



Consultation:

Draft Fingal Development Plan
2017 – 2023 (Stage 2)

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Development Plan SCA
Observations

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Yes

Cover Letter

The Skerries Community Association Ltd. is an umbrella group of eleven different committees, made up of several hundred volunteers, devoted to making the quality of life in Skerries even better.

The SCA is a not for profit structured as Company Limited by Guarantee. We are governed by a board of fifteen directors. Our vision statement and articles of association are viewable on our website: skerriesca.com

Our submission has been informed by discussions at board level and consultation with our member committees, some of whom will also be making their own submissions.

Observation

Chapter: Written statement » Chapter 4: Urban Fingal

Chapter topic: Skerries

Tags: Urban Fingal, Economic Development, Skerries

Title: Milverton Masterplan

The Skerries map in the draft Development Plan includes an area zoned for General Employment (Ref MP 5.D) located on the south west side of the railway line.

This zoning and the related Milverton Masterplan (ref **Objective SKERRIES 11**) should be removed from the Development Plan.

The location of this zoning directly contradicts the strategy in the written statement to “*Consolidate the town, the preservation and enhancement of the distinct character and existing urban form*”. The railway line has been a long standing traditional boundary to the town’s development to the south and has contributed to the town’s compactness and character mentioned elsewhere in the written statement. This boundary should be maintained.

In order to comply with **Objective SKERRIES 2** “*Promote the growth of appropriate commercial activity in the town*”, the General Employment zoning could be relocated to a more suitable location within the traditional boundary of the town. Possible locations are to the east of the Holmpatrick Masterplan zone (ref LAP 5.A) or at the Ballast Pit site (ref MP 5.B) where the General Employment zoning can either replace

or be incorporated into the Ballast Pit Masterplan - although with the caveat that industrial or warehousing functions covered by this zoning would not be suitable for a location in such proximity to residential estates.

It would be desirable to ensure the integrity of this traditional boundary with a specific objective.

For the same reasons this site would not be suitable for housing or a park and ride facility (to serve the train station), with the additional reason that such developments would result in a traffic bottleneck at the railway tunnel for residents and/or commuters at peak times.

Main opinion:

General Employment Zoning MP 5.D is inappropriately situated and should be moved.

Main requests:

Remove General Employment Zoning MP 5.D from the Development Plan

Remove the Milverton Masterplan from Objective Skerries 11

Remove the Milverton Masterplan from the Development Plan

Relocate this zoning to a more appropriate location within the traditional boundary of the town.

Include an objective to preserve the boundary to development represented by the railway line to the south west.

Main reasons:

Development of Skerries south west of the railway line is incompatible with the stated aim to preserve the distinct character of the town.

Observation

Chapter: Written statement » Chapter 4: Urban Fingal

Chapter topic: Skerries

Tags: Walking, Age-friendly, Health, Permeability, Accessibility

Title: Permeability and Age Friendly Mobility Options

In order to create a town environment that is safe and accessible to all, the mobility and access needs of people with mobility impairment and/or disabilities should be supported. This can be achieved through:

- a focus on placemaking and permeability in order to create street layouts that are suited to all users, including pedestrians, wheelchair users, pram users, and cyclists.
- traffic calming measures, in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets (DMURS),
- promoting permeability in existing residential neighbourhoods through innovative street design and layout, and via simple low cost interventions, such as exempting cyclists from “No Entry” designated streets and permitting contra flow cycling on existing one way streets, where appropriate.

Example: In the Hoar Rock area of Skerries, the street layout and narrowness or absence of footpaths has encouraged a pattern of walking on the roadway. This has a self-regulating traffic-calming influence. The area has become more walking and cycling friendly and a more liveable space for residents and is no longer a rat-run. It provides safe access for users of mobility scooters, wheelchairs as well as for cyclists and pedestrians to different parts of the town, enabling them to avoid the more heavily trafficked Balbriggan St. The “No Entry” signs have contributed to this and should be maintained but with the addition of signs allowing entry to cyclists.

In many housing estates there are large areas of open space which could be used to increase opportunities for active travel within towns and neighbourhoods for people of all ages and abilities whether walking or cycling, using wheelchairs, mobility scooters and adapted/recumbent cycles. The provision of well designed paths should not interfere with the usage of the open space for formal and informal recreation but should improve accessibility and usage for all. Promotion of open space usage including signage can make it clear that pedestrians have priority and good design will enable all users to have good line of sight and room to interact safely with other users.

Main opinion:

In a town designated as age friendly the potential to devise safer active travel routes for everybody should be exploited.

