.

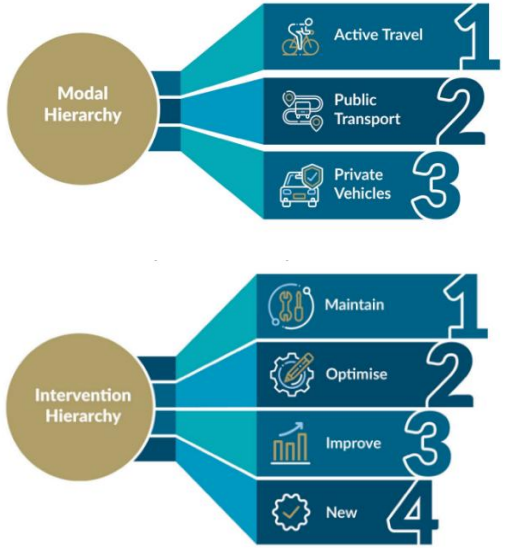


Figure 3-3:NFITI Modal and Intervention Hierarchies. (Source: Department of Transport).

Architectural Heritage Protection Guidelines for Planning Authorities (2011)

Architectural Heritage Protection: Guidelines for Planning Authorities, issued under Sections 28 and 52 of the Planning and Development Act 2000 (as amended), provides mandatory guidance for local authorities to protect and preserve structures of special interest including Architectural Conservation Areas (ACAs), and maintain a Record of Protected Structures (RPS).

The guidelines are intended to assist local authorities and those who must comply with Part IV of the Planning and Development Act 2000 on the protection of the architectural heritage. The guidelines set out a number of detailed guidance notes on topics such as:

- Conservation Principles;
- Shopfronts;
- Non-habitable Protected Structures;
- Enabling and Temporary Works; and
- Improving Access.

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 in Figure 3-7.

Skerries Architectural Conservation Area: Statement of Character

The Skerries Architectural Conservation Area (ACA): Statement of Character published by Fingal County Council focuses on protecting Skerries unique character.



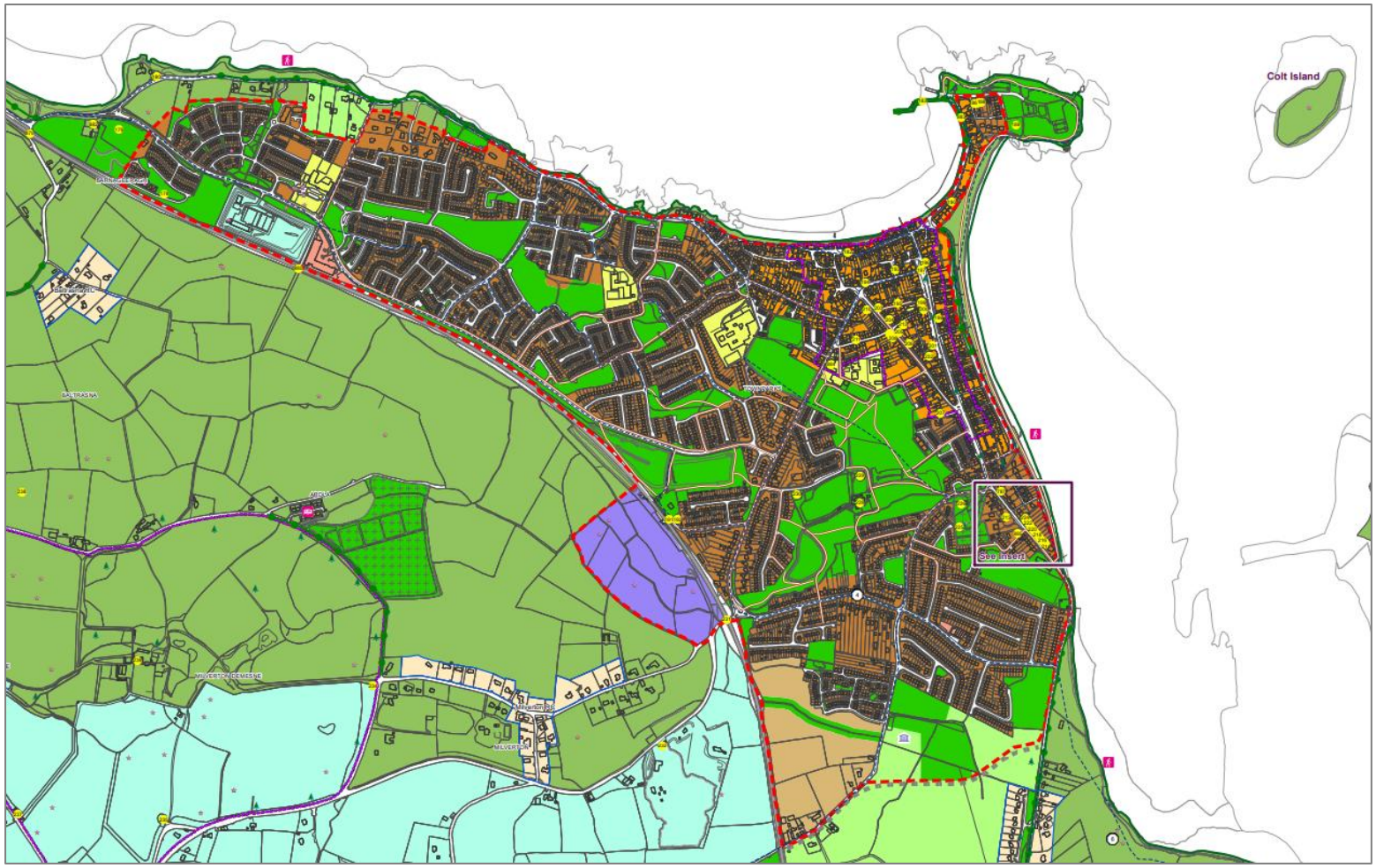
Figure 3-4: Boundary of Skerries ACA. Source: Fig 1. Skerries ACA Statement of Character, FCC.

The Skerries ACA stretches from the east end of The Hoar Rock to the west end of Harbour Road along the North Strand seafront. The ACA includes houses facing west onto Strand Street to just beyond the junction of Strand Street and Church Street. The western extent of the ACA includes Church Street, New Street, Thomas Hand Street, part of Balbriggan Street and the west of the area leading into The Square.

Notable protected Structures located within the Skerries ACA include the Hamilton Monument, St. Patrick's Roman Catholic Church, Skerries Library and the Little Theatre.



Figure 3-5: Skerries Architectural Conservation Area, and Record of Protected Structures (RPS). Data Source: FCDP 2023-2029.



Specific Objectives

- County Boundary
- Architectural Conservation Area
- Burial Site
- Development Boundary
- Recreational Routes
- Road Proposal
- Preserve Views
- (GDA) Cycle Network Plan
- Sustrans 2009 Cycle Study Routes
- Local Objective Points
- Protected Structures
- Sites and Monuments Record (SMR)
- Coastal Walk
- Proposed School
- Traveller Accommodation
- Protect & Preserve Trees, Woodlands and Hedgerows

Zoning Objectives

CI - Community Infrastructure	Provide for and protect civic, religious, community, education, health care and social infrastructure
GB - Greenbelt	Protect and provide for a Greenbelt
GE - General Employment	Provide opportunities for general enterprise and employment
HA - High Amenity	Protect and enhance high amenity areas
LC - Local Centre	Protect, provide for and/or improve local centre facilities
OS - Open Space	Preserve and provide for open space and recreational amenities
RA - Residential Area	Provide for new residential communities subject to the provision of the necessary social and physical infrastructure
RC - Rural Cluster	Provide for small scale infill development serving local needs while maintaining the rural nature of the cluster
RS - Residential	Provide for residential development and protect and improve residential amenity
RU - Rural	Protect and promote in a balanced way, the development of agriculture and rural-related enterprise, biodiversity, the rural landscape, and the built and cultural heritage
TC - Town and District Centre	Protect and enhance the special physical and social character of town and district centres and provide and/or improve urban facilities

Figure 3-6: 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 3-7 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 Feeder network (indicated by dashed pink lines) is identified 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.

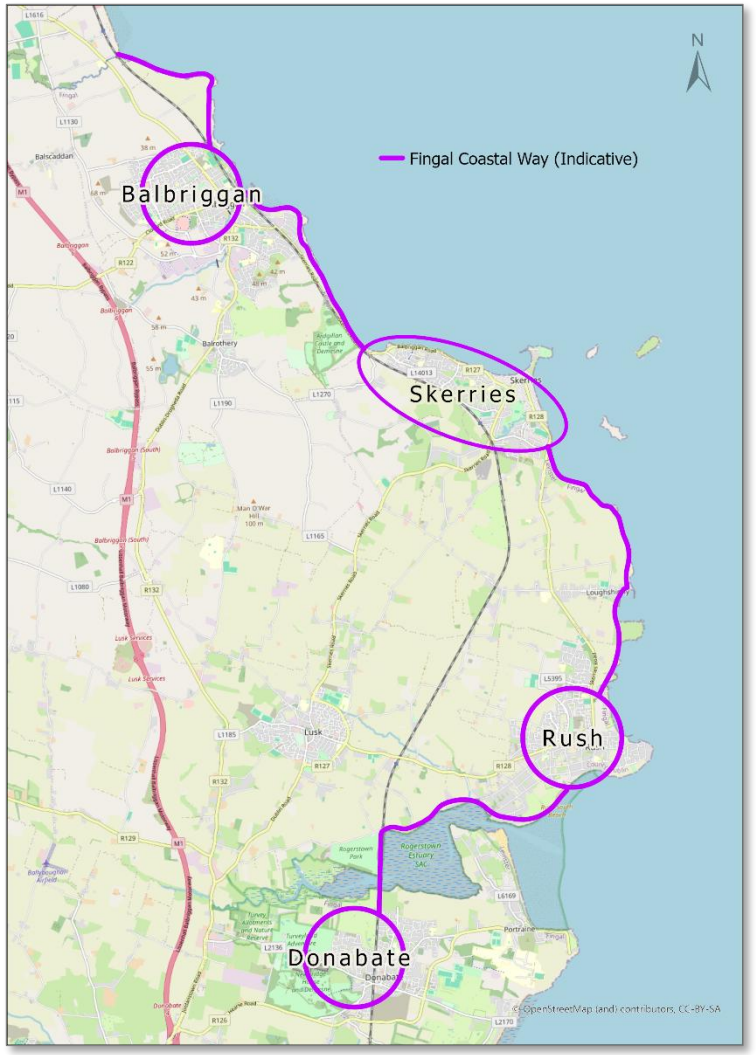


Figure 4-3 Fingal Coastal Way Route, connecting Donabate, Rush, Skerries and Balbriggan.

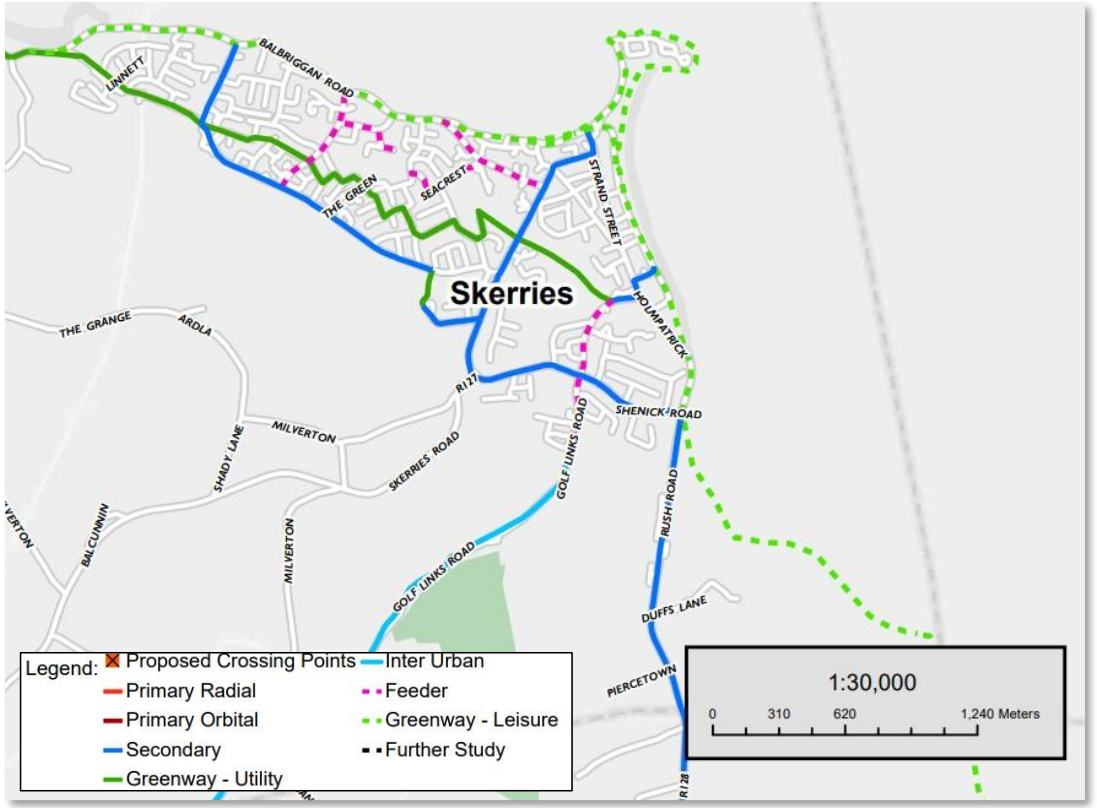


Figure 4-2: GDA Cycle Network Plan in Skerries (Source: 2022 GDA Cycle Network Plan – Balbriggan & Skerries)

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.

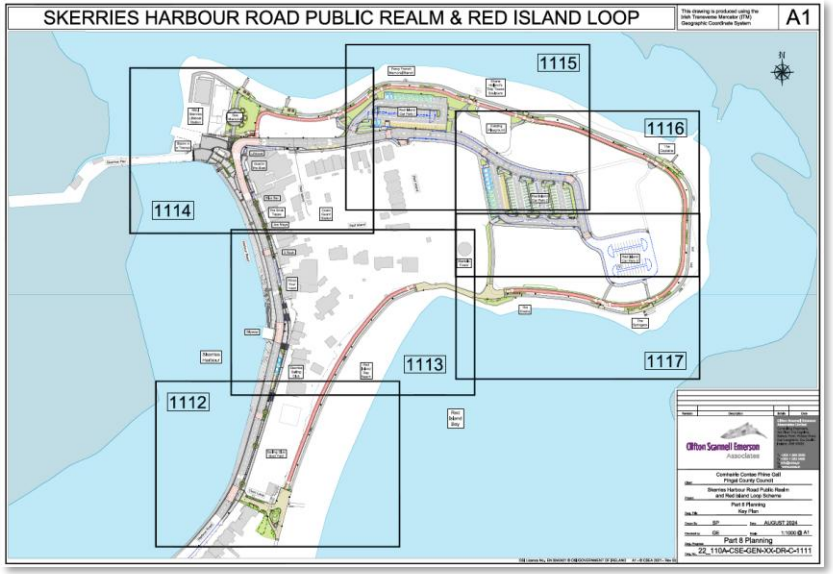














Figure 4-4 (above left) Skerries Harbour Road Public Realm & Red Island Loop;

(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.

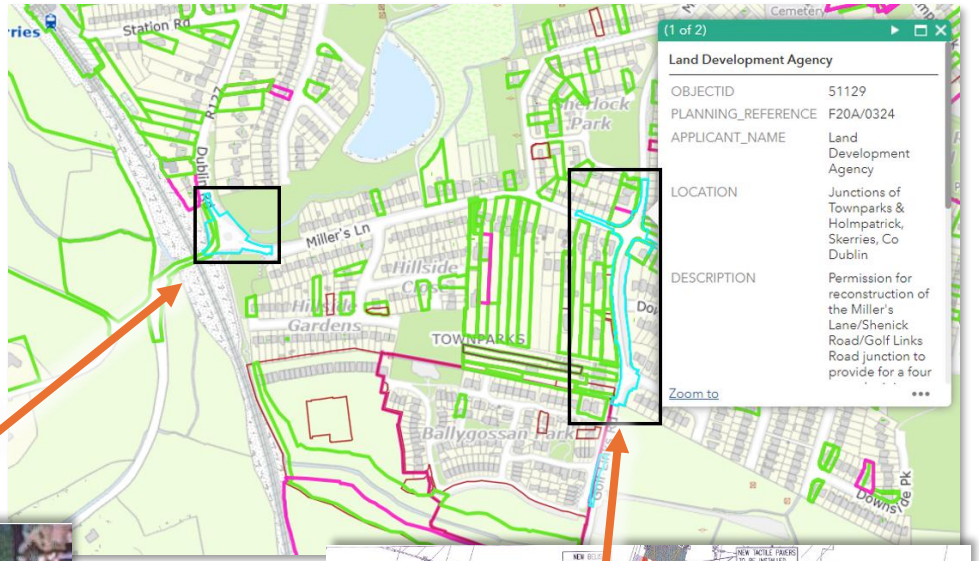


Figure 4-6: Junctions of Townparks & Holmpatrick, Planning and Strategic Infrastructure Department website, Fingal County Council, Planning Reference: F20A/0324)

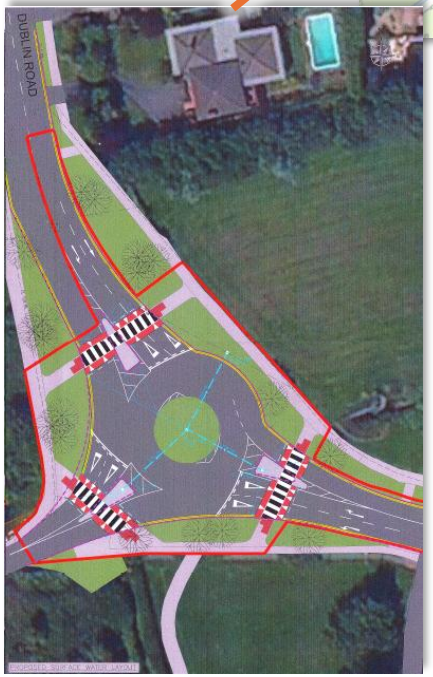


Figure 4-8: Proposals on the Skerries Rd / Millers Ln / Dublin Rd Roundabout. Source: Junctions of Townparks & Holmpatrick, Planning and Strategic Infrastructure Department website, Fingal County Council, Planning Reference: F20A/0324.

