

4. Skerries

4.1 Skerries Town – Existing Conditions and Challenges

4.1.1 Skerries is a compact town that has had its development constrained by the railway line to the West and the coast to the East. The town has expanded in recent decades to the North West (around the Kelly's Bay area) and to the South East (Shenick, Downside and planned Hackettstown Estates). However the concentration of important destinations in the centre of the town means that the vast majority of trips from residential areas to town amenities are less than 2km in length (as the crow flies). The town park lies in the heart of Skerries with a wide range of community facilities within or immediately adjacent to it. Furthermore, the town is relatively flat and already has some attractive recreational routes.

4.1.2 Therefore Skerries has enormous potential to be a showcase cycling-friendly town building on its natural attributes and existing cycling culture.

4.1.3 The main barriers to cycling in Skerries have been ascertained from ongoing consultation with Skerries Cycling Initiative and from field visits carried out by bike by the project team. The main barriers can be summarized as follows:

- Lack of direct and safe cycling routes to / from important destinations. This means that potential cyclists are required to take longer, more circuitous routes, along (in many cases) more cyclist-unfriendly routes;
- Heavy and fast-moving traffic on some strategic routes – e.g. Dublin Road and Balbriggan Road;

4.1.4 The focus of this study was 5 axes in the town:

- An (approximately) East – West Route linking the residential areas South and East of Miller's Lane to the rail station;
- Approximate North – South routes through the Town Park;
- Links to the rail station from the Distributor Road running to the North / North West of it;
- Enhanced routes along / near the Distributor Road and linking to Skerries Community College and Scoil Realt na Mara;
- Enhanced routes along(side) South Strand;

4.1.5 Figure 4.1 below shows an overview of Skerries showing the characteristics of the routes proposed. The routes shown have been sub-divided into:

- Full Standard Traffic-free (i.e. there is an existing traffic-free path here that is the required standard);
- Interim Standard Traffic-free (i.e. there is an existing traffic-free path here but it is proposed to upgrade this to full standard);
- Proposed Traffic-Free (i.e. a new traffic-free facility is proposed where nothing exists at present);

- Proposed On-road. (I.e. a signed cycling route is being proposed to run along an existing carriageway – usually along a quiet residential road but sometimes, for short sections, along busier roads)¹⁰.

4.1.6 It should be noted that this is not a comprehensive picture of a “network” for cyclists. The concept of a “network” (to include traffic calmed streets, public spaces, traffic-free routes, streets with dedicated cycling provision etc.) is a dynamic one – i.e. it will evolve over time.

4.2 East – West Routes linking to Skerries Train Station

4.2.1 The railway station is one of the most important destinations in Skerries with many local residents working in Dublin city. There is, therefore, a strong desire line running from the residential areas South and East of Miller’s Lane to the train station. Since Miller’s Lane and the Dublin Road are quite heavily trafficked and constitute a circuitous cycling route to the train station, there is the potential to create a safer and more attractive, largely traffic-free, direct route through Skerries Town Park and surrounding lands.

4.2.2 Four separate route options have been identified. These are summarized in Table 4.1 below and the main pros and cons of each listed. The routes of A, B, C and D can be seen in Figure 4.4. Details of the elements or sections making up each of the options are provided in Section 4.7. Ideally all four Options (A, B, C and D) should be constructed in order to create an extensive local cycle network.

4.2.3 Option A, running alongside the East of the pond, is a direct and strategic link that is already established. It is an “easy win” to upgrade this to full standard and should be the first priority.

4.2.4 Option B is a short link and another “easy win” linking to quiet, cycling-friendly, residential roads.

4.2.5 Option C will also be a useful route but the full potential of the stream-side link can only be fulfilled through addressing the cycling unfriendliness of the Miller’s Lane / Dublin Road roundabout and Dublin Road itself.

4.2.6 Option D is a strategic link for those residents of Sherlock Park and the nearby Churchfields estate, but will also provide additional linkages between “Windmill Pond” and the Visitor Centre. It is recognised that this is an important conservation area and that any proposed links would need to be advanced with careful consideration and consultation with relevant stakeholders – e.g. local wildlife groups.

4.2.7 The “Route Details” spreadsheet in Section 4.7 makes recommendations on the most suitable intervention for each of these routes to bring them up to full standard, and provides indicative costings. These are summarized in Section 4.7.