Main requests:

Expand the objectives to include promotion of measures to encourage increased permeability and accessibility for those using active travel modes, prams, wheelchairs and personal mobility scooters, etc.

Main reasons:

To improve mobility options for those using active travel modes and for those with mobility impairment and disabilities and exploit the opportunities for same in our open spaces.

Observation

Chapter: Written statement » Chapter 4: Urban Fingal

Chapter topic: Skerries

Tags: Skerries, cycling, Walking, Active travel, Parking, Road Safety

Title: Extend the cycle way from Ballast Pit to Skerries Point Shopping Centre

The Ballast Pit Masterplan proposes to:

- Facilitate mixed use development requiring the inclusion of community/recreational uses and park and ride facilities to serve the railway station.
- Provide a cycle way from Ballast Pit to Skerries Rock.

The Development Plan and the Masterplan should be amended to extend the cycleway the Skerries Point Shopping Centre.

A linear green strip runs in an unbroken stretch (1.5 km approx.) between the Ballast Pit Path and Skerries Point Shopping Centre. The development in the Ballast Pit will provide opportunity to create an off road cycle and pedestrian track linking the railway station and Dublin Road to Skerries Point Shopping Centre and the expanding Barnageeragh Cove housing development at the northern end. From there it would join the planned cycletrack which will link Skerries to Balbriggan. At the Dublin Road end there is scope to link to the Town Park (which is the subject of its own Masterplan that includes, inter alia, additional access points and increased potential as an active travel hub for the town centre and surrounding residential and retail areas).

References in the Development Plan to the provision at the Ballast Pit site of park and ride facilities to serve the railway station are welcome. The current station carpark is operating far beyond capacity with resultant overflow of parking onto the distributor road. Much of the Distributor road serves as a linear carpark on weekdays (current daily average of 90 cars parked lengthways) with associated impeding of sightlines creating risks for safety of vulnerable road users. The 50 kph speed limit is frequently breached and many residents have been calling for increased calming and enforcement measures. However, any

parking facilities must be provided in conjunction with active travel measures (cycles paths, bike lockers etc) to encourage as many people as possible to use active travel options and reduce further the need for commuters to park at the distributor road

The Distributor Road footpath is used at night by many joggers, walkers, and dog walkers. A continuous walkway where they do not have to watch out for turning cars would be better for them, too.

Main opinion:

The development of an off-road cycle and pedestrian track linking the Ballast Pit path to Skerries Point would be a key part of an active travel network for residents and visitors and contribute to Objective SKERRIES 10. The land on which the path can be constructed is in public ownership.

As traffic and parking on the Distributor Road increase, there is a growing need for a safer route for people who wish to walk and cycle to destinations adjacent to this road.

Main requests:

The Development Plan should extent the walking and cycling track along the Skerries Distributor Road as a key part of an active travel network for Skerries.

Main reasons:

The walking/cycling track will both reduce the use of the Distributor Road as a 'linear carpark' and make travel to the railway station safer for cyclists, walkers, and joggers.

Observation

Chapter: Written statement » Chapter 4: Urban Fingal

Chapter topic: Skerries

Tags: Skerries, Swimming Pool

Title: Provision of a Swimming Pool for Skerries

Objective SKERRIES 6 “*Encourage and facilitate the provision of a swimming pool in Skerries*”, is to be welcomed. However, the Association feels that a more specific goal would be desirable to offset the somewhat passive language of the objective.

To this end we would like specific reference to a swimming pool to be included in the Masterplan for the Ballast Pit or alternatively in the Barnageeragh Masterplan, as appropriate.

A pool at the Ballast Pit would be in close proximity to the train station and bus stop and could therefore serve other towns in the vicinity.

Main opinion:

The provision of a swimming pool should remain a high priority goal for the development of Skerries.

Main requests:

Amend Objective SKERRIES 6 to read “Encourage and facilitate the provision of a swimming pool in Skerries as a priority”.

Amend Ballast Pit Masterplan text to read “Facilitate mixed use development requiring the inclusion of community/recreational uses, including a potential swimming pool, and park and ride facilities to serve the railway station.”

- OR -

Amend Barnageeragh Masterplan to include exploring the possible provision of a swimming pool.

Main reasons:

This is a desirable addition to the town with strong community backing and should be presented as such in the development plan.