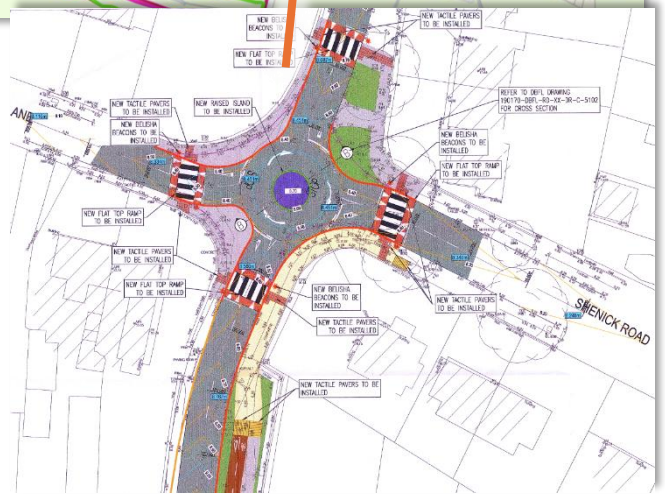


Figure 4-7: Proposals on the Miller's Lane/Shenick Road/Golf Links Road Junction. Source: Junctions of Townparks & Holmpatrick, Planning and Strategic Infrastructure Department website, Fingal County Council, Planning Reference: F20A/0324.

5 Pre-Design Public Consultation 2022

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 2022 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.”

Quotes from public submissions to the 2022 Pre-Design Public Consultation period



6 Public Consultation 2025

6.1. Overview

Following the 2022 public consultation, Fingal County Council published the 2025 draft Skerries Active Travel Plan and launched a second non-statutory public consultation, seeking feedback on the plan's recommendations before publishing the final Plan.

This draft was the response to submissions received in 2022, taking into account the community's concerns and suggestions into a coordinated set of practical measures to make walking and cycling safer, easier and more attractive across Skerries. The public consultation included:

Online public consultation on Fingal County Council's consultation portal, which ran for ten weeks from the 10th of November 2025 to the 19th of January 2026.

A number of **stakeholder and public information sessions** held over the month of November gave residents, businesses and the general public the opportunity to learn more about the project and input into the design process. Participants in each of the three workshops focused on two key aspects of the plan; The Green Spine, and the Town Centre. Attendees were divided into tables to discuss and provide feedback on these strategies, which was then shared with the whole group:

Community workshop on the 11th of November.

Business Group workshop on the 13th of November.

Residents workshop on the 18th of November.

A **Public drop-in session** was also held on the 25th of November in the sailing club on Harbour Road, which was attended by over 100 people.

612 submissions

with 1149 suggestions



Figure 6-1 Selection of Images from the Pre-design Public Consultation Workshops. Source: DBFL/MKO.

6.2. Summary of Feedback

Green Spine

Walkability and Mobility was a key theme in discussions on the Green Spine. Participants highlighted the need for pedestrian crossings on Dublin Road and at the Community Centre, as well as more seating, wayfinding elements and additional low-level lighting along the route.

There was support for **Cycling Infrastructure** on Barnageeragh Road, as well as junction tightening and increased bike parking on the Green Spine. Concerns were raised on shared space conflicts.

Traffic Management also emerged as a key theme, with mixed views arising on the one-way traffic system. Several suggestions raised by participants included utilising Skerries Mills car park as a school drop-off location to relieve pressure elsewhere, and a quiet street/school streets opportunity behind the Community College.

Town Centre

Participants requested that the design of **Active Travel** infrastructure in the town centre ensures safe interactions between all road users. There was also a request to pilot the recommended Town Centre changes before implementation.

Parking Management was a central discussion point during the consultation. Requests were made for updated parking studies, particularly focusing on general use versus residential demand. There were queries on resident parking permits and requests for explorations into alternative off-street parking locations. Other issues include requests for enforcement on illegal parking, and the need for dedicated campervan parking and facilities to relieve pressure on town centre parking

Traffic Management was another key theme in discussions on the Town Centre. Support was expressed for one-way system of traffic flow around the town centre. However, concerns were also raised about the impact of the one-way system on residents and feeder streets, including the potential for rat-running. Lanes were identified by participants as needing improvement, such as Tennis Court Lane.

Community Engagement was requested with businesses and communities prior to the detailed design phase of the projects identified in the Plan, noting that 'living over the shop' in Skerries is an important and unique part of the town centre character and should be protected.



Figure 6-2: Image taken at the Public Drop-In Session. Source: DBFL/MKO.

"Skerries is a lovely town, but areas are run down and neglected...better materials and planting would make a big difference."



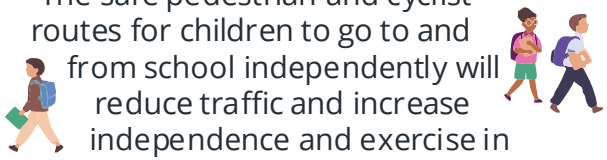
"I would spend more time visiting Skerries / Balbriggan / Rush and all the other local areas if I had a proper bus service to access them."



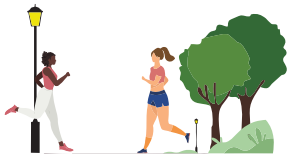
"I would suggest that the condition of public footpaths on all three streets need to be reviewed."



"The safe pedestrian and cyclist routes for children to go to and from school independently will reduce traffic and increase independence and exercise in children in a safe way."



"We need the footpaths to be repaired and better lighting on many of the streets, I use Balbriggan St regularly and it can be very dark."



"I support the proposal to trial a one-way system and redistributing traffic to create wider footpaths and safer cycling links, will make the town centre a safer, more pleasant place to visit."



"I also love the Green Spine concept: safe, scenic routes that make it easy to traverse Skerries on foot and by bike."



Quotes from public submissions to the 2025/2026 Pre-Design Public Consultation

6.3. Conclusions and Recommendations

The primary goal of the Skerries Active Travel Plan is to enhance the vibrancy of the town, protect its unique and historical town centre character, while also carefully addressing its unique challenges.

Fingal County Council acknowledges the range of suggestions received throughout the robust and meaningful consultation period and has worked to incorporate these suggestions into the Plan where feasible.

Fingal County Council is also exploring solutions and investigating measures to mitigate key concerns that surfaced during the consultation, such as parking in the town centre.

A separate Public Consultation Report provides a detailed summary on the pre-design consultation period.

7 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 of **Skerries Town Centre and its environs**.

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



8 Active Travel Plan Goals

8.1. 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.

8.2. 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.

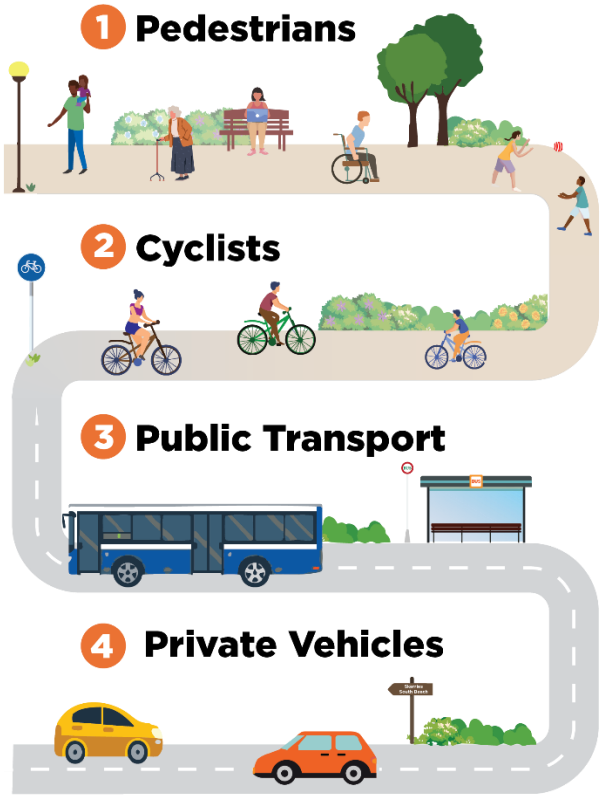


Figure 8-1: DMURS User Hierarchy.

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. **Encourage fewer trips by car-** 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 **Skerries Town Centre and its environs.**
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.

9 Transport Strategies for Skerries

9.1. 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.

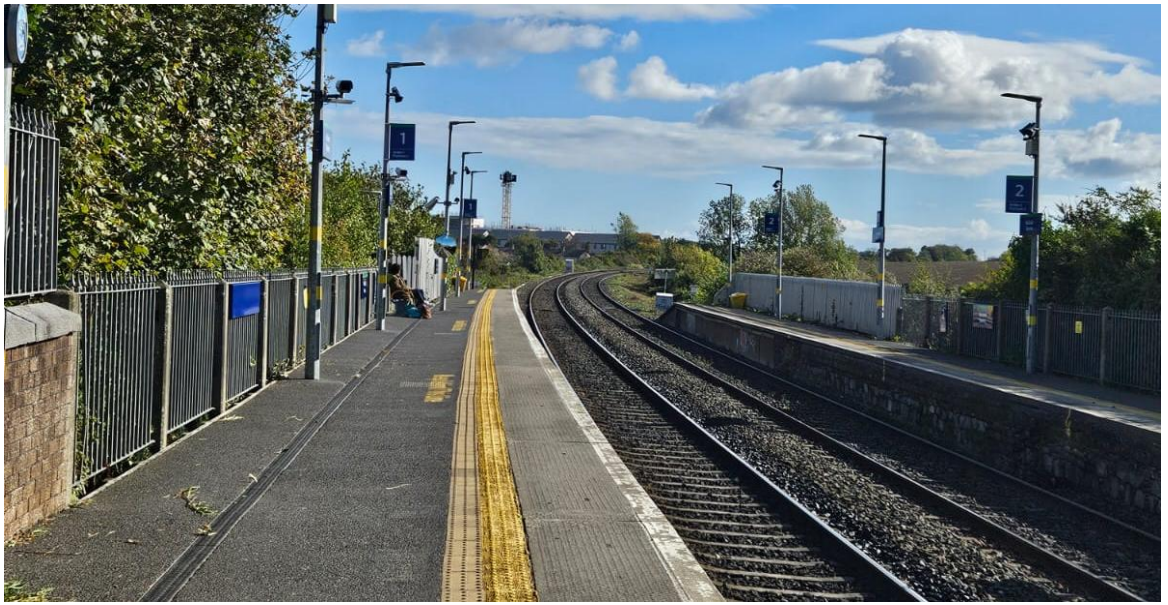


Figure 9-1: Skerries Train Station. Source: DBFL.



9.2. Pedestrian Strategy

The Pedestrian Strategy includes recommendations 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.

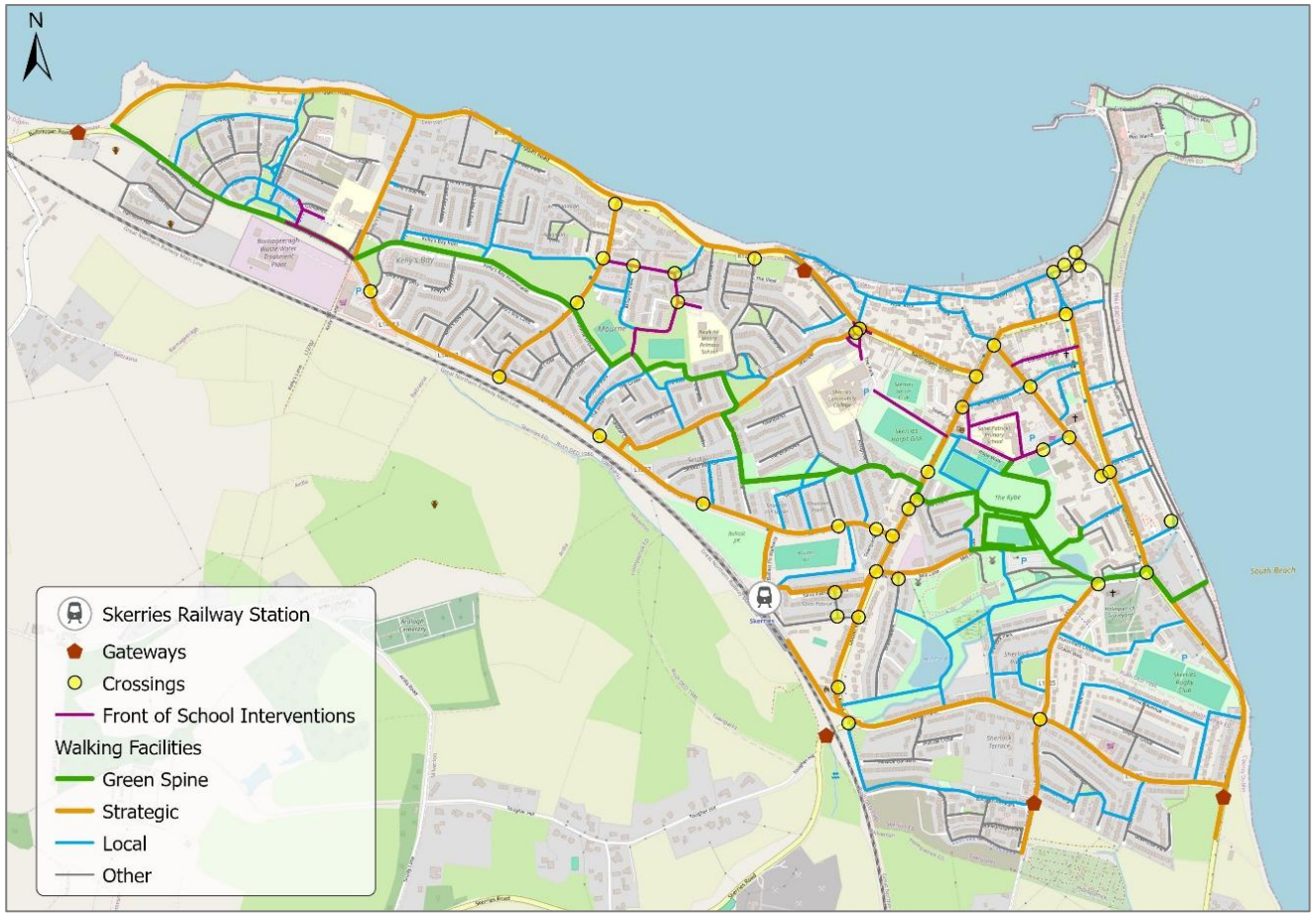


Figure 9-2: Pedestrian Strategy.

9.3. 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 9-3: Cycling Strategy.

9.4. 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.

9.5. 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 9-4: Seating area at Oak Park, Kildare. Source: Cairn Homes

9.6. 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.

9.7. 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.

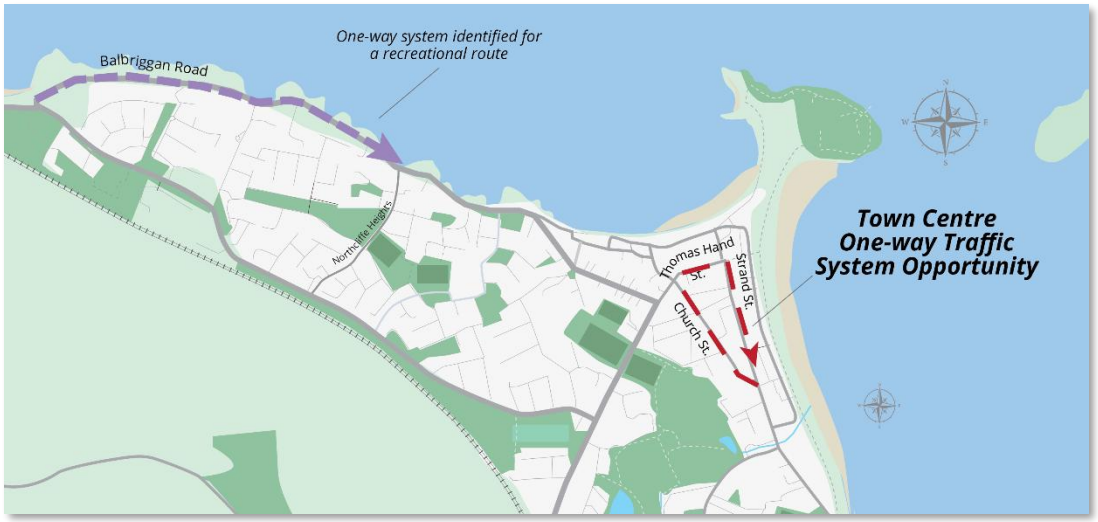


Figure 9-5: Overview of Town Centre One-Way System identified by this Active Travel Plan.