¹⁰ Note that while this report identifies the stretches of road that need to be upgraded to be more cycling friendly, it does not (in general) make specific recommendations on what the most appropriate treatment is. However, in the “Skerries Spreadsheet Detailing Route Sections (found in Section 4.7), the authors provide some suggestions on potentially suitable interventions.

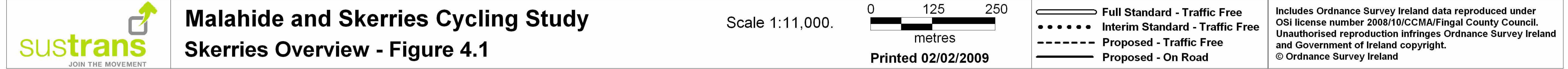


Table 4.1: Route Options for East / West Movements to and from Train Station (Cf. Fig 4.4)

Option	Pros	Cons	Comment / Recommendation
Option A – East of “Windmill Pond” Begins: At narrow lane running immediately to the East of house #48 on Miller’s lane. Via: East side of “Windmill Pond”, Greenlawns (Northern-most spur leading to the pond), Millhill Park, Dublin Road. Ends: Station Road	Direct; Attractive; An established route already; Facilitates those living in Hillside (and will facilitate those living in Hacketstown should a direct link be created to Hillside Estate). An “Easy-win”.	Drainage problems at present. See Section 4.7, image 003 i Need to address Millhill Park / Dublin Road junction.	Recommended. High Priority.
Option B – South / West of “Windmill Pond” Begins: At narrow lane running immediately to the East of house #48 on Miller’s lane. Via: South side of “Windmill Pond”, Greenlawns (Southern-most spur leading to the pond), Millhill Park, Dublin Road Ends: Station Road.	Direct; Attractive; Provides new direct link for cyclists from Southern spur of Greenlawns to Miller’s Lane. Facilitates those living in Hillside (and will facilitate those living in Hacketstown should a direct link be created to Hillside Estate). An “Easy-win”.	New construction required; Potential opposition from local residents?;	Also recommended. Medium Priority. Note that a further option exists to run the path alongside the West end of the pond to link with the N spur of Greenlawns.
Option C – Alongside “The Brook” - Dublin Rd Begins: At narrow lane running immediately to the East of house #48 on Miller’s lane. Via: Alongside the “The Brook” stream, the Miller’s Lane / Dublin Road roundabout, Dublin Road, Station Road. Ends: Station Road.	Pleasant traffic-free route created alongside the river; Facilitates those living in Hillside (and will facilitate those living in Hacketstown should a direct link be created to Hillside Estate).	Need to break through wall at roundabout; Need to alter geometry of roundabout to make cycle friendly and link to traffic free route; Need to address cycle unfriendliness of Dublin Rd.	The success of this route is dependent on making the roundabout and Dublin Road safer.
Option D – Sherlock Park to “Windmill Pond” Begins: At narrow lane running immediately to the West of house #47 on Sherlock Park Via: A new path / boardwalk linking with Option A above. Ends: East side of “Windmill Pond”.	New direct link from Shenick to “Windmill Pond”; Facilitates those travelling from Shenick, Downside and Churchfield Estates etc.; New link to Visitor Centre;	Expense of constructing path / board walk across swamper and uneven land between Sherlock estate and pond;	Strategic Link.

4.3 North - South Route through the Town Park

4.3.1 Some of the most frequently accessed destinations in Skerries lie within or very close to the Northern end of Skerries Town Park. These include:

- Skerries Community Centre (including the Bowling club, Tennis grounds and Astroturf pitches);
- St. Patrick's National and Junior Schools in Beau-piers and the nearby Holmpatrick and Realt na Mara National Schools;
- Skerries Community College (Holy Faith De La Salle College), to the West of the Dublin Road;
- The GAA pitches, to the West of the Dublin Road;
- The (Supervalu) Shopping Centre on Church Street;

4.3.2 Since there is a large residential area to the South and East of Miller's Lane, there is a strong desire line running approximately North-South across the town park. On the day of the site visit, many pedestrians and cyclists were observed traversing the town park along this desire line. This movement is confirmed by the members of the Skerries Community Association with whom the project team is liaising. It is therefore recommended that a new cycle / pedestrian facility should run from the East end of the Visitor car park (accessed from Miller's Lane) in a Northerly direction.