Observation

Chapter: Written statement » Chapter 4: Urban Fingal

Chapter topic: Skerries

Tags: Mobility, Amenities, Facilities, Town Park, Town Centre, Community Centre

Title: Skerries Town Park Masterplan

A Masterplan for Skerries Town Park was agreed by the Council in 2015 this should be reflected in the Development Plan

Main opinion:

The draft Dev Plan contains no reference to the Town Park Masterplan

Main requests:

The Masterplan for the Town Park should be added to the list of Masterplans

Main reasons:

The implementation of the Masterplan is key to the development of the amenities and accessibility within the town centre over the coming years.

Observation

Chapter: Written statement » Chapter 4: Urban Fingal

Chapter topic: Skerries

Tags: Theatre, Exhibition, Culture, Town Park

Title: Provision of Performance & Exhibition Spaces for Skerries

The Development Plan makes reference to our cultural heritage but only in the context of architectural and archaeological heritage. It makes no reference to the cultural heritage reflected in our artist and literary lives. There are a number of community groups in Skerries who would benefit from added support to perform or present their art and therefore enrich the cultural life of the area. However, thus far Skerries does not have a purpose built theatre or exhibition space.

To this end the following objectives should be added:

Objective SKERRIES Encourage and facilitate the provision of both a performance space and exhibition space in Skerries

The Town Park Masterplan includes reference to an extended Community Centre, which would be a suitable location for a performance space. In this regard the above submission in relation to the Town Park Masterplan applies.

Main opinion:

Performance and Exhibition spaces are key infrastructure when it comes to supporting the cultural heritage of Fingal. This is not reflected in the draft Development Plan in relation to Skerries.

Main requests:

The following objectives should be added:

Objective SKERRIES Encourage and facilitate the provision of both a performance space and exhibition space in Skerries

Main reasons:

The current plan does not give adequate support to our cultural heritage beyond our architectural and archaeological heritage.

Observation

Chapter: Written statement » Chapter 4: Urban Fingal

Chapter topic: Skerries

Tags: Skerries, Youth, Facilities, Town Park

Title: Support for Youth Facilities in Skerries

The Development Plan does not make specific reference to the needs of our young population.

To this end the following objectives should be added:

Objective SKERRIES Encourage and facilitate the provision of youth facilities in Skerries

The Town Park Masterplan includes reference to an extended Community Centre, which could be a suitable location for a youth facility. In this regard the preceding submission in relation to the Town Park Masterplan applies.

Main opinion:

The plan does not reflect the needs of our young population.

Main requests:

The following objectives should be added:

Objective SKERRIES Encourage and facilitate the provision of youth facilities in Skerries

Main reasons:

The current plan does not make sufficient reference to the needs of our young people. This is an unfortunate omission which should be rectified.

Observation

Chapter: Written statement » Chapter 4: Urban Fingal

Chapter topic: Rush

Tags: cycling, Walking, Fingal Coastal Way, ED61

Title: References to the Fingal Coastal Way Must Include Cycling

The Fingal Coastal Way is envisaged in the Development Plan as a cycling/walking route from the Meath border to Dublin Bay at either Sutton (where it can link to the Sutton-to-Sandycove Cycleway) or Howth. However in **Objective Rush 4** of the current Draft Plan, the Fingal Coastal Way is referred to as a "walkway". This should read : "cycleway/walkway".

Main opinion:

References to the Fingal Coastal Way must include both pedestrian and cycling functions where appropriate.

Main requests:

Update Objective Rush 4 to include 'cycleway/walkway'

Update all other references to the Fingal Coastal Way to include cycling where appropriate

Main reasons:

Reference to the Fingal Coastal Way as just a walkway are misleading.

Observation

Chapter: Written statement » Chapter 6: Economic Development

Chapter topic: Retail

Tags: Economic Development, Urban Fingal, Retail, Skerries, Town Centres, ED40, ED41, ED42

Title: Protecting the Character of Skerries Town Centre

Experience in towns such as Rush and Finglas have shown the destructive consequences to traditional town centres caused by the location of major shopping units nearby. Skerries, as noted elsewhere in the draft has maintained the unique and distinctive character and nature of its old town centre. This has been enabled in part by the absence of large retail units and the presence of only a few medium sized units that might otherwise have taken business away from the traditional centre.

The continued activity of small and medium sized retail units should be supported, encouraged and protected and this should be specifically reflected in the wording of the relevant objectives. **Objective ED42** seems to prioritise the protection of larger retail developments over preservation of the function of town centres. This is inappropriate and should be deleted.