9.8. Car Parking Strategy



The Car Parking Strategy recommends a more balanced and strategic approach to car parking provision in Skerries. This Strategy recognises the need for on-street car parking space in Skerries.

The Strategy supports transformative public realm improvements in the town centre. This may require the rationalisation of some on-street parking to maintain and improve accessibility for people to walking and cycling, and to ensure compliance with the Design Manual for Urban Roads and Streets. 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 and Mobility Hubs to integrate private car use with sustainable transport modes;
- To improve pedestrian safety in areas with high pedestrian movement and high volumes of through-traffic; and
- To improve pedestrian access and circulation within existing car parks.

Fingal County Council will investigate other solutions and measures to mitigate parking issues in the town centre. Further assessment of parking rationalisation will be undertaken during the detailed design phase of individual projects, as noted in **S. 10.8.**

9.9. Supporting Measures

This Active Travel Plan also identifies a number of recommendations to support the identified strategies:

- 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;
- Smart parking solutions for residents; and
- Campervan Facilities and Tourism Routing.



10 Development of schemes

10.1. 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 10-1: Skerries Mills. Source: DBFL.



Figure 10-2 Skerries Town Centre. Source: DBFL.

10.2. 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 10-1: Recommended Walking Network Measures

No.	Recommended 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.

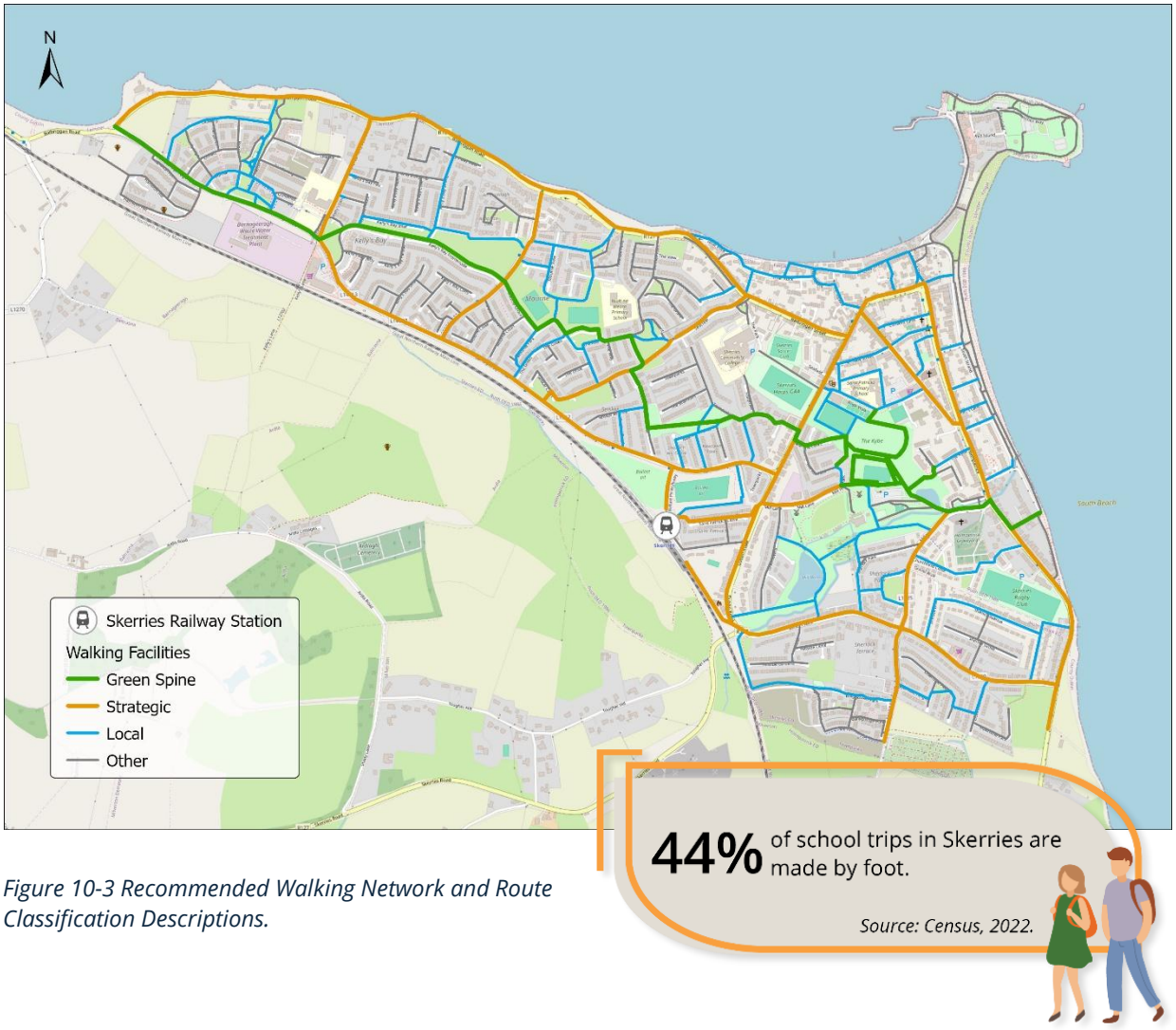


Figure 10-3 Recommended Walking Network and Route Classification Descriptions.

GS 01: Green Spine

The Green Spine is a recommended 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 provide a 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 10-4: 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 10-5: (above) Mapped Locations for New Pedestrian Crossings

Table 10-2: (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 of Sculpture 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 at Selskar Court	PC 27	Skerries Service Station (Dublin Rd)	PC 42	Holmpatrick / Millers Lane
PC 13	Barnageeragh Rd at Selskar 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.

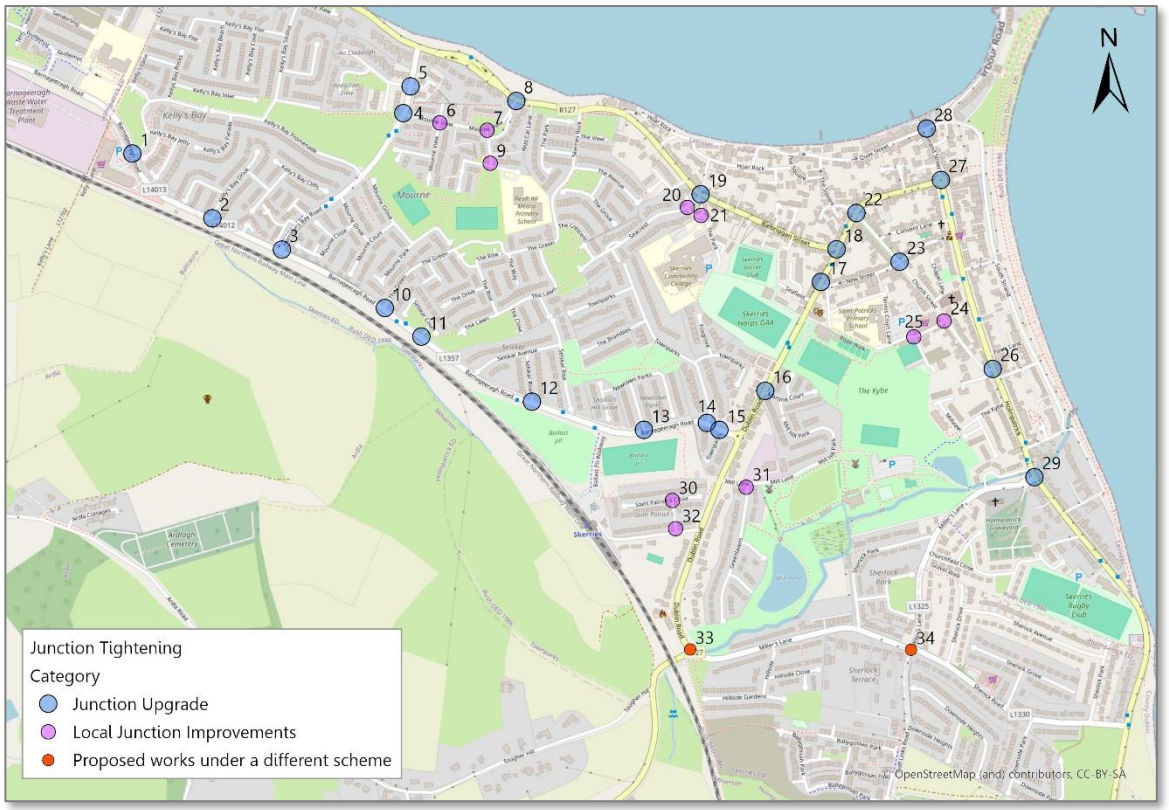


Figure 10-6: Mapped Locations for Junction Tightening Schemes.

Table 10-3: (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 10-4.

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 10-7: (above) Location of Front of School Interventions Identified for Skerries.

Table 10-4: (below) Recommendations 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 10-8: 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.

A number of laneways have been identified for improvement and form a central part of a Laneways Strategy for Skerries. Key considerations for these laneways 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 10-5: Recommended Liveable Laneways

No.	Recommended Walking Network
LL 01	Dillon's Lane
LL 02	Sandybanks
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

This Liveable Laneways strategy is intended to take the shared streets approach, which enhances the walkability of the laneways for pedestrians but also permits low traffic movement and access, rather than full pedestrianisation.

However, the strategy will prioritise pedestrian safety and movement in the first instance, through resurfacing works, traffic calming measures, lighting improvements and other public realm enhancements.

The images on the following pages illustrate potential 'before' and 'after' concepts of what Little Strand Street, Dillons Lane, Sandybanks and McLoughlin's Lane could look like with targeted interventions aimed at enhancing the laneways.

McLoughlin's Lane - LL 03



Please note that these 'after' images shown above and overleaf are **Concept Images only** and do not reflect any dedicated or final plans to alter the existing conditions of the laneways.

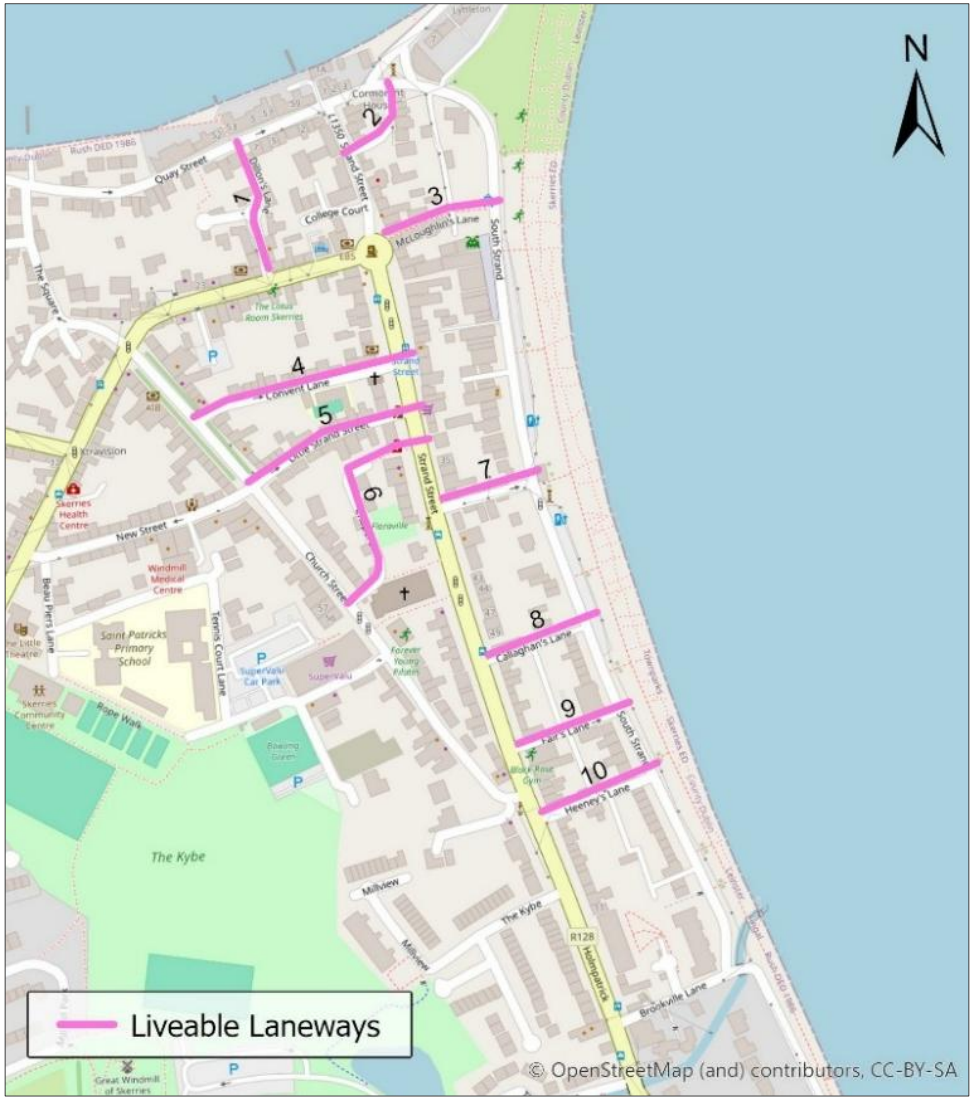


Figure 10-9 Laneways Identified for Improvement

Dillons Lane
LL 01





Sandybanks
LL 02





Little Strand Street
LL 05





Please note that these 'after' images are **Concept Images only** and do not reflect any dedicated or final plans to alter the existing conditions of the laneways.

10.3. 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 10.2.**



Figure 10-10: Recommended 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 10-6: Recommended Recreational Routes

No.	Recommended 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 10-11: South Strand Promenade. Source: DBFL.

Table 10-7: Recommended Utility Routes

No.	Recommended 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	Millhill 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 10-8: Recommended Recreational Routes

No.	Recommended 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 10-9: Recommended Feeder Routes

No.	Recommended 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 10-10: Recommended Cycle Network Supporting Measures

No.	Recommended 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 10-12: 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 10-13 (above) The now discontinued Bike Sharing Scheme at the Train Station; and (r) Bike lockers at the Station. Source: DBFL.

10.4. 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 recommendations are identified to address these gaps.

Table 10-11: Recommended Permeability Measures.

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

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



Figure 10-14: Recommended Permeability Network.

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 10-12: Link Locations. See identified opportunities in Table 10-13 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 10-13: 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 other recreational routes,** 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 10-14 Link Locations. See identified opportunities in Table 10-15 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 02-6	The Walk to Selskar Rise
PY 02-7	The Mill Pond to Skerries Mills
PY 02-8	Skerries Railway Station to Dublin Road

Table 10-15: : 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 02-6	• 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. • 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.



No.	Existing	Strategy Recommends:
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 Recommendations

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 10-15: (right) Examples of Kissing Gates in Skerries. Source: DBFL.

Permeability Opportunities



Figure 10-16: Example of Filtered Permeability in Bishopstown, Cork. Similar measures could be applied to Millhill Park. Source: DBFL.



Figure 10-17: 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 10-18: (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 recommended, however pedestrians/cyclists still require priority. Source: DBFL.





Figure 10-19: Filtered permeability between residential areas and the Ballybrack Greenway, Cork. This measure could replace kissing gates at amenity areas in Skerries. Source: DBFL.



Figure 10-20: Another example which could be applied to Skerries of Filtered Permeability with removal bollards in W'stone Central Station. Source: DBFL.

Walking Catchments

Figure 10-21 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 10-13** and **Table 10-15.**

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

Figure 10-22 presents a similar map, showing the 15-minute walking catchments from the schools.



Figure 10-21: l) Existing Network; and (r) Incorporating formalised and new identified links.



Figure 10-22: l) Existing Network; and (r) Incorporating formalised and new identified links.

10.5. 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 10-23: Good placemaking can generate attractive environments and enliven streets and civic spaces. Source: FCC.