4.3.3 The ideal alignment is that it should link directly with the Southern corner of the tennis pitches – as shown in Figure 4.1 above. The exact alignment, decided upon at the detailed design stage, is subject to the recognition of the use of the pitches and on drainage considerations.

4.3.4 It is recommended that a 4.0m track is provided on the main "spine route".

4.3.5 For a discussion on the pros and cons of providing a shared surface, versus a visually segregated surface between pedestrians and cyclists, see Chapter 2 above. It is recommended at this point that this spine route should be a shared surface with no segregation.

Links

- 4.3.6 **Link between North – South route and East – West route.** There is potential to provide a high quality, traffic-free link between the two primary routes being examined in this study. Such a route would run approximately East – West alongside the stream. See sections 026 and 029.
- 4.3.7 **Link from Town Park to Skerries Community College.** There are three broad options to chose from in linking the Sherlock Park / Downside / Churchfield residential estates to the lane running alongside the Texaco petrol station that leads (via Townspark) to the back entrance of Skerries Community College. Each of these is considered in turn below.

Table 4.2: Linking the Town Park to Skerries Community College

	Pros	Cons	Comment / Recommendation
Option X – Martine Court Begins: At access road to Visitor Centre. Via: Proposed main N-S spine route through Town Park, Martine Court, Dublin Road. Ends: Lane alongside Texaco Station	Quite direct; Links to quiet residential road (Martine Court)	Crossing to / from Dublin Road at Martine Court Crossing at lane alongside petrol station.	There is no avoiding the Dublin Road. This road needs to be made more cycling friendly. Traffic calming is likely to be the best means to improve cycling safety along this stretch and it will not be possible to provide a traffic free link along the stretch.
Option Y – Skerries Community Centre Begins: At access road to Visitor Centre. Via: Proposed main N-S spine route through Town Park, an upgraded path running around the perimeter of the hockey pitch, main entrance / exit of SCC., Dublin Road Ends: Lane alongside Texaco Station	Quite direct; Also links with SCC.	Car park at SCC may be busy at peak periods requiring cyclists to negotiate congested area. Crossing to / from Dublin Road at SCC; Crossing at lane alongside petrol station.	There is no avoiding the Dublin Road. This road needs to be made more cycling friendly. Traffic calming is likely to be the best means to improve cycling safety along this stretch and it will not be possible to provide a traffic free link along the stretch.
Option Z – Visitor Centre Route Begins: At Sherlock Park Via: 026, 028, Millhill Park, Martine Court, Dublin Road Ends: Lane alongside Texaco Station	Facilitates those from Sherlock Park. Uses an existing track running around the Windmill grounds.	Severe topography and with a 'zigzag' like route	This route is already in place and would need to be upgraded to full standard.

- 4.3.8 The “Route Details” spreadsheet in Section 4.7 makes recommendations on the most suitable intervention for each of these routes to bring them up to full standard, and provides indicate costings. These are summarized in Section 3.8.

4.4 Train Station Access from the Distributor Road

- 4.4.1 There are strong desire lines for pedestrians and cyclists from the residential areas North of the Distributor road to access the train station. On any day, commuters can be seen walking (and in some cases cycling) along the sides of the Ballast Pit to enter the rail station.
- 4.4.2 Three route options were identified. These are summarized in Table 4.3 below with the main pros and cons of each listed. The routes of P, Q and R can be seen in Figure 4.3 (page 53). Details of the sections are provided in Section 4.7. Since the study commenced, it is understood that the medium / long term plan for this area is for it to be redeveloped with a direct access provided from the Distributor Road to the train station, roughly along alignment P. Therefore Table 4.3 below is mainly academic.
- 4.4.3 It is strongly recommended that when this (traffic free link) is being created, the needs of cyclists are reflected in the design.