In order to support the goal to “*consolidate and enhance*” the retailing function of Skerries meeting the town’s “*potential to perform over the Draft Plan period to a higher retailing level due to the strength of their resident-population and catchment-population*” the Development Plan should take cognisance of the smaller retail centres located at Shenick Road and Skerries Point. Enhancing the retail functions of these locations with continued provision of small retail opportunities for local residents will be crucial to maintaining the character of the town, managing travel and traffic within the town, and meeting the retail potential of the town. This is especially desirable as the population is set to grow in the vicinity of these locations with developments at Barnageeragh Cove and Hacketstown.

As part of further enhancing the function and potential of our town centres an objective should be added to support the provision of free public WiFi in town centres.

Main opinion:

Experience has shown that large retail units have the potential to take business away from traditional town centres. This must be avoided if the character of these towns is to be protected.

Main requests:

Amend Objective ED40 to read “Ensure the development of Balbriggan, Malahide, Skerries, Charlestown, Donabate, Lusk and Rush as sustainable, vibrant and prosperous Town Centres performing at a high retail level within the Fingal Retail Hierarchy to meet the retailing needs of and offer

sufficient retail choice to their local populations and catchment populations while maintaining and preserving the distinct character and nature of these centres.”

Amend Objective ED41 to read “Facilitate appropriately scaled improvements to the quantum and quality of retail offer and function in Balbriggan, Malahide, Skerries, Charlestown, Donabate, Lusk and Rush, and ensure their sustainable development by consolidating, intensifying and enhancing their existing core retail areas, and by directing new retail opportunities into the core retail areas identified for each where such action would support and not threaten the character of these areas.

Delete Objective ED42

Draft a new Objective to take cognisance of other smaller retail areas in the relevant towns and to direct new retail opportunities into these areas where appropriate and compatible with other stated objectives.

Draft a new Objective ED to “Facilitate and support the provision of free WiFi in Town Centres”

Amend figure 6.5 to reference subsidiary retail areas at Shenick and Skerries Point.

Main reasons:

In order to be consistent with the Development Plan’s stated aim to preserve the distinct character of Skerries, its traditional town centre must also be preserved

Observation

Chapter: Written statement » Chapter 6: Economic Development

Chapter topic: Sectoral building requirements

Tags: Office, Start-up, Co-working, Home working, Enterprise

Title: Promote ‘Co-working Spaces’ for freelancers and knowledge workers

The draft Development Plan is lacking by not mentioning 'co-working spaces' in Chapter 6 - Economic Development.

To quote Wikipedia 'Co-working' (or 'coworking') is "*a style of work that involves a shared working environment, often an office, and independent activity ... Coworking offers a solution to the problem of isolation that many freelancers experience while working at home, while at the same time letting them escape the distractions of home.*"

The idea is supported by the Department of Jobs, Enterprise, and Innovation and there are also council-backed co-working spaces in Drogheda and Dundalk.

Co-working spaces suit freelancers and one-person start-ups as well as company employees who choose not to work from home (or their bosses choose for them) because of concerns about domestic distractions.

If the Development Plan recognised and promoted co-working spaces away from 'larger schemes', then more co-working spaces would be created, and more of the knowledge workers in Fingal would be able to work closer to home, with resulting social, economic, and environmental benefits for Fingal. Therefore a Development Plan objective to promote co-working spaces made it easier for a co-working space to be set up in Skerries.

Main opinion:

The Development Plan should recognise and promote co-working spaces away from 'large schemes', so more co-working spaces would be created, and more of the knowledge workers in Fingal are able to work closer to home, with resulting social, economic, and environmental benefits for Fingal.

Main requests:

Draft an Objective ED to support and promote co-working spaces in Fingal, and Skerries specifically, as an alternative work environment that fits between 'workspace units' and 'home-based economic activity'.

Main reasons:

Home-based economic activity doesn't suit everybody, and some businesses start and stay too small to fill a 'workspace unit'. Co-working spaces suit freelancers and one-person start-ups as well as company employees who choose not to work from home (or their bosses choose for them) because of concerns about domestic distractions.

Observation

Chapter: Written statement » Chapter 7: Movement and Infrastructure

Chapter topic: Sustainable transport

Tags: Skerries, Balbriggan, cycling

Title: The Balbriggan-Skerries Coastal & Rural Circulation Route (BSCRRCR)

The BSCRRCR project was originally funded by the NTA *Smarter Travel Fund* in 2010 and envisaged a circular cycle route: Skerries-Balbriggan-Balrothery-Ardgillan-Ardla Road-Skerries (roundabout). A cycle track from Balbriggan to Balrothery was constructed but the key cycle track from Barnageeragh to Balbriggan is delayed due to a funding shortage. The Development Plan should explicitly commit to finishing this important track between Skerries and Balbriggan.