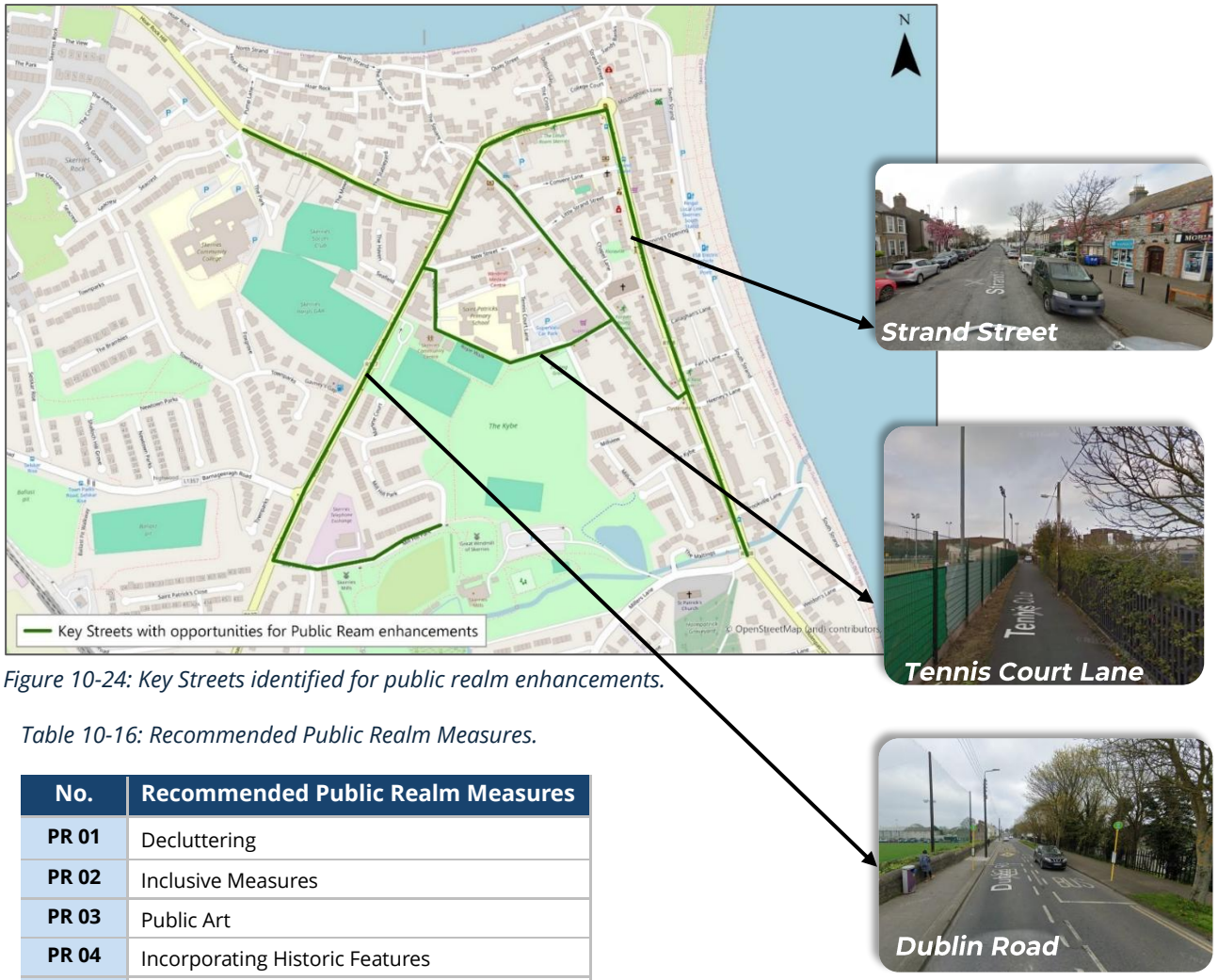


Figure 10-24: Key Streets identified for public realm enhancements.

Table 10-16: Recommended Public Realm Measures.

No.	Recommended 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 10-25: 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 10-26: 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 10-27: 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 10.9.**



Figure 10-28: Example of street greening on Francis St. Source: Áit.



Figure 10-29: 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 10-30: 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 10-31: 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 10-32: Example of Shared Active Travel Route. Source: Cairn Home

10.6. 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 10-17: Recommended Public Transport Measures

No.	Recommended Public Transport Measures
PT 01	Bus Route & Frequency Study (work with the NTA)
PT 02	Local Bus Route
PT 03	Bus Stop upgrade programme (Across the Study Area)
PT 04	Train Station Accessibility Improvements
PT 05	Train Station Mobility Hub (work with Irish Rail)

PT 01: Bus Route and Frequency

FCC will work with the National Transport Authority (NTA) through existing established frameworks to reconfigure the bus routes in Skerries, in particular with the recommended 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 assess the feasibility of increasing the frequencies of bus routes to better serve the people of Skerries.

PT 02: Local Bus Route for Skerries

FCC will also work with the NTA and operators, including Local Link through existing established frameworks to assess the feasibility of providing a local bus service for Skerries, with the potential of serving both Balbriggan and Skerries Towns. Serving both towns would strengthen the long-term viability of the bus service, while enhancing accessibility and supporting active travel improvements. It would also enhance social inclusion by identifying and addressing gaps across the bus network in Skerries, ensuring more comprehensive and connected public transport provision.

This would further support and enhance local public transport connectivity throughout Skerries. This would aim to encourage a modal shift to more sustainable modes, thereby reducing congestion and the number of private cars travelling through Skerries Town Centre, and supporting a safer environment for people walking, wheeling and cycling.

PT 03: 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 10-33: Bus stop on Barnageeragh Road. Source: DBFL.



Figure 10-34: Bus stop on Dublin Road. Source: DBFL.

PT 04: Train Station Accessibility

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.

Opening up a new link behind the train station, identified as PY 02-08 in Section **10.4** *PY 02: Open Up New Links*, 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.

It should be noted that the lands identified to provide link *PY 02-08* are under ownership by Irish Rail and not in private ownership.

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.

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

A mobility hub at Skerries Train Station could include:

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



Figure 10-35: Recommended Schemes in the vicinity of the Station.



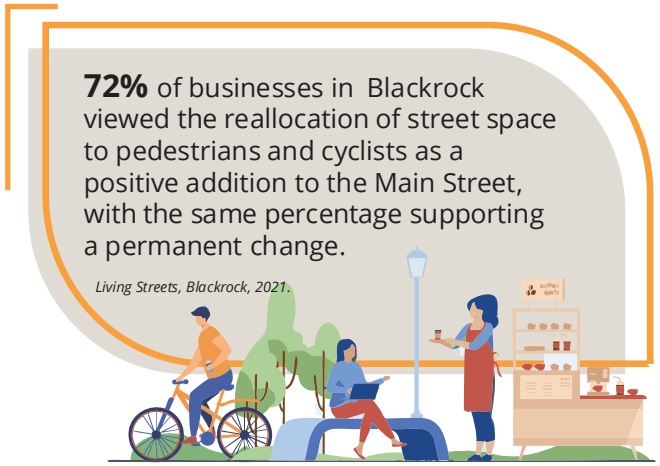
Figure 10-36: (left) This Mobility Hub in the Nordbahnhof Train Station (Vienna) offers interchange between train and bus services, with bike parking, and bike and car sharing stations just outside the Station. Source: City of Vienna.

10.7. 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 10-18: Recommended Traffic Management Measures

No.	Recommended 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.

Trialling a one-way system, which received some expressions of support during the consultation process, would give local businesses and residents the chance to provide feedback on how it operates, and it would also provide an opportunity for FCC to evaluate the effectiveness of the traffic system before any permanent change is put in place.

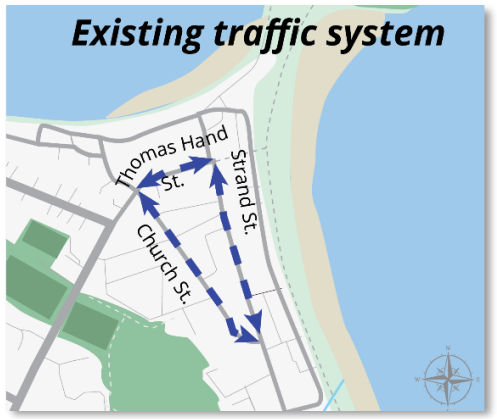




Figure 10-37: (above) Existing traffic system on Church St, Strand St and Thomas Hand St.; and (below) Recommended One-way Town Centre Traffic Systems for Skerries.

Central to the success of any one-way system in Skerries will be thorough stakeholder engagement with residents and businesses, and consultation with the wider community which will take place throughout the process.

Any future change to the town centre circulation will also be supported by detailed analysis and data collection. Furthermore, a number of supporting measures will be put in place prior to the implementation of any one-way system trial.

The opportunity for a one-way system on Church St, Strand St and Thomas Hand St. is further discussed in **Chapter 12**.

TM 02: Traffic Calming Measures

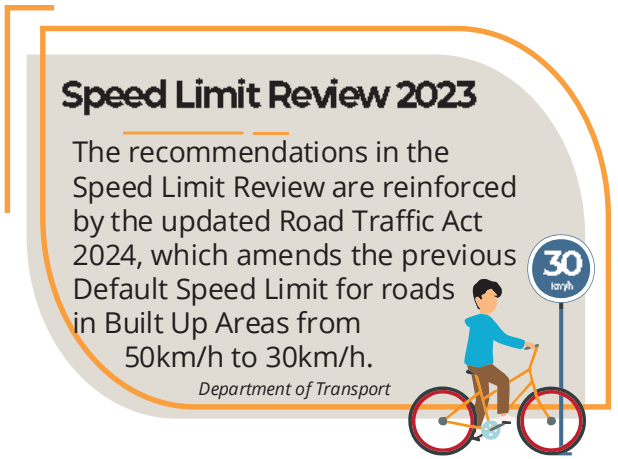
This Plan identifies opportunities for traffic calming measures across Skerries, particularly in front of schools, as identified in **Section 10.2**. This could include reallocating road space, introducing speed ramps and tables at appropriate locations, lane narrowing, or upgrading junctions.

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



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.

This is further discussed and assessed on **pages 123** and **133**.

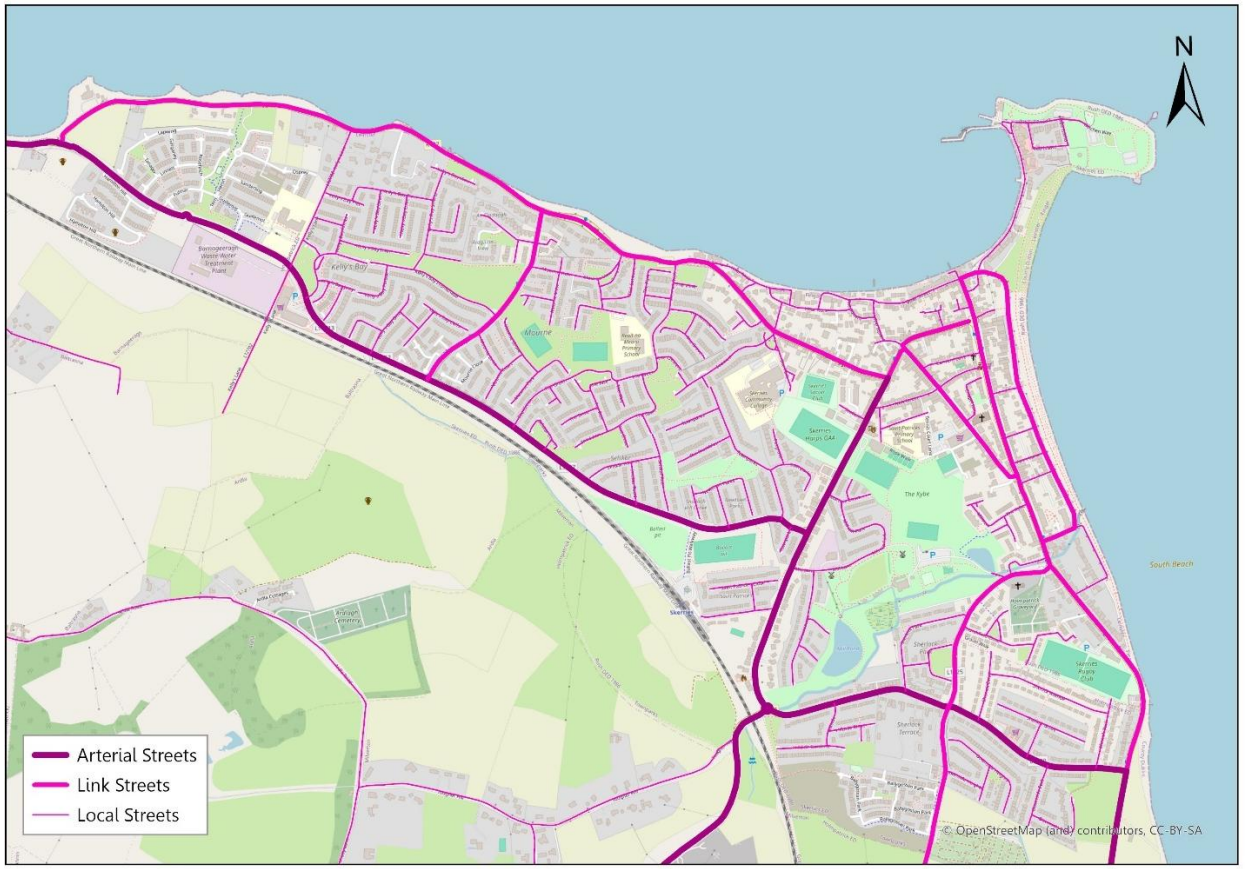


Figure 10-38: Recommended Arterial, Link and Local Routes for Skerries.

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 10-19: Recommended Locations for Gateways

No.	Recommended Road / Intersection for Gateways
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 10-39: 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.

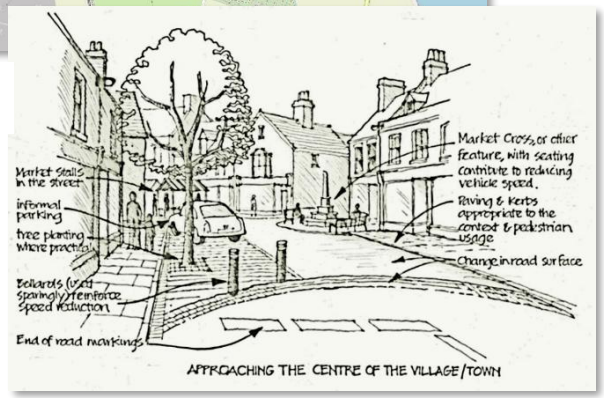


Figure 10-40: (r) Example of elements in a Gateway treatment. Source: DMURS.

10.8. Car Parking

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

Table 10-20: Recommended Car Parking Measures

No.	Recommended 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
CP 06	Reviewing the Car Parking Regime and Pricing

CP01: Maintain and expand Town Centre access for all

Skerries is a town with a unique and historic town centre, with residents living within the town centre alongside operational businesses. The competing demand for town centre space in Skerries is particularly evident when in regard to parking, as there are a variety of different parking needs, at different times of the day, and for different uses.

Many residents in Skerries Town Centre do not have their own driveways and therefore rely on on-street parking outside/close to their homes. On-street parking is also seen as beneficial for its immediate convenience for shoppers who park on the town centre streets, providing direct access to shops and services.

For individuals who require additional mobility needs or who live in the hinterlands, they may have no other option but to drive and park in on-street spaces in Skerries Town Centre.

Despite these obvious needs, on-street parking can also have some implications on the vitality, economic, social and environmental health of town centres, including:

- Increased traffic congestion from motorists searching for parking spaces.
- Inefficient use of valuable curb side space which could be better used to create wider and more accessible footpaths, provide cycle lanes, and accommodate street furniture, planting or play areas.
- A reduction in comfort and safety for pedestrians and cyclists, which would not fully comply with the Design Manual for Urban Roads and Steets (DMURS) and other relevant design standards.
- Increased idling and the 'stop-and-go' nature of vehicles can add to local air pollution.

Furthermore, Skerries prides itself on its unique character, with distinctive heritage features, and traditional village feel. On-street parking and associated traffic flow can impact on the historic and aesthetic beauty of the town centre.

The provision of a carefully managed on-street parking system can support the economic functions of an urban centre, enhance parking convenience for residents and improve accessibility for those with disabilities and other mobility impairments.

Typically, public realm and transport improvement measures across Ireland have necessitated the reallocation of some existing on-street parking spaces to comply with DMURS for enhanced bus stop design, improved footpaths and cycle lanes, street trees, and activity areas for restaurants and café, contributing to more vibrant, liveable town centres.





Figure 10-41: Francis Street Dublin is an example of where public realm and transport improvement measures have enhanced the vitality and attractiveness of businesses on the street, as well as the street itself both as a destination and as a movement corridor for pedestrians and cyclists. Source: Google Maps, and DBFL.

Where retained or provided, on-street parking in town centres that experience public realm and transport improvements is generally managed to reflect a hierarchy of parking need.

In this way, the needs of disabled users, town centre residents and short-stay business users are prioritised, while long-stay parking is redirected to dedicated off-street parking areas.

Trialling a one-way system in the town centre (see **Section 10.7**), which received expressions of support during the consultation process, could help inform how future parking provision and traffic circulation might best work together to improve overall accessibility and the public realm.

Fingal County Council will be exploring multiple solutions to the complexities of Skerries Town Centre in order to ensure that the most viable and practical solutions are delivered.

Additionally, there is an opportunity for underutilised car parks to be used for Park and Stride (see FOSI: Front of School Interventions, **Section 10.2)**. 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 10-42: 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

In the context of Skerries, the options development and assessment process, as well as the pre-design consultation has determined the need for active travel improvements within Skerries Town Centre.

However, these improvements will be delivered by Fingal County Council as separate individual projects to those identified throughout **Chapter 10.** To note, Residential Parking Permits will not be reduced through the delivery of these projects.