Table 4.3: Route Options for Linking with Train Station from the North / Distributor Road

	Pros	Cons	Comment / Recommendation
Option P - Direct route Begins: opposite link to Shallockhill Grove; Via: direct route N-S; Ends: Southern end of car park at Train Station	Directness especially for those coming from Kelly's Bay direction.	Topography mainly suitable for (able-bodied) pedestrians only.	New bridge? Recommended but may be for pedestrians only.
Option Q – Route around two sides of Ballast Pit Begins: opposite link to Newtownparks - houses #1 and #12 Via: East and South sides of Ballast Pit; Ends: opposite / just to the W of Selskar Road - houses #1 & #64	Most suitable for those from the East end of the residential area. Easier topography especially for pedestrians.	Longer, especially for those coming from Kelly's Bay direction.	Recommended.
Option R - Most Westerly Option through unchartered lands. Begins: opposite / just to the W of Selskar Road - houses #1 & #64 Via: undeveloped lands to the West of the Ballast Pit; Ends: opposite / just to the W of Selskar Road - houses #1 & #64	Even more suitable for those coming from Kelly's Bay direction.	Land ownership issues.	Needs further investigation. Would need to tie in with re-development plans for this tract of land.

4.5 Dublin Rd to Barnageeragh & Links

- 4.5.1 Skerries town is continuing to develop in the North West area. A new school and shopping centre have opened recently. There is and will be a need to have a safe cycling link from the NW part of Skerries towards the train station and towards the town park.
- 4.5.2 An off-road type cycle track is provided along around 2/3 of the length of the North side of the Distributor Road running parallel to and North of the railway line. The track is approximately 1.5m in width with visual segregation separating cyclists from pedestrians. The facility is two-way for cyclists. Much of the South side of the Distributor Road acts as a linear park-and-ride site for those accessing the rail station.
- 4.5.3 In reconsidering how to redesign this road in order to make it more cycling friendly, there are many factors and variables that need to be considered. These include:
- the current and future function(s) of the road;
 - current and predicted traffic volumes;
 - proposed or planned redevelopments on the road, with associated junction improvements etc.
 - the nature the traffic (i.e. the mix of buses, heavy goods vehicles, cars, cyclists, pedestrians);
 - traffic speeds (desired speeds, design speeds, assigned speed limits)
 - nature and frequency of the side roads
 - parking considerations;
 - access requirements;
- 4.5.4 The broad options for catering for cyclists on this link will include those listed in the left most column of Table 4.4 below.
- 4.5.5 It can be seen that there are (at least) 7 broad Conceptual Design Options. Within those that include traffic calming, there are several sub-options. Most, if not all, of the options also require car parking issues to be addressed. One possibility is to relocate the commuter car parking into the grassy area to make room, where appropriate, for two on-road tracks. However any such proposal would need to be developed at the preliminary and detailed design stages. See the right-most column of Table 4.4 below. It may be the case that different lengths of the Distributor Road will require different interventions. I.e. Several, not just one, of the options below may be needed.
- 4.5.6 It is not possible at this point to make a definitive recommendation as to the most suitable intervention along each link and at each junction of the Distributor Road given the number of variables. However, it can be noted that since this Distributor Road:
- links with or runs very close to several schools and runs alongside large residential areas, and
 - has an existing off-road two-way track that is sub-standard in width and creates situations of potential conflict at the many side roads along it, there are strong arguments for providing traffic calming on the road with or without wide, well-maintained cycle tracks with special attention paid to junction treatments.