A new objective should therefore be added: *"Complete the Smarter-Travel funded project, namely the Balbriggan-Skerries-Coastal & Rural-Circulation Route, by laying an off-road cycle track between Barnageeragh and Balbriggan"*

Main opinion:

The Development Plan should refer to the completion of the Balbriggan-Skerries Coastal & Rural Circulation Route (BSCRRCR)

Main requests:

A new objective should be added: *"Complete the Smarter-Travel funded project, namely the Balbriggan-Skerries-Coastal & Rural-Circulation Route, by laying an off-road cycle track between Barnageeragh and Balbriggan"*

Main reasons:

The BSCRRCR was originally funded by the NTA Smarter Travel Fund in 2010 and has been partially completed. The Development Plan should commit to complete it rather than forgetting about it.

Observation

Chapter: Map sheets » Map 5: Skerries

Chapter topic: General

Tags: Skerries, Ardgillan Demesne, Fingal Coastal Way, Walking, cycling, ED61, ED67

Title: Walking and cycling access to Ardgillan

Map-based Objective 5 from Sheet 5 - Skerries - is:

Prepare a Recreational Strategy for Ardgillan Demesne with an emphasis on enhancing access

Chapter 3, Placemaking, of the draft Development Plan includes under 'Accessibility':

Ensure as far as practical that open space and recreational facilities are accessible by sustainable means of transport namely walking, cycling and public transport, depending on the catchment of the facility in question.

Objective ED67, from Chapter 6, Economic Development, is:

Support walking groups and local communities to develop walking trails in towns and villages both for the enjoyment of local people and as an attractor for visitors to the area, promoting local economic development.

Objective ED61, also from Chapter 6, begins:

Promote and facilitate opportunities to create an integrated pedestrian and cycle network linking key tourist destinations in the County, by advancing the proposed Fingal Coastal Way

Skerries, by any reasonable criteria, is well within the catchment area of Ardgillan Demesne. There is a strong desire within Skerries for being able to walk or cycle safely from Skerries to Ardgillan. The scenic route along the coast between Skerries and Ardgillan is also an obvious component of the Fingal Coastal Way since it links the tourist destinations within Skerries - Skerries Mills, Martello tower, watersports, Red Island restaurants, etc. - with the tourist destination of Ardgillan Demesne.

There are pink symbols for a coastal walk on Map 5 - Skerries - at Lady's Stairs and also on the Balbriggan Road near the Barnageeragh Cove entrance:



However, there is no coastal walk, and what footpath exists is disjointed and often narrow. In fact, the narrowest section of footpath is in the section between the proposed Distributor Road junction and the railway line where the road itself is so narrow that one bus has to mount the footpath whenever two buses pass each other on that stretch.

Some people do walk to Ardgillan from Skerries, but many people don't because they consider it unsafe. However, people will still want to walk the shortest and easiest route, which is along the coast. This is the elevations and route summary for the coastal route from Skerries to Lady's Stairs from the Transport for Ireland cycle planner]:



Distance: 4,0 km
 Highest point: 19 m Lowest point: 2 m
 Elevation at origin: 4 m Elevation at destination: 17 m
 Total climb: 34 m Total descent: 26 m
 Max. climb: 9 % Max. decline: 6 %
 Length of climb: 0,6 km Length of decline: 0,6 km

And this is the same-scale elevations and the route summary for the Milverton route to the proposed new Balrothery entrance:



Distance: 7,2 km
 Highest point: 93 m Lowest point: 4 m
 Elevation at origin: 4 m Elevation at destination: 61 m
 Total climb: 89 m Total descent: 37 m
 Max. climb: 8 % Max. decline: 4 %
 Length of climb: 1,2 km Length of decline: 0,7 km

On the map above, much of the coastal route from Skerries to Lady's Stairs has the green line-and-dots denoting "Preserve views". Many people in Skerries would like to enjoy those views while walking, rather than seeing them out of the window of a car or bus. Many of the joggers and walkers in Skerries jog or walk up to the current end of the footpath near Kelly's Bay then turn around, and joggers and walkers from

Kelly's Bay go towards North Strand then return. When the footpath extends to Lady's Stairs, there will also be some number of people who daily jog or walk at least part of the way as part of their exercise routine, just as you often see people jogging or walking from Balbriggan towards Lady's Stairs as part of their exercise.

A minimum requirement, which would still leave people wanting more, would be to extend the footpath from Kelly's Bay to Barnageerah Cove so that Barnageerah Cove residents can be more connected with the rest of Skerries.