At this stage, the identified recommendations represent high-level concepts rather finalised plans due to the complexities of the Town Centre, including current and future parking arrangements. Each individual project will be subject to statutory planning processes and consent, detailed design, with extensive consultation with residents, businesses and the wider community throughout the process. Further assessment of parking rationalisation will be undertaken during the detailed design phase.

CP 02: Delivering & Servicing Bays

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 10-43 provides an example of how loading bays can be designed to have 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 10-43: 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 10-44: An available space in Dublin for booking with Kerb. Source: Grid Smarter Cities.

CP 03: Mobility Point and Hub Study

Mobility Hubs and Mobility Points are features that are increasingly seen across European cities. The premise of both is that they comprise of car parking, directly connected to public transport, walking and cycling networks, seamlessly integrating different modes to maximise first-mile-last-mile connectivity.

While mobility points are small scale, typically on-street interventions entailing the co-location of sustainable transport measures near public transport stops, mobility hubs are larger in scale and in transport offering.

Mobility Hubs

There is no 'one-size-fits-all' in terms of what form a mobility hub might take, as it should be responsive to the needs and context of the development or town that it serves.

For example, Section **10.6, PT 05** *Train Station Mobility Hub* identifies an opportunity of siting sustainable transport options at the station to enable interchange between rail and other modes.

A second mobility hub in Skerries could act as a mitigation measure to directly address parking issues in the town centre. This mobility hub could be located strategically to reduce traffic congestion and encourage multi-modal trips. The exact location of the hub would be subject to a Feasibility Study by FCC.

A mobility hub of this nature could incorporate sustainable transport elements with a car park, providing wider benefits to the town rather than just car-dominated uses. This includes:

- Sheltered, secure bike parking
- Storage lockers
- Real Time Information for public transport services
- E-bike charging facilities
- Community Car
- EV Charging
- Shared mobility schemes

Policy CMP22 – Mobility Hubs

Support the development of mobility hubs at key public transport locations and local mobility hubs in tandem with new developments to include shared and personal mobility initiatives with a focus on ease of connectivity and quality public realm.

Fingal Development Plan2023-2029



Mobility Points

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.





Figure 10-45: Example of a Mobility Point on Main St., Blanchardstown. Source: FCC.

Mobility points in Skerries 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.*

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.

In 2019, a pilot scheme was launched in Skerries by FCC for a Community Car in partnership with Local Link and GoCar. As of 2025, the Skerries Community Car completed over 1500 vital trips all across Dublin. The Community Car provides essential door to door transport for passengers who have difficulties accessing public or other forms of transport, and is ran by local volunteers.

Although there are relatively high levels of car ownership in Skerries, the Community Car scheme should be continued, and 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.

Did you know?

Car Clubs can reduce private car ownership. For example in 2023, each car club vehicle in the UK replaced between 14 and 32 private cars.

CoMoUK - Annual Car Club Research Report, 2023.

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.

FCC 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 10.9** *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 10-46: Campervan Parking on South Strand Street. Source: Google Street View.

CP 06: Reviewing the Car Parking Regime and Pricing

Fingal County Council will carry out a review of the existing car parking regime and arrangements in Skerries, including parking duration and pricing.

Reviewing and adjusting parking time limits accordingly can increase the turnover of on-street parking and support local economic activity by ensuring that prime parking spots are available for customers and visitors rather than for long-term parking.

In Skerries Town Centre, parking is currently priced at 1.20€ per hour (8am-6pm Monday to Saturday), except for some areas of South Strand Street where the price is 2€ for the entire day.

Reviewing the existing pricing structure for parking can help manage parking demand by encouraging shorter stays, increasing the number of customers in local shops and ensuring that sufficient parking remains available for residents and other priority users.

In Skerries, residents' needs will be a key consideration in any adjustments to parking management, including smart solutions for residential parking (see **Section 10.9** ***SM 12:*** *Smart Solutions for Residential Parking*) to make local parking more convenient and efficient.

FCC will also proactively plan and identify suitable locations for motorhome facilities across the county to manage this growing tourism need.

10.9. 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 recommended measures are summarised below.

Table 10-21: Recommended Supporting Measures.

No.	Recommended 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	Smart Solutions for Residential Parking
SM 13	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 10-47: 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 10-49: Example of 'signage without signs' Wayfinding in Drogheda.

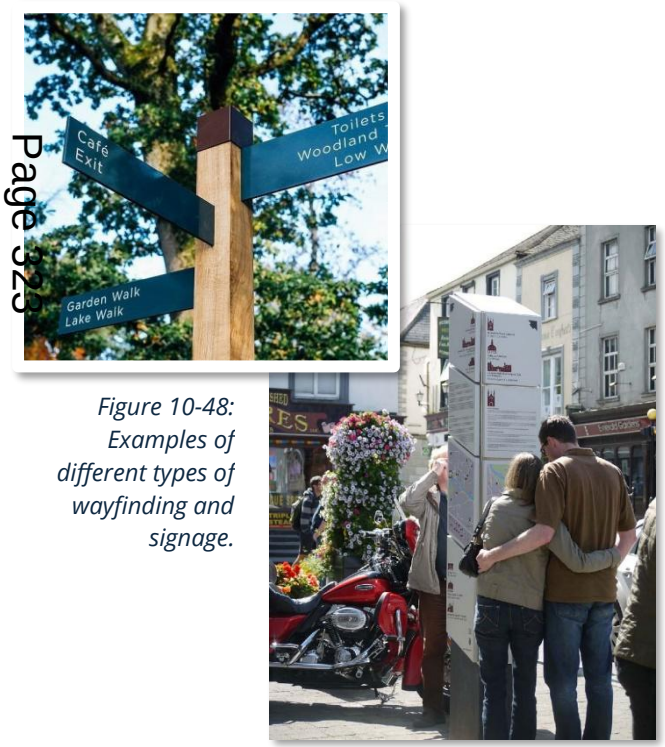


Figure 10-48: Examples of different types of wayfinding and signage.

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 10-50: 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 10-51: Seating in Dungarvan Town Centre. Source: DBFL



Figure 10-52: Bench in Shackleton, Lucan. Source: Áit



Figure 10-53: 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 Recommendations

FCC will trial the Skerries Active Travel Plan recommendations 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 recommendations offer for all road users.

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

Trialling the Town Centre and Balbriggan Road recommendations 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.



Figure 10-54: 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.

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.

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 10-55 (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 10-56: SUD Tree Pit at Chatham Street, Dublin 2. Source: Áit



Figure 10-57: Rain Garden at Blackpitts, Dublin 8. Source: Áit



Figure 10-58: Rain Garden at Belgooly National School, Cork. 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 10-59: Cycle Bus & Walking Bus. Source: FCC.



Figure 10-60: 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 10-61: 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 recommendations **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 recommendation 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: Smart Solutions for Residential Parking

A key element to support the future car parking arrangement in Skerries, as well as the recommendation to transform Skerries into a Smart Dublin Smart District will be employing smart solutions for residential car parking.

This could involve a mobile app which provide real-time information on the location and live availability of parking spaces for residents across the Town Centre. This would support residents finding parking in the town centre, where there are competing demands for parking spaces.

A similar scheme was rolled out by Dún Laoghaire-Rathdown County Council and Smart Dún Laoghaire in 2023 through the launch of the SpaceFinder app. This app provides real time information for over 30 accessible parking spaces in Dún Laoghaire town.

The dlr SpaceFinder app uses sensors on designated parking bays to determine their availability.

An app in Skerries could provide a similar service, as well as in-app seamless payment, and navigation tools to guide users to a parking spot.



Figure 10-62: dlr SpaceFinder app. Source: SmartDublin

SM 13: 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 behaviour, 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.

Case Study:

Pardubice, Czech Republic

Citywide Adaptation of Smart Parking Solutions

The city of Pardubice in the Czech Republic launched the EU's largest smart parking deployment to tackle congestion, inefficient space usage, and revenue loss across its 3,800+ parking spaces.

As the city grew, it became harder to manage parking fairly for residents and visitors. After a successful pilot project that proved 99% accuracy, the city rolled out license plate recognition cameras in busy areas, upgraded payment machines, and real-time information displayed on LED boards and mobile apps as well as:

3,475 underground IoT parking sensors citywide

5,000 electronic resident permits

The impact was significant. Within three years, annual parking revenue increased from CZK 23 million (approx. €950,000) to nearly CZK 40 million (approx. €1.6 million).

Compliance rates rose above 90% in many city zones, electronic payments increased sharply, and enforcement became faster and more efficient thanks to real-time data collection.

The system has also provided clear insights into parking patterns, which in turn has helped officials make better decisions about pricing, planning, and future improvements to parking across the city.

11 Scheme Assessment Process

11.1. 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.

11.2. Areas of Highest Impact

Figure 11-1 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.

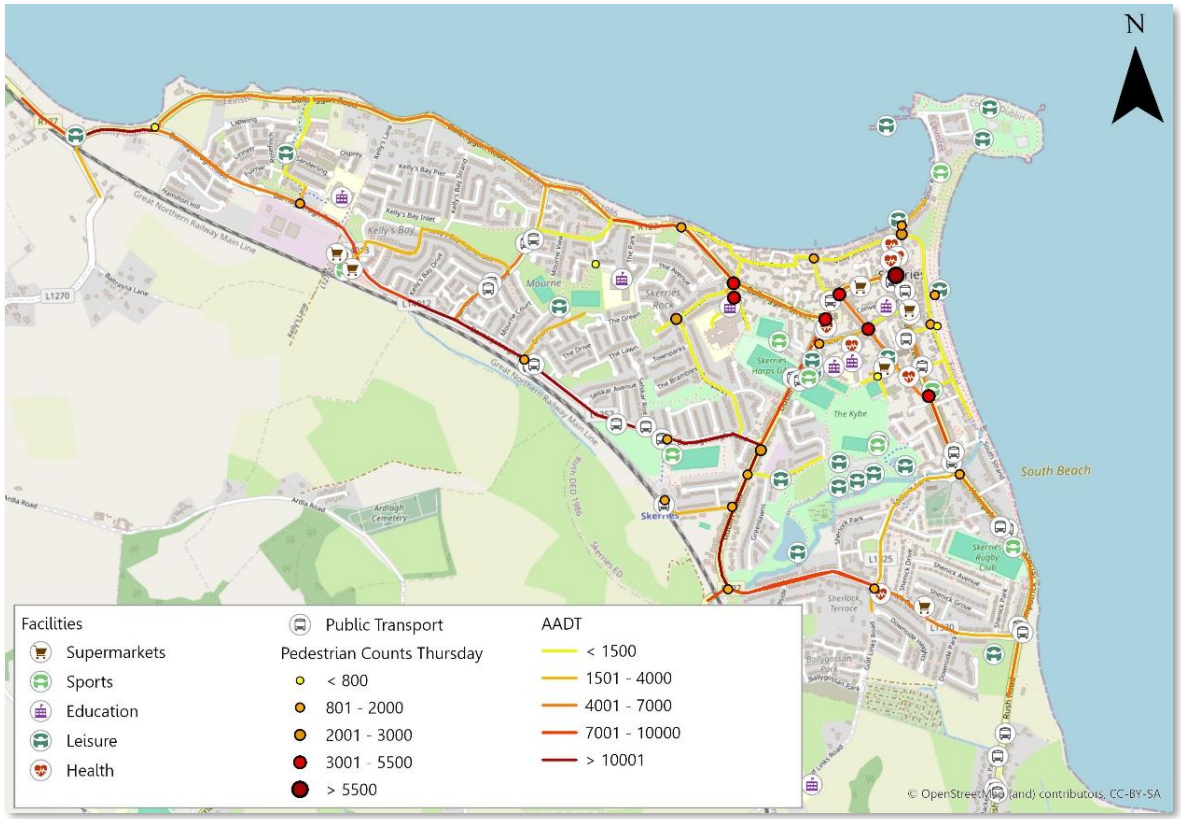


Figure 11-1: Rationale for Identifying the Areas of Highest Impact

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
Recommended 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	Millhill Park & Greenlawns
Recommended Low-Speed / Traffic-Calmed Streets	
CY 04-01	Dublin Road

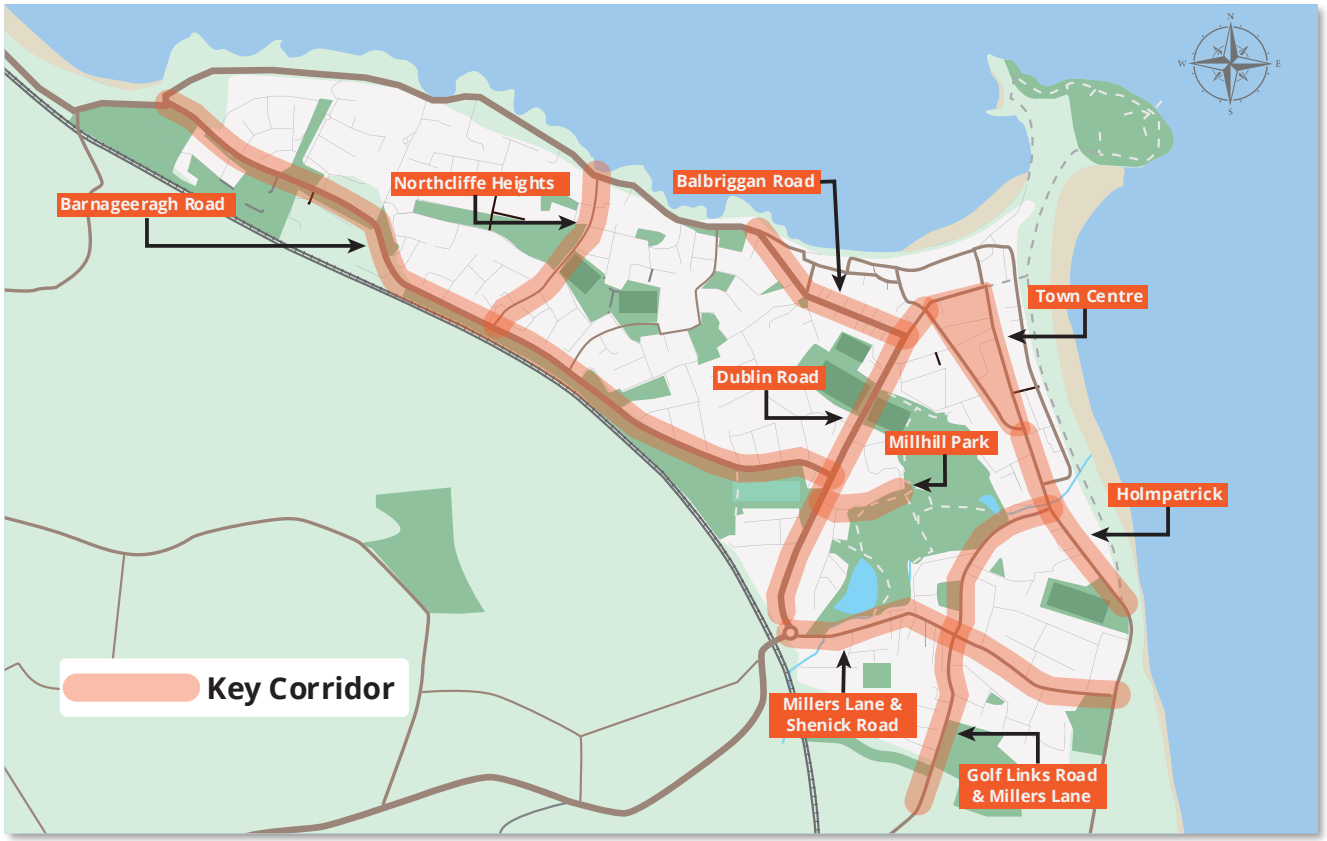


Figure 11-2 Key Corridors Identified For Options Assessment.

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

11.3. Options Assessment

Stage 1: Initial Sift against Objectives

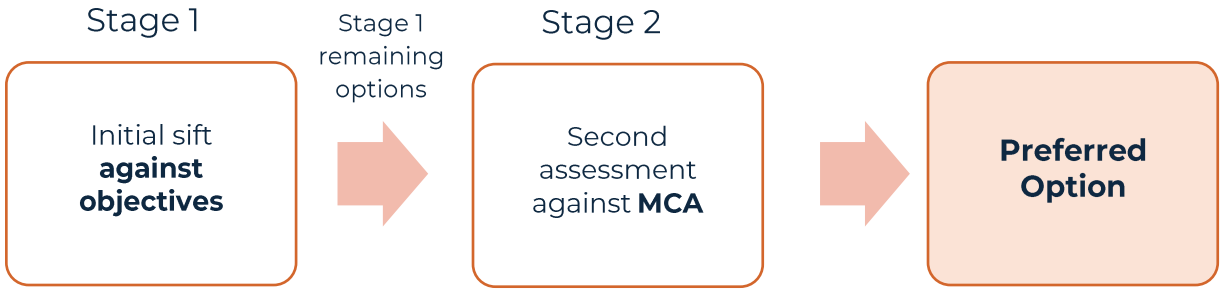
The initial sifting assesses each option for its alignment with the six Objectives of the Active Travel Plan, ensuring that only measures that support safe, accessible, and sustainable travel are progressed to Stage 2.

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 11-2).

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 **Skerries Town Centre and its environs.**
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 11-1: 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 11-2: 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

12 Schemes Assessment

12.1. Overview

This chapter provides an overview of the assessment process for the Key Corridors identified in Chapter 10.