Table 4.4: Options for Making the Distributor Road more Cycle Friendly¹¹

	Option / Description	Summary of Pros	Summary of Cons	Comments
1	Provide traffic calming on the Distributor Road but <i>without any</i> (off-road) cycle tracks or cycle lanes	Speed reduction brings safety benefits for all.	The youngest, most inexperienced cyclists will be sharing main carriageway space with general traffic (including HGV's, buses etc.)	Note there are many options for traffic calming: kerb-to-kerb flat-topped ramps; ramps with "cycle gaps on either side"; speed cushions; horizontal deflections etc.
2	Provide traffic calming and cycle lanes (possibly requiring road widening).	Speed reduction brings safety benefits for all. Dedicated Space provided for cyclists.	Road widening may be required to gain space for 2.0m wide cycle lanes. Special care needed for design of cycle lanes at junctions.	Note there are many options for traffic calming: kerb-to-kerb flat-topped ramps; ramps with "cycle gaps on either side"; speed cushions; horizontal deflections etc.
3	Provide no traffic calming but do provide cycle lanes (possibly requiring road widening).	Dedicated space for cyclists provided.	No speed reduction of general traffic. Special care needed for design of cycle lanes at junctions.	2.0m width preferably
4	Provide no traffic calming but do provide cycle lanes with physical segregation along links.	Dedicated space for cyclists provided with additional feeling of security.	Road widening may be required to gain space for 2.0m wide cycle lanes + segregation. No speed reduction on main carriageway. Maintenance difficulties. Very careful design required at junctions.	2.0m width preferably + 0.25-0.5m segregation
5	Provide no traffic calming but do provide off-road cycle tracks on either side of the road	Dedicated space for cyclists provided with additional feeling of security.	Increased potential for collisions at side roads, depending on detail of design. Possible encroaching of pedestrians. Maintenance difficulties.	2.0m preferably
6	Provide no traffic calming but do carry out an upgrade of the existing 2-way off-road track on North side of main carriageway.	Dedicated space for cyclists provided with additional feeling of security.	Increased potential for collisions at side roads, depending on detail of design. Possible encroaching of pedestrians. Maintenance difficulties.	Upgrading to include: - widening of existing narrow 2-way track; - redesign junctions with all side roads so as to give priority to cyclists.
7	Provide no traffic calming but provide a 2-way off-road track on South side of main carriageway.	Dedicated space for cyclists provided with additional feeling of security.	Difficulty of manoeuvres from track to side roads on the North side of Distributor Road	Dishing required to enable cyclists to leave facility and access

¹¹ This is a short summary of some of the issues that need to be considered. For a recent relevant publication, see UK Department for Transport, 2008. "Cycle Infrastructure Design", Local Transport Note 2/08. October 2008. This whole topic is the subject of the revision of the Cycle Guidelines Manual co-ordinated by the DTO. Draft due.

Links

- 4.5.7 This report suggests that three additional signed spurs are provided off the Distributor Road:
- one linking to Skerries Community College via “The Vale” and “Seacrest” and the public open spaces in between them;
 - one linking to Scoil Realt na Mara.
 - one linking New Townparks to Townparks (and into the rear gate of Skerries Community College);
- 4.5.8 The “Route Details” spreadsheet in Section 4.7 makes recommendations on the most suitable intervention for each of these routes to bring them up to full standard, and provides indicate costings. These are summarized in Section 4.7.
- 4.6 South Strand Routes
- 4.6.1 A route along the South Strand was examined with a view to creating a high quality recreational cycling route.
- 4.6.2 Such a route could start at the Northern end of Harbour Road and run around the perimeter of the peninsula and Southwards along the promenade.
- 4.6.3 Given the high footfall along the promenade, it is recommended that a wide (4.0m) facility is created and that visual segregation is provided. See discussion in Chapter 2 and Figure 4.2 below.
- 4.6.4 The “Route Details” spreadsheet in Section 4.7 makes recommendations on the most suitable intervention for each of these routes to bring them up to full standard, and provides indicate costings.