At Lady's Stairs, the stairs should be supplemented by a "Lady's Ramp" so that people of limited mobility or with buggies, wheelchairs, or bicycles can access Ardgillan Demesne from the R127. This benefits people coming from both Balbriggan and Skerries, but it also benefits people with limited mobility, etc., who don't have a car (or who, in line with the goals of the Development Plan, choose not to come by car) and access the Demesne by public transport using the Route 33 bus.

Main opinion:

There should be a continuous footpath and, ideally, a cycle path between Skerries and Lady's Stairs to improve accessibility of Ardgillan Demesne. The footpath/cycle path will be used by Skerries residents but this scenic coastal route is also an obvious component for the Fingal Coastal Way. At a minimum, the footpath should extend to Barnageerah Cove to help connect Barnageerah Cove with the rest of Skerries. At Lady's Stairs, there should be a "Lady's Ramp" so people with limited mobility or wheelchairs who come by bus, or people with buggies or bicycles who come by any means, can easily access Ardgillan Demesne from the R127.

Main requests:

Make a continuous footpath/cycleway between Skerries and Lady's Stairs. At Lady's Stairs, add a "Lady's Ramp" for people with limited mobility who access Ardgillan Demesne by bus.

Main reasons:

There is pent up demand within Skerries for being able to access Ardgillan Demesne without needing a car, and the coastal route would be the shortest, least effort, most obvious, and most pleasant route if it was safe to use. The footpath/cycleway will also be part of the Fingal Coastal Way.

Observation

Chapter: Map sheets » Map 5: Skerries

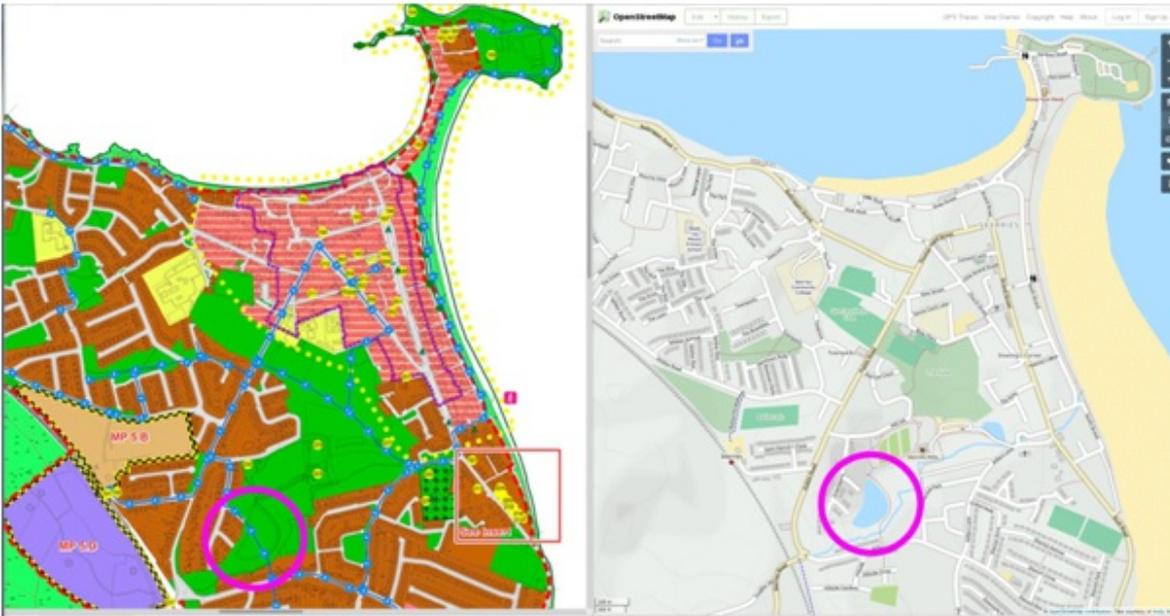
Chapter topic: General

Tags: Walking, cycling

Title: Indicative Cycle/Pedestrian Routes

The Skerries map in the draft Development Plan has many blue lines for 'Indicative Cycle/Pedestrian Route' some of which do not correspond with local geography.

For example, an indicative route crosses over the pond between Millers Lane and Greenlawns.



Main opinion:

Some Indicative Cycle/Pedestrian Routes that are inconsistent with local geography.

Main requests:

Remove all “Indicative Cycle/Pedestrian Route” lines and “Coastal Walk” symbols that do not match local geography or current practice and are not covered by objectives of the Development Plan

Main reasons:

Indicative routes should comply as much as possible with local geography.