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.









12.2. 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 12-1: 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, such as at 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 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.

DMURS Compliance

Central to any future design of the Town Centre will be compliance with the Design Manual for Urban Roads and Streets (DMURS). DMURS provides guidance relating to the design of urban roads and streets, and proposes a more place-based/integrated approach to road and street design.

Pedestrian focus: For traffic calmed town centre streets providing access to retail, services and key destinations, DMURS advises that an absolute minimum footpath width of 1.8m is

provided to allow two people to pass each other comfortably. This would enhance the accessibility and inclusivity of the town centre environment by ensuring that footpaths are wide enough for people walking, wheeling and cycling, as well as for people using buggies, wheelchairs and other mobility aids.

On-street parking and buffers: DMURS advises the use of buffers for streets with on-street parking to protect the pedestrian and cyclist environment. To comply with DMURS and to reduce the visual impact of parking, the number of parking spaces per bay should generally be limited to three parallel spaces (including loading areas) and six perpendicular spaces.

Where on-street parking is provided adjacent to cycle paths, a verge should be provided to allow additional space for opening doors. For perpendicular parking, a verge should be provided where vehicles may overhang the footway.

Reduced speeds: Lower speed limits on town centre streets that experience high pedestrian activity can help increase road safety for all users.

Following the publication of the government's *Speed Limit Review* in 2023, the Road Traffic Act 2024 was updated to amend the previous Default Speed Limit for roads in Built Up Areas from 50km/h to 30km/h. To align with the changes and to ensure roads in Skerries are DMURS compliant, Fingal County Council will be implementing a 30 km/h speed limit in urban cores, which will include housing estates and Skerries town centres.

DMURS also advises that junctions are designed with tighter corner radii, thereby reducing the speed at which vehicles can turn corners.

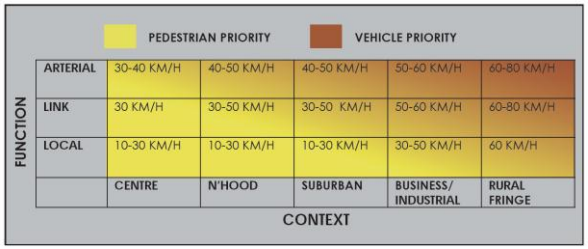


Figure 12-2: Design speed selection matrix indicating the links between place, movement and speed that need to be taken into account in order to achieve effective and balanced design solutions. Source: Table 4.1, DMURS.

Bus stop design: DMURS recommends formalising bus stops to meet enhance the user experience and prioritise user safety and accessibility. This includes ensuring proper placement of bus stops along bus routes, adhering to universal design principles, and ensuring proper siting of pedestrian crossings.

Self-regulating design: Characteristics of a self-regulating street design can instinctively tell drivers what speed they should be going. Self-regulating streets include using both soft/place-based measures, and hard/physical measures.

Place -based measures include active frontages, and the use of street trees to create a sense of enclosure, a technique which is already used on some streets in Skerries. Historic features can also help reinforce an areas character/place value and play a role in managing speeds.

Physical measures include horizontal and vertical deflections. Short-stay parking can also act as a self-regulating measure by narrowing the visual width of the increasing awareness of pedestrian activity for drivers.

Permeable layouts: Ensuring that town centre streets are designed to maximise connectivity for pedestrians and cyclists will be important in Skerries to encourage more trips on foot or by bike.

Providing pedestrians and cyclists with the most direct connections to destinations through the use of existing laneways and desire lines, and through the creation of links in new developments can improve accessibility for all.

Enhancing permeability also ensures alignment with the DMURS User Hierarchy, where pedestrians are prioritised in the design of a place, followed by cyclists, public transport, and lastly, private cars.

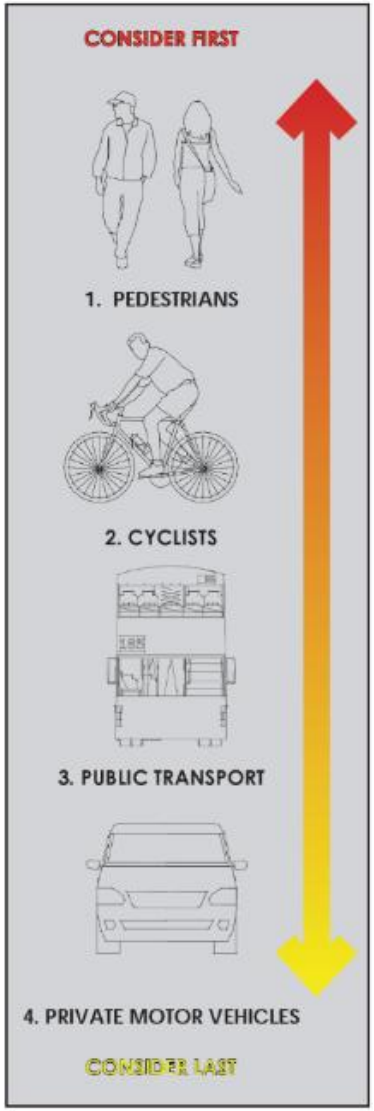


Figure 12-3: DMURS User Hierarchy.

Source: Fig. 2.21, User hierarchy that promotes and prioritises sustainable forms of transportation, DMURS.

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 would apply:

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

Considerations: One-Way System

A potential 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.

By restructuring traffic flow in a single direction, the system can reduce bottlenecks, minimise

the potential for accidents at junctions, and improve accessibility for both vehicles and pedestrians.

Additionally, a one-way system can create opportunities for enhanced public spaces, such as enhanced bus stop designs, improved footpaths, safer crossing points, and better provision for cycling.

A trial of the one-way system would allow local businesses and residents to experience the change and provide feedback, while enabling Fingal County Council to collect data and evaluate the effectiveness of the traffic system before any permanent change is put in place.

This evidence-based approach ensures that any permanent changes are grounded in practical experience and the needs of the community.

Central to the success of any one-way system in Skerries will be thorough stakeholder engagement with residents and businesses, and consultation with the wider community which will take place throughout the process.

Any future change to the town centre circulation will also be supported by detailed analysis and data collection. Furthermore, a number of supporting measures will be put in place in advance of any one-way system trial is implemented.

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

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

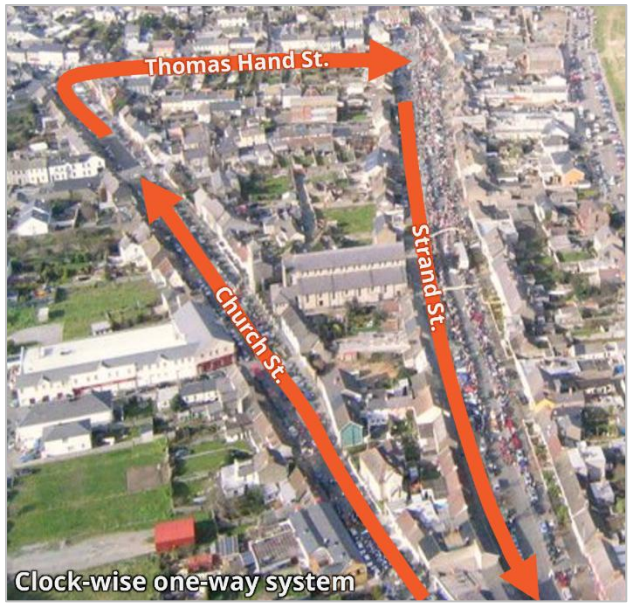


Figure 12-4: Overview of a potential clock-wise, one-way system for Thomas Hand Street, Strand Street and Church Street

The options development and assessment process, as well as the pre-design consultation has determined the need for active travel improvements within Skerries Town Centre. However, these improvements will be delivered by Fingal County Council as separate individual projects to those identified throughout **Chapter 10.**

At this stage, the identified recommendations represent high-level concepts rather finalised plans due to the complexities of the Town Centre, including current and future parking arrangements. Each individual project will be subject to statutory planning processes and consent, detailed design, with extensive consultation with residents, businesses and the wider community throughout the process. Further assessment of parking rationalisation will be undertaken during the detailed design phase.

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 12-5 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 material. 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 12-6: Contrasting Concrete Paving. Source: Áit



Figure 12-7: Bespoke limestone pavers at Strand street. Source: Áit



Figure 12-8: Recycled glass aggregate concrete

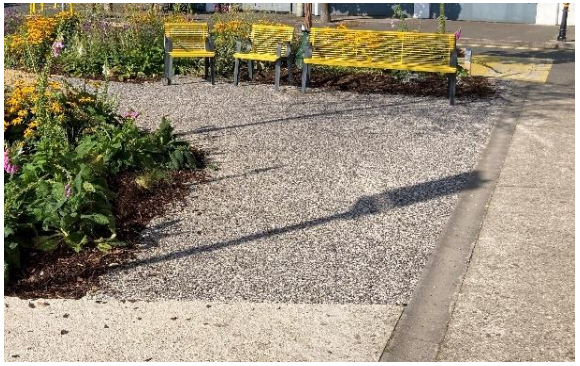


Figure 12-9: Stone aggregate concrete. Source: Áit

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 recommended 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.

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 future 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.

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*

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 12-10: SUD's Tree Pit on Chatham Street, Dublin 2. Source: Áit



Figure 12-11: 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 12-12: Oak block bench in Shackleton, Lucan. Source: Áit



Figure 12-13: Existing Public Realm seating on Strand Street. 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 future 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 recommended street tree planting.
- Where required, locate lighting to maximise recommended 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 12-14: Example of lighting incorporated into street furniture. Source: Áit

Signage

Signage should sympathise with the historic and coastal context of the town, and:

- 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 12-15: : Gateway signage in Stillorgan Village. Source: Áit.

These images are **concept images only** and do not reflect any dedicated or final plans to alter the existing conditions of the streets.



Figure 12-16: Indicative concept photomontages of what Church St. (left), Strand St. (centre) and Thomas Hand St. (right) could look like with the identified interventions. Source: Áit Urbanism + Landscape Ltd.

12.3. 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 12-17: Recommended 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 a recreational route at both ends, providing seamless integration into the broader coastal network. It also intersects with several recommended 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 recommendations are provided in places.

Options Assessment

The Green Spine was divided into **six sections** for optioneering purposes, as shown in Figure 12-17.

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 12-1: 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 12-2: 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 12-3: 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 12-4: 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 12-5: 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 12-6: 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 12-7: 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 recommended 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 recommendations and incorporate the recommended 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 recommendations in Town Parks and so was not considered for Section 5.

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

Option 2 was preferred, as it aligned with access recommended 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 12-8: 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 12-9: 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 recommends 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, recommending a Shared Active Travel Facility on the southern side of Golf Links Road, travelling east. This aligns with the emerging preferred option for the Golf Links Road itself, which is detailed fully in Section 12.8 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 recommendations for Holmpatrick separately in Section 12.9 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.



These images are **concept images only** and do not reflect any dedicated or final plans to alter the existing conditions of the areas identified below.



Figure 12-18: 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 12-19: Decorative concrete path in Belgooly, Cork. Source: Áit



Figure 12-20: 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 12-21: Example of shared road surface

Furniture

Seating/stopping areas are recommended 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 recommended in the town centre to create a cohesion among spaces within the wider context of Skerries.

As raised during the 2025/26 pre-design public consultation, 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 12-22: 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 12-23: Tree trunk as play element. Source: Áit



Figure 12-24: Boulders as play element.



Figure 12-25: Stepping stones in lawn. Source: Áit

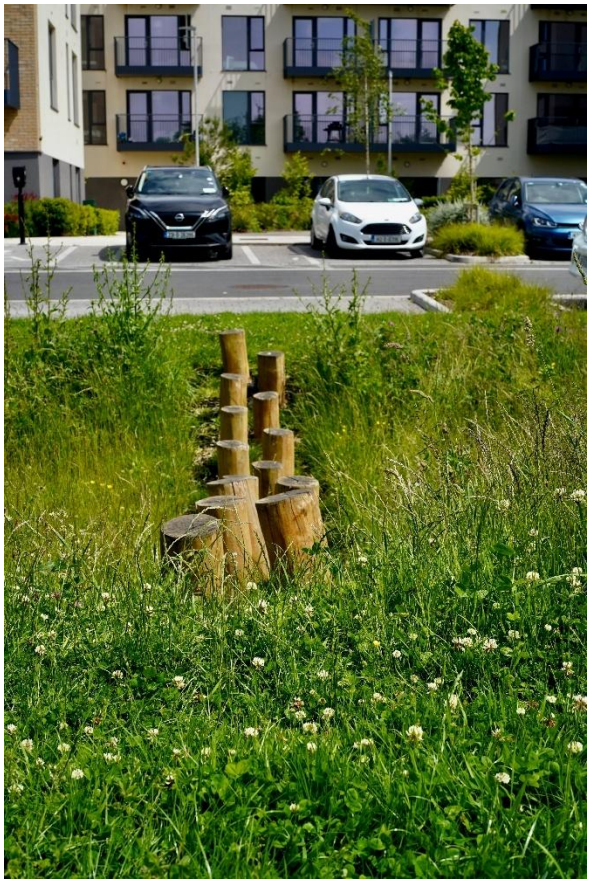


Figure 12-26: Tree stumps as play element. Source: Áit

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 recommended 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 12-27: Example of meadow underplanting. Source: Cairn Homes



Figure 12-28: 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 12-29: 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 12-30: Example of shared active travel signage

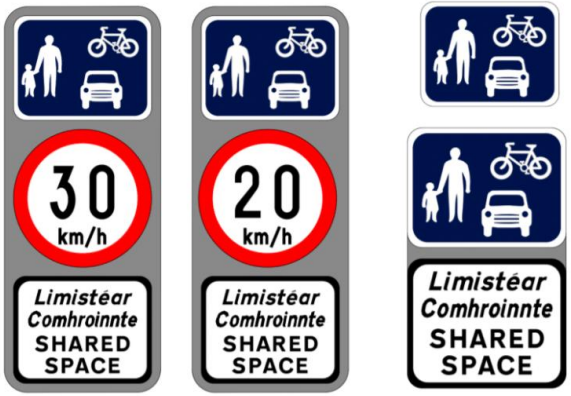


Figure 12-31: Shared Road signage

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 12-32: Example of 'Don't Mow' signage

12.4. 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.

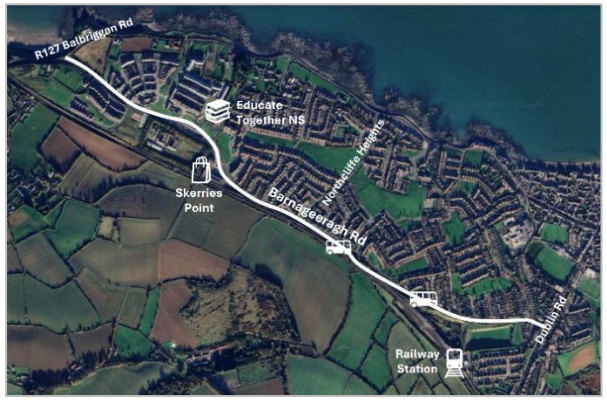


Figure 12-33: Overview of Barnageeragh Road.

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 recommended 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 recommended 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 12-10: 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 12-11: 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 12-12: 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 12-13: 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 Emerging Preferred Option for Barnageeragh Road recommends 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 recommended 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 recommended, maintaining existing access to public transport.

These images are **concept images only** and do not reflect any dedicated or final plans to alter the existing conditions of Barnageeragh Road.







Figure 12-34: Indicative photomontages showing recommended 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 recommended 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 12-14: 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 12-35: 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 12-15: 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.



12.5. CY 03-04: Balbriggan Road

Existing Conditions

The optioneering study for Balbriggan Road (R127) has been conducted from its intersection with North Strand to the north, to its junction with the Dublin Road to the south.



Figure 12-36: Overview of Balbriggan Road.

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 recommended.

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 recommended 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.

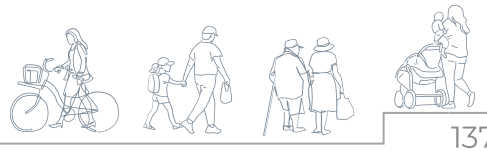
Options Assessment

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 12-16: 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 12-17: 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 12-18: 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 12-19: 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 Emerging Preferred Option for Balbriggan Road recommends 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 recommended that existing informal parking towards the southern end of Balbriggan Road be formalised.

Section 2, Option 10: Shared Active Travel Facility (North)

The Emerging Preferred Option recommends 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 recommended to be formalised on Balbriggan Street.



12.6. 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.