Observation

Chapter: Map sheets » Map 5: Skerries

Chapter topic: General

Tags: Road Safety, Traffic Management, Distributor Road, Skerries, Balbriggan

Title: Distributor Road

Map 5 - Skerries - shows the gray dotted line for 'Road Proposal' for the extension of the distributor road to join the Balbriggan road and a gray dotted line for the section of the Balbriggan road from the Barnageerah Cove estate to the new junction with the distributor road.

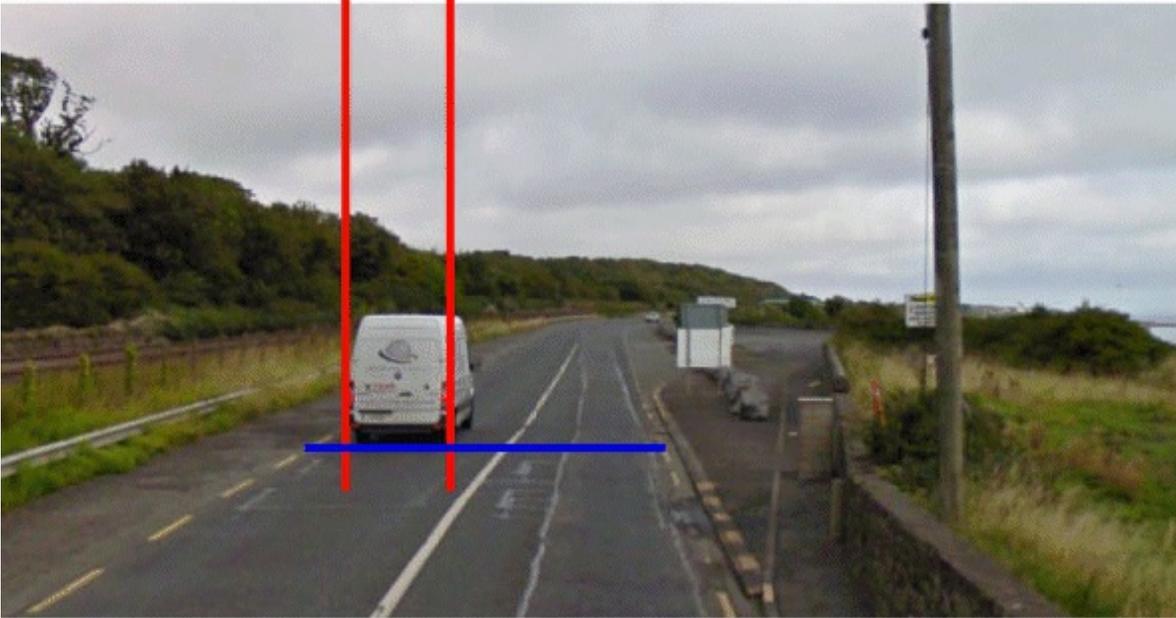
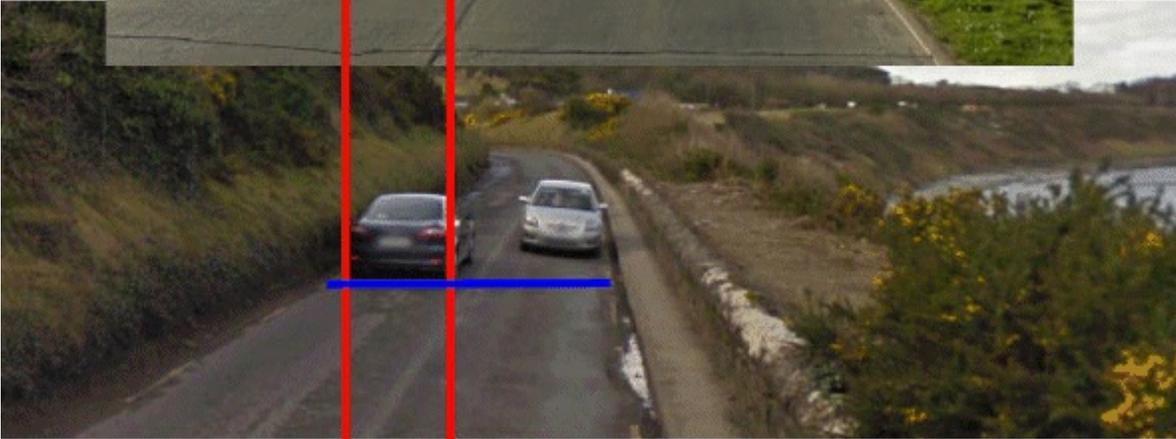
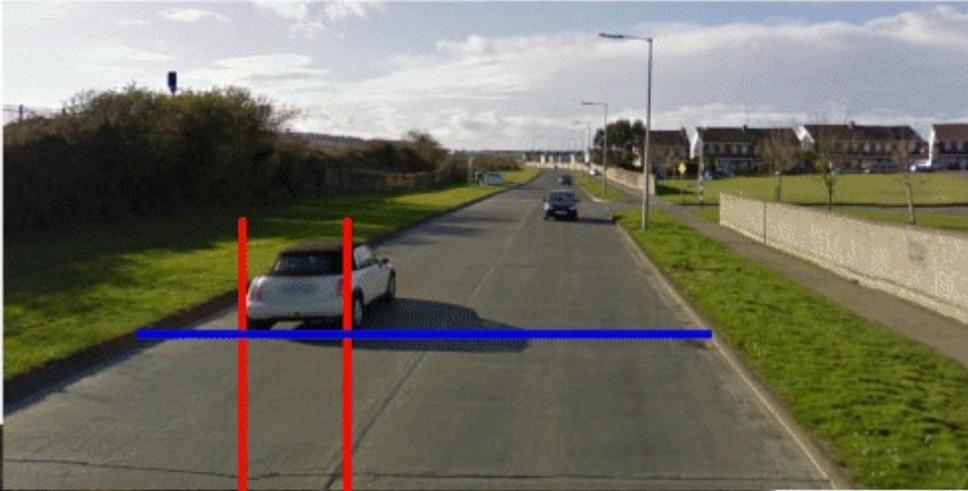


The proposed route would result in traffic joining the Balbriggan Road just before the worst section of road: the section between the new junction with the distributor road and the railway line. The image below shows Google Streetview shots of:

- Skerries Distributor Road
- Narrow section of Balbriggan Road
- Balbriggan Road parallel to railway line

The three parts of the image are each scaled so that a vehicle in each is approximately the same width. The blue line in each part of the image illustrates the width of the road at the back of each vehicle.

Despite the inaccuracy of the method, it's easy to see that the narrow, winding section that is not slated for improvement is the narrowest part of the trip between Skerries and Balbriggan and has the worst visibility. This section is so narrow that when two Dublin Bus buses need to pass, one of the buses must mount the footpath in order to get through.



It would be better to move the distributor road so that it joins the current Balbriggan Road past this point near the railway line (thick pink line below):



Access between Baltrasna and both Skerries and Balbriggan would need to be maintained (thin pink lines), as would access to Barnageera beach. The current worst section of R127 then becomes a scenic local road rather than the main road between Skerries and Balbriggan. As such, the coastal road also becomes a viable segment of the Fingal Coastal Way.

Main opinion:

The distributor road between Skerries and Balbriggan should be more direct so that it misses the narrow, winding section.

Main requests:

Realign the Skerries-Balbriggan distributor road to avoid the worst section of the current Balbriggan Road.

Main reasons:

Proposed junction of the Skerries distributor road and R127 still puts all traffic through the worst section of R127. Realigning the distributor road makes the coastal segment of R127 between Skerries and the railway line more viable as a segment of the Fingal Coastal Way.

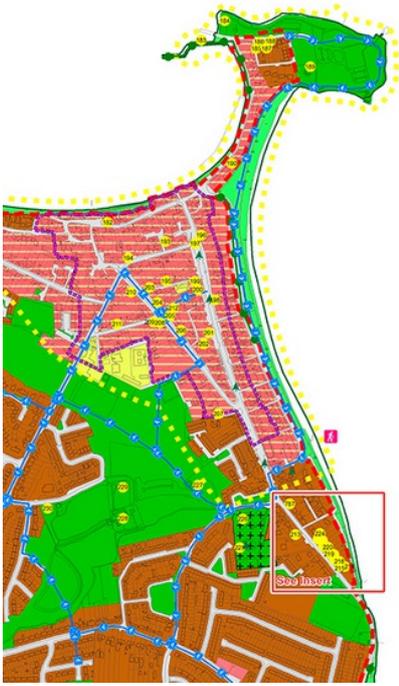
Observation

Chapter: Map sheets » Map 5: Skerries

Chapter topic: General

Title: Typographical Error

The map misspells 'St Patricks Island' as 'St Patircks Island'. This should be corrected.



Colt Island



St. Patricks Island

Shenick Island



Boundaries Captured on Map: Yes
Number of Documents Attached: 0