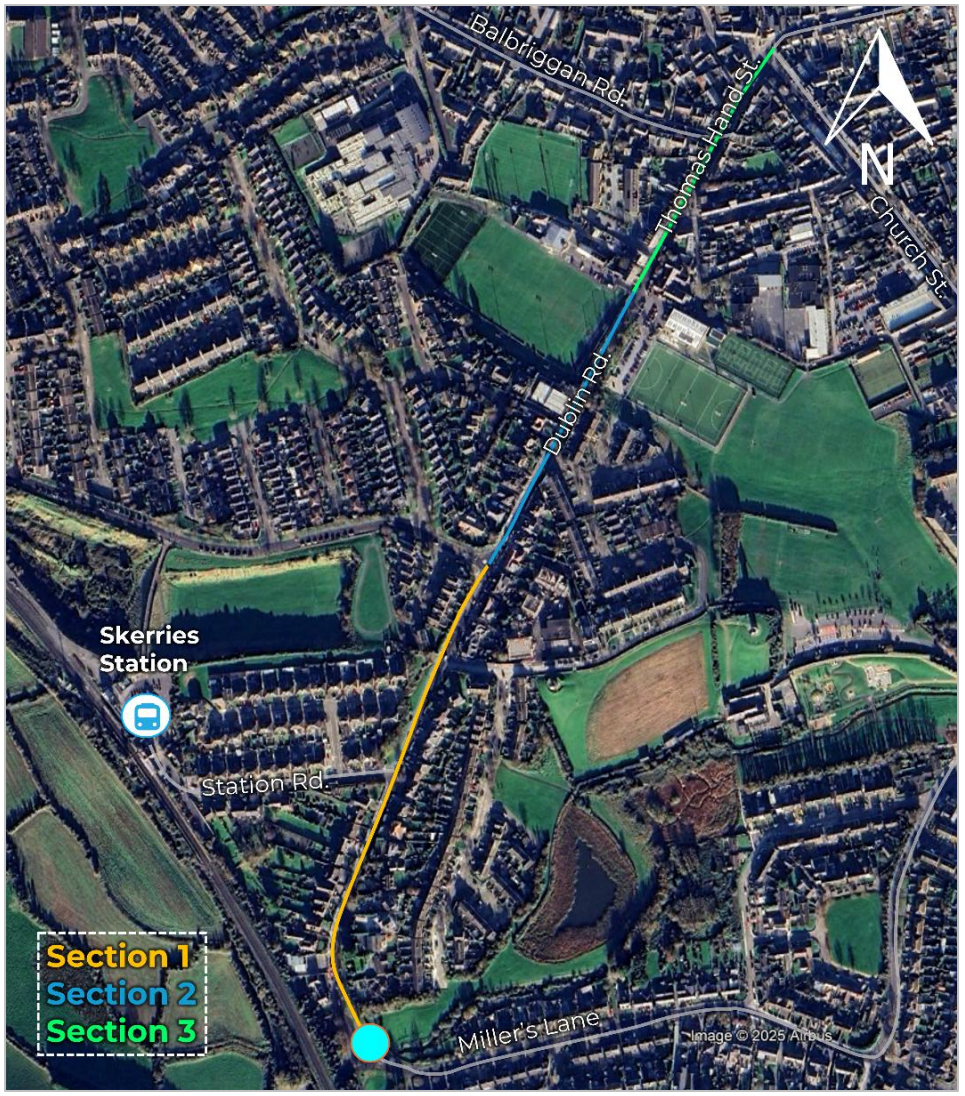


Figure 12-37: Overview of Dublin Road, with Sections 1 – 3 identified.

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.

The figure below**Error! Reference source not found.** highlights key areas where opportunities to provide new footpaths and improve existing footpaths were identified.

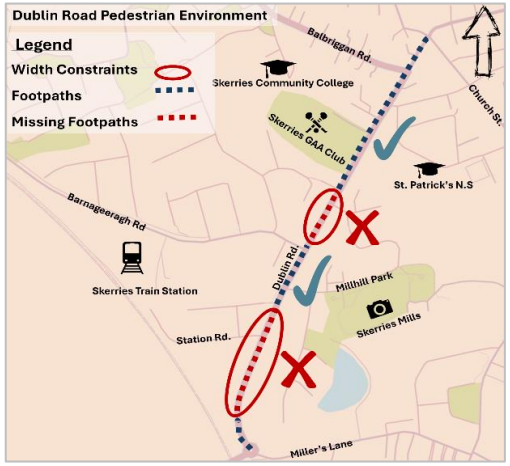


Figure 12-38: Pedestrian improvement opportunities.

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 recommended, 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 12-20: 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 12-21: 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 12-22: 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 12-23: 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 12-24: 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 12-25: 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 Emerging Preferred Option recommends 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 recommended 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 Emerging Preferred Option recommends 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 Emerging Preferred Option also incorporates scope for potential new parking arrangements north of the Balbriggan Road junction, benefiting some residents and business owners.

12.7. 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 recommended 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 recommended 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 Emerging Preferred Option for Northcliffe Heights recommends 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 recommended at Barnageeragh Road, Mourne View, and Balbriggan Road.

12.8. 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 recommended 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**.**

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.



Figure 12-39: Golf Links Road, split into Sections 1 and 2.

Section 1

Table 12-26: 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 12-27: 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 12-28: 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 12-29: 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 Emerging Preferred Option recommends 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 recommended 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 recommended for the Sherlock Park Junction and Holmpatrick Junction.



12.9. 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 adjacent recreational routes.

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 a recreational route.



Figure 12-40: Overview of Holmpatrick, with Sections 1 – 3.

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 an adjacent recreational route.

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 recommended; 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 12-30: 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 12-31: 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 12-32: 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 12-33: 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 12-34: 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 12-35: 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 Emerging Preferred Option for Holmpatrick recommends 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 recommended active travel facilities on Strand Street and Golf Links Road.

Rationalisation of parking is also recommended 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 recommended 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 recommended 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 recommended 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 Emerging Preferred Option recommends the 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 could in the future form part of a recreational route.

Delivery of a dedicated pedestrian crossing is also recommended towards the southern end of Section 3, providing a safer connection between the pedestrian entrance to the Mews and Skerries RFC.

12.10. 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 12-41: 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 recommended 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 recommended , 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 consideration applies 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 12-36: 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 12-37: 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 12-38: 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 12-39: 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 12-40: 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 12-41: 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 Emerging Preferred Option recommended 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 recommended 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 recommended 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 recommendations 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 recommended for the junction with Sherlock Park.

Section 3, Option 7: Shared Active Travel Facility (South)

The Emerging Preferred Option recommends 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 recommended for the junctions with Shenick Drive, Shenick Grove, Downside Park, and Holmpatrick.

12.11. 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 12-42: 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 recommended 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**.** 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); and
- General traffic calming features.



Figure 12-43: Millhill Park, split into Sections 1 and 2.

Section 1

Table 12-42: 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 12-43: 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 12-44: 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 12-45: 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 Emerging Preferred Option recommends 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 recommended for the junctions with Dublin Road and Greenlawns.

Section 2, Option 4: Mixed-Traffic Environment

It is recommended that the Mixed-Traffic Environment would continue in Section 2 as in Section 1, with the same set of supporting measures.

12.12. 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 10.2 of this Plan *(see Figure 10-5 and Table 10-2).*

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 10.2 of this Plan *(see Figure 10-6 and Table 10-3).*

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 10.2of this Plan *(see Figure 10-7 and Table 10-4).*

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 10.2 of this Plan *(see Figure 10-9 and Table 10-5)*

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 10.5 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 recommended 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 10.8 of this Plan.

Additional Supporting Measures

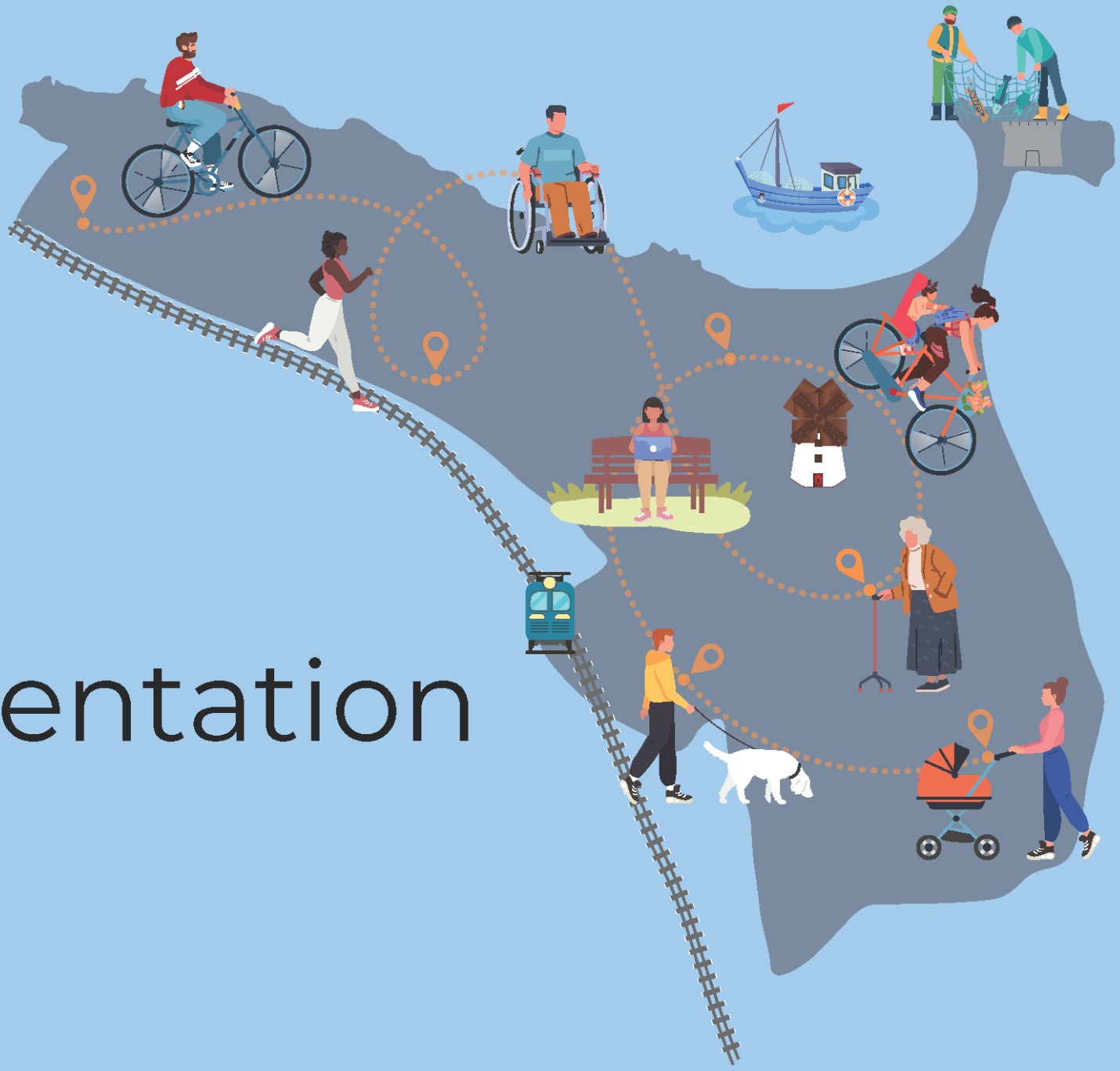
A number of additional measures have been identified to support the range of targeted interventions set out in the previous sections of the Skerries Active Travel Plan.

These additional supporting measures are detailed in Section 10.9 of this Plan.



Figure 12-44: View of Skerries Mill (Source: FCC)

Part C
Implementation



13 Implementation and Priority Plan

13.1. 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.

13.2. A collaborative approach

The successful delivery of the Skerries Active Travel Plan recommendations will require collaboration between a broad range of stakeholders, from various Fingal County Council departments, the National Transport Authority, Transport Infrastructure Ireland, Irish Rail, bus operators and Local Link, the 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.

13.3. Indicative Implementation Table

Table 13-1 presents an indicative implementation table with suggested timeframes as follows:

Table 13-1: 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.

13.4. 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 recommended 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; and
- Development contributions for strategic transport infrastructure.

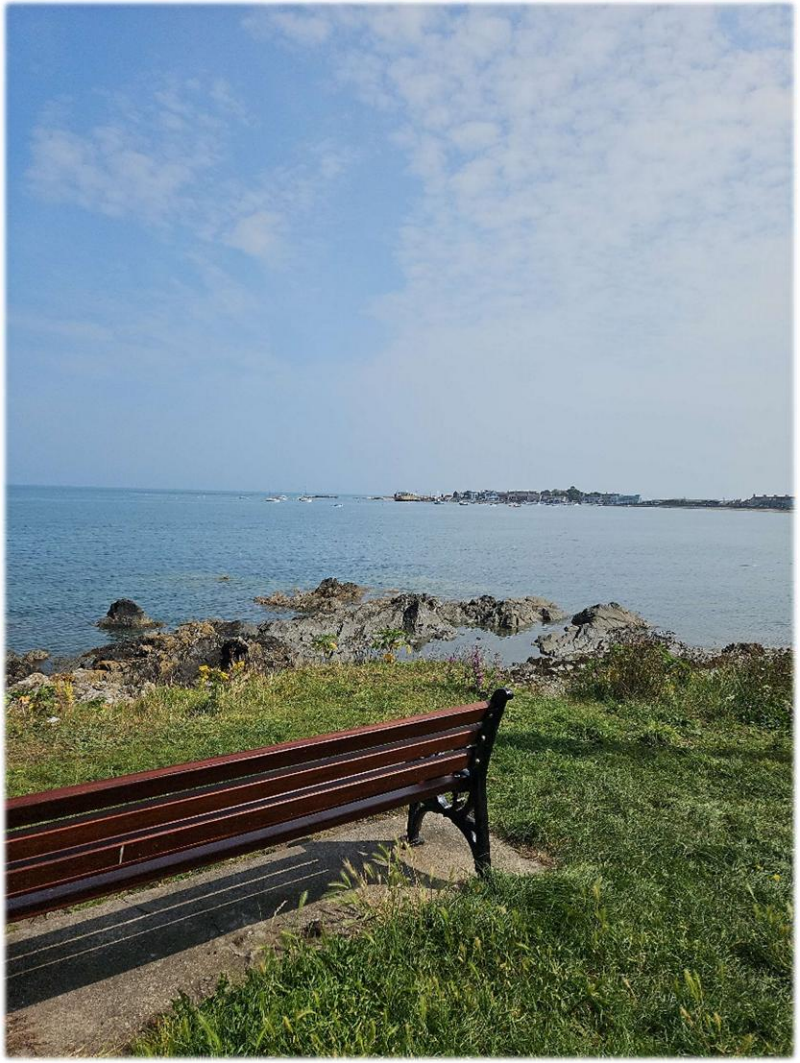


Figure 13-1: View of Skerries Red Island from North Strand.

13.1. Pedestrian and Cycle Network

The pedestrian and cycling networks are closely interrelated, as outlined in Sections 10.2 and 10.3 and illustrated in Figure 13-3 and Figure 13-2. 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 10.2 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.

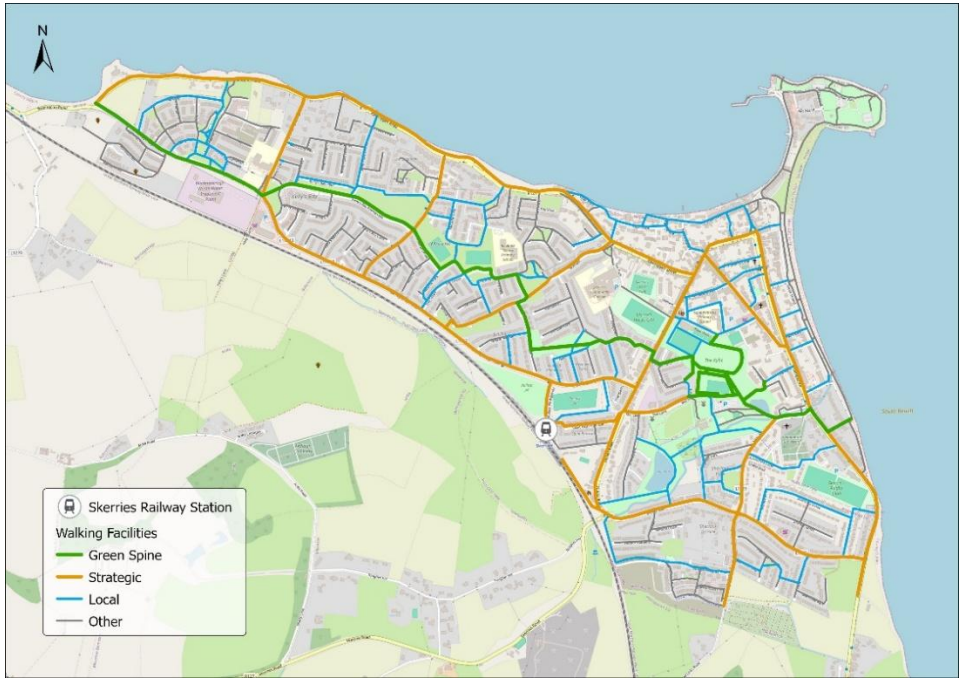


Figure 13-3: Recommended Walking Network.



Figure 13-2: Recommended Cycling Network.

GS - Green Spine

GS 01 - Green Spine: Phasing and Implementation					
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**Project Lead**	**Funding Options**
GS 01	**Green Spine**	The Green Spine is a recommended 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	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

Note: The below images are **concept images only** and do not reflect any dedicated or final plans to alter the existing conditions of the streets.



Figure 13-4: 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**	**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	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. It recommends 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	Fingal County Council	

CY 02 – Red Island Loop

CY 02: Red Island Loop - Phasing and Implementation				
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**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	Fingal County Council



Figure 13-5: 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**	**Project Lead**	**Funding Options**
CY 03-01	**Skerries Town Centre (Church Street, Strand Street and Thomas Hand Street)**	Robust consultation with businesses, residents and the wider community has provided FCC with invaluable suggestions on the future of the Town Centre. As a result, any recommendations identified in this Plan represent high-level concepts rather than finalised plans, and each future individual scheme in Skerries Town Centre will be subject to statutory planning processes and consent, detailed design, data collection, with consultation with residents, businesses and the wider community throughout the process. Further assessment of parking rationalisation will be undertaken during the detailed design phase. Potential options 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. Enhanced active travel facilities could create a more friendly environment within the town centre. In addition, the recommendations could include a series of public realm improvements designed to enhance the overall quality, accessibility, and character of the town centre environment. Any future one-way system will be subject to further assessment as the project progresses, including detailed data collection and traffic modelling to evaluate its feasibility and potential impacts. FCC will also explore supporting measures in advance, such as a Mobility Hub, digital parking tools, and other initiatives to manage traffic and maintain accessibility. Any future one-way arrangement would be introduced as a monitored trial, with ongoing public engagement. Permanent implementation would only be considered where supported by evidence.	Long	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 recommendations 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	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Project Lead	Funding Options
CY 03-03	**Balbriggan Road**	The recommendations for Balbriggan Road include provision of a Shared Active Travel Facility on the northern side of the carriageway. It is also recommended that existing informal parking towards the southern end of Balbriggan Road be formalised.	Medium	Fingal County Council	
CY 03-04	**Northcliffe Heights**	The recommendations for Northcliffe Heights include provision of protected cycle lanes on both sides of the carriageway. Junction improvements are also recommended at Barnageeragh Road, Mourne View, and Balbriggan Road.	Short	Fingal County Council	
CY 03-05	**Golf Links Road**	The recommendations 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	Fingal County Council	
CY 03-06	**Holmpatrick**	The recommendations 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	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Project Lead	Funding Options
CY 03-07	**Millers Lane & Shenick Road**	The recommendations 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	Fingal County Council	
CY 03-08	**Millhill Park & Greenlawns**	The recommendations for Millhill Park & Greenlawns include establishing a mixed-traffic environment and providing footpath improvements.	Short	Fingal County Council	

Note: The below images are **concept images only** and do not reflect any dedicated or final plans to alter the existing conditions of the streets.



Figure 13-6: 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**	**Project Lead**	**Funding Options**
CY 04-01	**Dublin Road**	A section of Dublin Road, approximately 800 m in length, is recommended 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 is recommended on both sides.	Short	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	Fingal County Council	

CY 05 – Feeder Routes

CY 05: Feeder Routes – Phasing and Implementation					
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**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	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 recommended to improve safety and encourage walking and cycling among students.	Quick-win	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	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	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	Fingal County Council	
CY 05-06	**Townparks**	This route provides connection between Seacrest and the Green Spine and Barnageeragh Road via Townparks.	Quick-win	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	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	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	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	Fingal County Council	
CY 05-10	**The Maltings**	This route provides a quiet feeder route between Holmpatrick and Miller's Lane.	Quick-win	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	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	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	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	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	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	Fingal County Council	
CY 05-17	**Shalloch Hill Grove**	This route provides a direct connection between the Green Spine and Barnageeragh Road.	Quick-win	Fingal County Council	

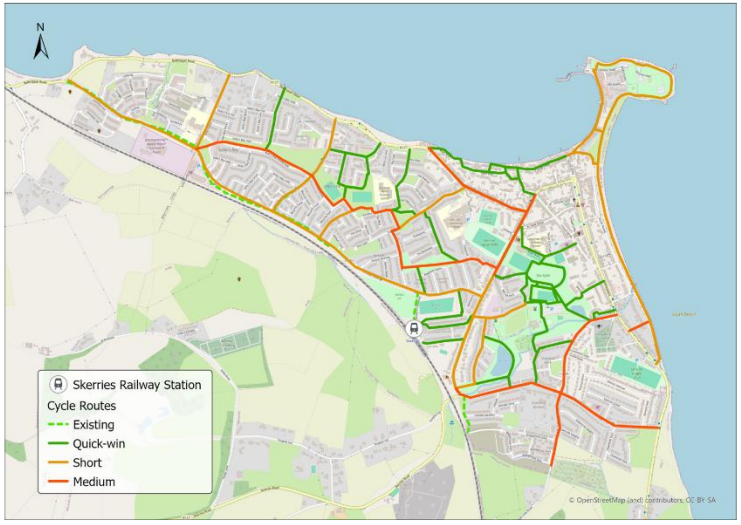
Quick Wins



Short-Term



Medium-Term



Long-Term

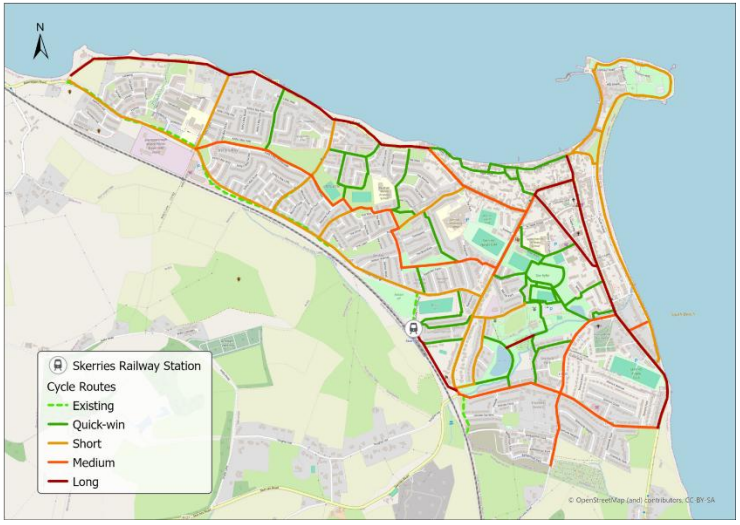


Figure 13-7: Phased implementation of the recommended cycle network.

13.2. Permeability Network

PY 01 - Formalise Existing Links

PY 01 - Permeability Network: Formalising existing links - Phasing and Implementation					
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**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	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	Fingal County Council	
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	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	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	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**	**Project Lead**	**Funding Options**
PY 02-1	**Skerries Town Park, Tennis Court Lane and Dublin Road**	Recommended 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	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	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Project Lead	Funding Options
PY 02-3	**Educate Together N.S. to Kelly's Bay**	The recommended 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	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	Fingal County Council	

ID	Strategy Recommendation	Description	Time-frame	Project Lead	Funding Options
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 recommended Green Spine, which will enhance active travel links and integrate the route into the wider network of pedestrian and cycle paths.	Short	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	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. ***Note:*** *It should be noted that the lands identified to provide link PY 02-08 are under ownership by Irish Rail and not in private ownership. This link would be delivered within Irish Rail lands, in consultation with Irish Rail and in alignment with the DART + Programme.*	Medium	Fingal County Council	

13.3. FOSI: Front of School Interventions

FOSI: Front of School Interventions - Phasing and Implementation					
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**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	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	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	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	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	Fingal County Council	

13.4. LL: Liveable Laneways

LL: Liveable Laneways - Phasing and Implementation					
ID	**Strategy Recommendation**	**Description**	**Time-frame**	**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	Fingal County Council	• Urban Regeneration Development Fund (URDF) • Town & Village Renewal (T&VR)



Figure 13-8: Local Example of a Walking Proposal for Colmcille's Court in the Sustainable Swords Strategy (Source: DBFL)

14 Plan Outcomes, Monitoring and Review

14.1. 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 recommendations 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.

14.2. Monitoring and Review

Design Standards change rapidly, as evidenced in the introduction of the recent Cycle Design Manual published in August 2023. All recommendations 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.

15 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 recommendations. 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 15-1: Photomontage of recommendations for Strand Street. Source: Áit.

Note: This image is a **concept image only** and does not reflect any dedicated or final plans to alter the existing conditions of the street.

16 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 recommendation 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.



"The plan is a huge, once in a lifetime opportunity, to put Skerries on a sustainable mobility path for current and future generations."

Quote from public submission to the 2025/2026 Pre-Design Public Consultation



Figure 16-1: View of Red Island from Derham's Lane.

DBFL
CONSULTING ENGINEERS

ait
urbanism + landscape

Comhairle Contae Fhine Gall
Fingal County Council



ent: Wednesday 10 December 2025 17:26

To: Kaylin.Walsh@fingal.ie

CC:

Subject: DES-CU-06667-2025

Attachments:

Ms. Kaylin Walsh

Kaylin.Walsh@fingal.ie

PLEASE QUOTE REF NUMBER ON ALL CORRESPONDENCE

Our Ref: DES-CU-06667-2025

Dear Ms. Walsh

The Minister for Education and Youth, Ms. Hildegarde Naughton TD, has asked me to thank you for your correspondence and to respond to you on her behalf regarding a new primary and secondary school for the Balbriggan/Rush/Lusk/Swords area.

In order to plan for school provision and analyse the relevant demographic data, the department divides the country into 314 school planning areas and uses a geographical information system, using data from a range of sources, including CSO census data, child benefit and school enrolment data, to identify where the pressure for school places across the country will arise and where additional school accommodation is needed at primary and post-primary level.

Major new residential developments have the potential to alter the demand for school places at a local level. In that regard, as part of the demographic demand analysis, my department monitors planning and construction activity in the residential sector.

This involves the analysis of data sources from local authorities and the CSO along with the engagement with local authorities and the construction sector. In this way, up-to-date information on significant new residential developments is obtained and factored into the demographic analysis exercise.

This is necessary to ensure that schools infrastructure planning is keeping pace with demographic changes, at a local level, where there is a constantly evolving picture with planned new residential development.

Where demographic data indicates that additional provision is required, the delivery of such additional provision is dependent on the circumstances of each case and may, be provided through:

• Utilising existing unused capacity within a school or schools,

• Extending the capacity of a school or schools,

• Provision of a new school or schools.

If additional accommodation is required, the aim to try and facilitate this, as much as possible, by way of expansion of existing schools rather than establishing new schools. The expansion of existing schools is consistent with wider Government objectives under Project Ireland 2040 for an increased emphasis on compact growth.

In respect of post primary schools, new post primary schools must have a student enrolment capacity of 600-1,000 students and must be co-educational. A lower threshold of 400 students may apply to gaelcholáistí, having regard to the alternative of establishing an Irish-medium unit (aonad) in an English-medium school.

New schools are only established in areas of demographic growth as the resources available for school infrastructure have to be prioritised to meet the needs of areas of significant population increase so as to ensure that every child has a school place.

There are no plans at present to establish new schools in the Balbriggan/ Rush-Lusk/ Swords Local Electoral Area.

The pace of delivery of additional residential development in the area, along with updated enrolment data and demographic data will be kept under review and this will inform the timing of school requirements in the area.

Yours sincerely



From: localrepsupport <localrepsupport@water.ie>
Sent: 25 March 2026 09:43
To: Corinajohnstonlabour@gmail.com
Cc: Corporate Services <Corporate.Services@fingal.ie>
Subject: Uisce Éireann LRSD Query Ref: 45348/100635

Dear Kaylin and Councillor Johnston,

I am writing to you today regarding your request to prioritise works on the water pipe network in Corballis, Donabate.

Your Uisce Éireann reference number for same was 45348/100635, which was raised on the 06/03/2026.

I wish to advise that the following update has now become available:

First of all, Uisce Éireann acknowledges the importance of the issues raised and would like to apologise for the ongoing inconvenience caused to households because of the recurrent watermain bursts.
The 2026 rehabilitation programme for this region has already been finalised however and all available funding allocated to areas assessed with greatest need across our entire network. These programmes are risk-based, and we will continue to monitor performance, assess emerging data, and reconsider the scheme as opportunities arise in subsequent funding periods. In the interim, we will assign the matter to our Operations and Fix & Find teams to investigate and implement any feasible short-term measures that could help reduce the frequency and impact of future bursts. We remain committed to working closely with local teams and stakeholders to manage the situation as effectively as possible. Please be assured that the concerns raised have been noted.

I trust that this update provides clarity to both you and your constituents. Should you have any further queries, please don't hesitate to contact us on the details below. For the latest supply and services updates, please see: https://www.water.ie/?map=supply-and-service-updates.

Thank you for using Uisce Éireann's Local Representative Support Desk

Yours sincerely,

Justin Spencer
Local Representative Support Desk

Uisce Éireann
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Sent: Thursday 11 December 2025 14:48
To: Corporate.Services@fingal.ie
CC:
Subject: Ref: TTAS-MO-06266-2025
Attachments:

Our Ref: TTAS-MO-06266-2025

Dear Ms. Hartigan,

On behalf of the Minister for Transport, Darragh O'Brien, thank you for your letter of the 24th of November, 2025 regarding a motion raised at a meeting of Fingal County Council.

I would like to explain that the Department of Transport is responsible for the development of public transport policy and its funding. However, the Department does not have a role in the provision of subsidised bus and rail services. That is the responsibility of the National Transport Authority (NTA) in conjunction with public transport operators such as Dublin Bus, Bus Éireann, Iarnród Éireann, Go-Ahead Ireland and Luas.

The NTA has entered into contracts with the individual operators. Those contracts set out the roles and responsibilities of both parties. Broadly speaking:-

- the NTA is responsible for determining the organisation of bus and rail services e.g. the routes and timetables to be operated; the fares to be charged; shared systems such as Leap Card, real-time passenger information (RTPI) and the national journey planner (NJP);
- the individual operators are responsible for the management and operation of services on a day-to-day basis.

As your correspondence relates to rail services, capacity, and punctuality Irish Rail and the NTA are best suited to respond to your correspondence. In view of this, you may wish to complete the TFI contact form at https://www.transportforireland.ie/support/send-a-message/, or contact the NTA at info@nationaltransport.ie.

With best wishes,

Gordon Ryan

Private Secretary to Minister O'Brien TD

The Minister is a Designated Public Official under the Regulation of Lobbying Act, 2015 (details available on www.lobbying.ie)

An Roinn Iompair

Department of Transport

Lána Liosain, Baile Átha Cliath, D02 TR60

Leeson Lane, Dublin, D02 TR60

www.gov.ie/transport

COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 24

FINALISING ACTIVE TRAVEL PROJECTS - SWORDS AND BALBRIGGAN ELECTORAL AREAS - AI107294

Motion: Councillor D. Kelly

"That the Chief Executive ensures that the Active Travel Department work with local Councillors when finalising Active Travel Projects, especially regarding biodiversity loss and tree removal in the Swords and Balbriggan Electoral Areas."

Report:

All Active Travel projects go through extensive consultation during the initial design, statutory planning phases and construction phase with the local Councillors, internal departments, the general public and affected stakeholders.

As with all other departments, specialists are engaged to assess the impacts of any biodiversity loss and tree removal is minimised in line with our development plan objectives. In each case, the statutory process has to be upheld, with regard to removal.

Where it is necessary to remove trees, and all avenues have been exhausted in relation to the prevention of loss. Compensatory planting is carried out at a suitable location along the scheme with appropriate species.

Source of Report: Breen Doris , SEE, Environment, Climate Action, Active Travel & Sports

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COMHAIRLE CONTAE FHINE GALL
FINGAL COUNTY COUNCIL

BALBRIGGAN/RUSH-LUSK/SWORDS AREA COMMITTEE MEETING
(Services B – Strategic & General Matters)

THURSDAY 9th APRIL 2026

ITEM NO. 25

EXTENSION OF MANAGEMENT ASSISTANCE FUNDING SCHEME - BALSCADDEN, BALLYBOUGHAL, OLDTOWN, GARRISTOWN AND BALROTHERY - AI107582

Motion: Councillor C. Johnston

"That the Chief Executive gives consideration to extending the Management Assistance Funding Scheme to rural community centres in Balscadden, Ballyboughal, Oldtown, Garristown and Balrothery, not in the ownership of the Council, given the increasing costs associated with running such important community facilities that provide vital space for community groups across the rural areas."

Report:

The Council fully recognises and values the essential contribution made by the rural community centres in Balscadden, Ballyboughal, Oldtown, Garristown and Balrothery. These centres play a vital role in enabling community groups to thrive, supporting social connection, and strengthening the fabric of rural life across Fingal. We greatly appreciate the dedication of the volunteers who manage these facilities and acknowledge the increasing operational pressures they face.

In administering any Management Assistance Funding Scheme, it is important that we undertake a comprehensive assessment of each centre's financial position, including income, expenditure, and overall capacity to generate revenue. This approach ensures that all supports are delivered in a fair, transparent and sustainable manner, aligned with the resources available to Fingal County Council.

While the 2026 budget does not currently include provision for extending the scheme to facilities not in Council ownership, we are committed to examining this proposal in full as part of the 2027 budgetary process. Should the scheme be broadened, participating

centres will need to meet certain standard prerequisites, such as providing an appropriate business plan and supporting documentation. We will work proactively with each centre to clearly outline these requirements and to support their preparation, should the proposal advance.

The Council remains strongly committed to strengthening community infrastructure throughout Fingal. This motion will receive full, constructive consideration within the context of future budgetary and strategic planning, reflecting our ongoing support for the communities served by these important rural facilities.

Source of Report:
Cormac Healy, Senior Executive Officer, Economic Community and Cultural Development Department