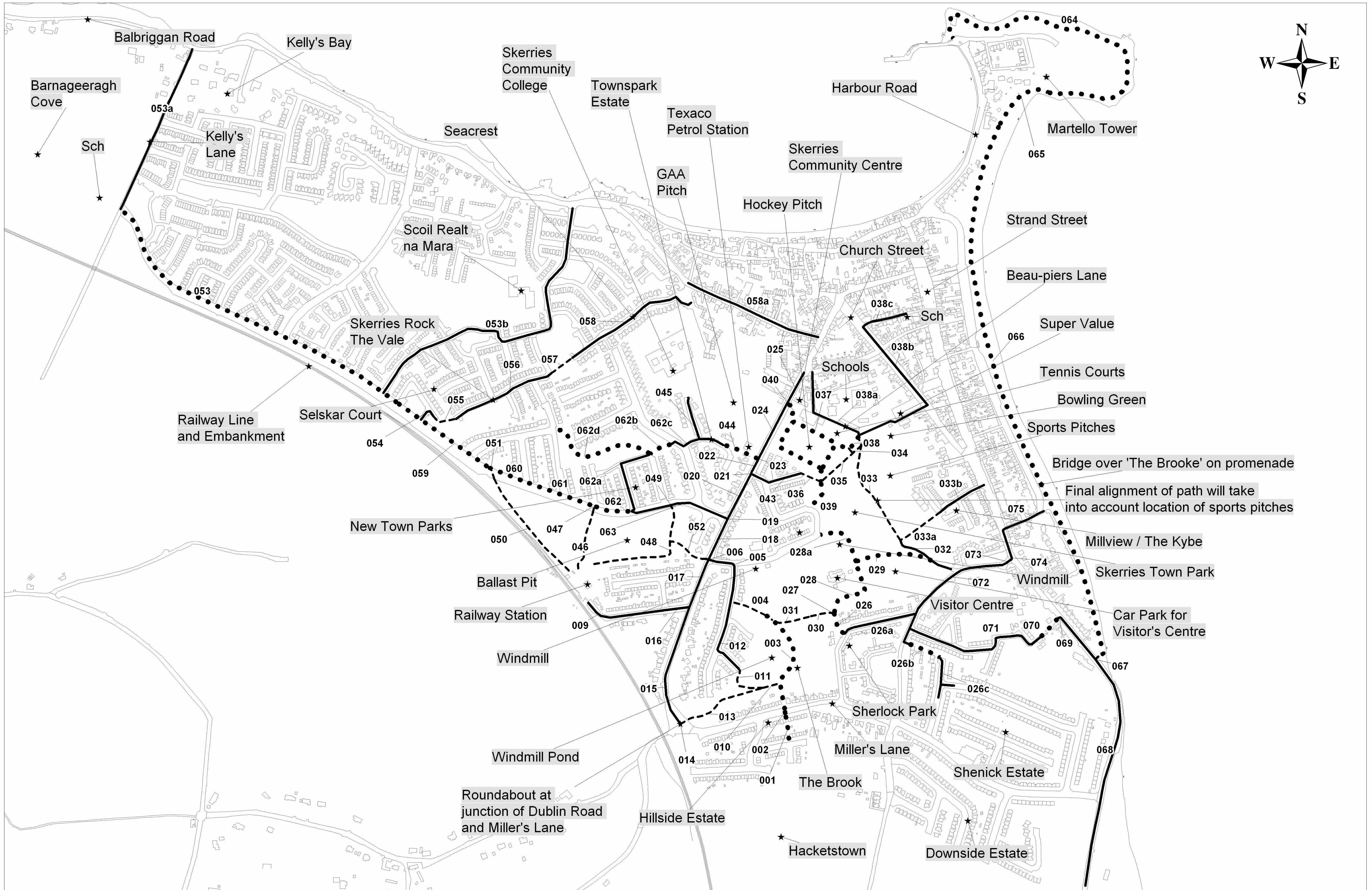


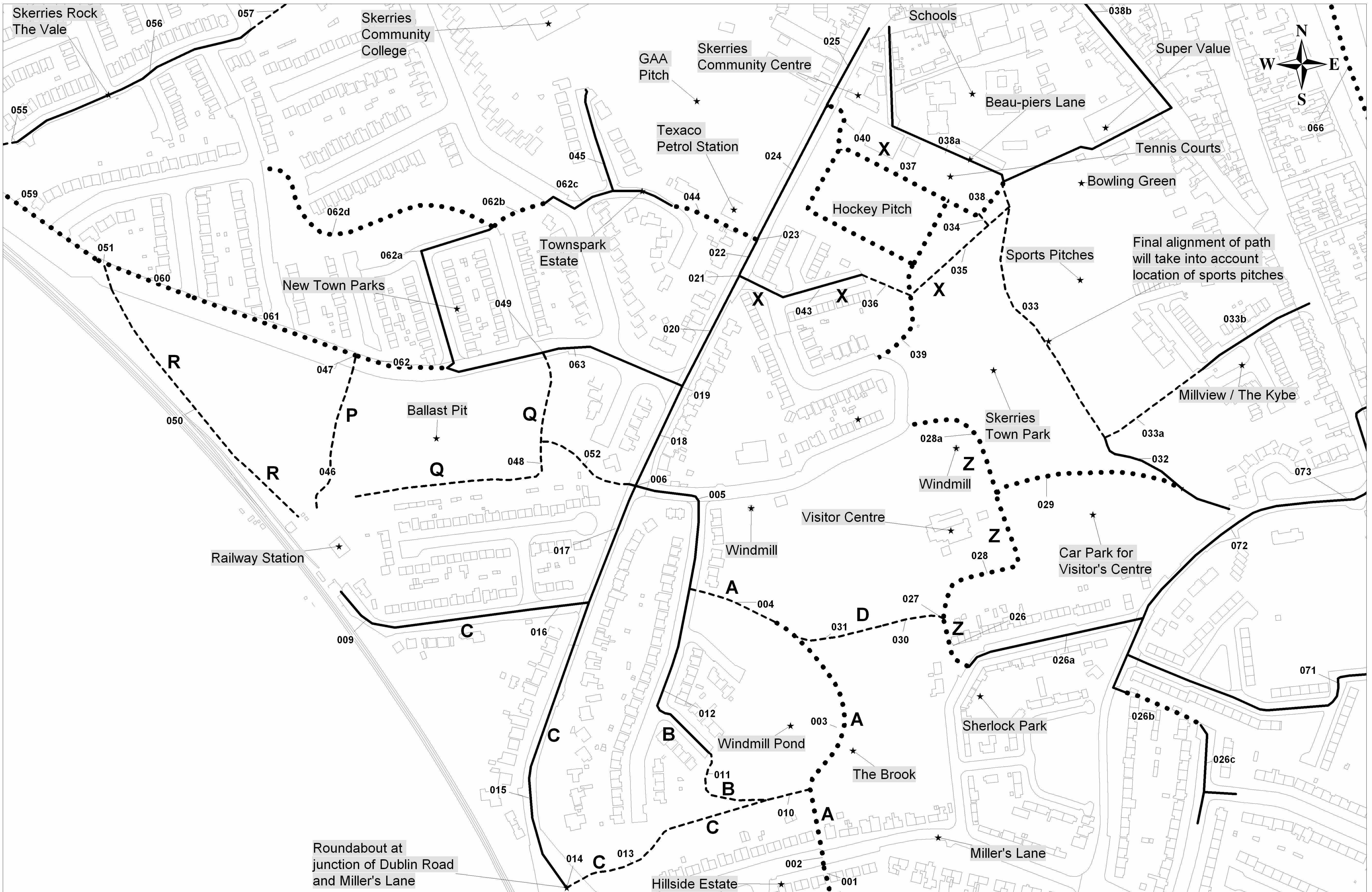
Figure 4.2: Portrush Promenade County Antrim – showing visual segregation

4.7 Route Sections

4.7.1 In this section the following details are provided:

- Skerries Map with Route Sections (1 page)
- Skerries Town Park with Route Sections and Options (1 page);
- Skerries Spreadsheet Detailing Route Sections (6 pages);
- Malahide Photo Contact Sheets (13 pages).





Skerries Route Options																	Sub-Totals for Traffic Free Sections	
Section No	Photo Ref. (Looking in Dir. X)	Original Photo No.	Priority	Option	Section	Junction	Description	Comments on upgrading	Route Category	Length (m)	Width of proposed new track (m)	Area (m2)	Unit Cost (€/sq m)	Total Costs (€)				
1. West of Sherlock Park and leading to Dublin Road Routes																		
001	001 (S)	0125 (S)	L		From Hillside Close to South side of Millar's Lane.		Existing narrow lane with staggered bollards; On sharp incline / descent.	Directional signage only.	Interim Std T/Free	73	n/a	n/a	n/a	0				
002	002 (S)	0125 (S)	H		Crossing Miller's Lane.	Jn	Crossing of Road. No traffic calming at present.	Provide flat-topped raised crossing.	Proposed On-road	10	n/a	n/a	FCC to provide	0				
003	003 (N) 003i (N)	0126 (N) 0114 (N)	H	A	From North side of Miller's Lane Northwards to pond and around East side of it as far as little bridge over "The Brook" (at Northern corner of pond).		Existing narrow gravelly path with some drainage problems	Widen from existing 1.5-2.0m gravel track to 3.0m. [PRIORITY 2 (P2). See main text]	Interim Std T/Free	256	1.5	384	80	30684				
004	004 (N); 004i (W)	0099 (E) 0122 (W)	H	A	From little bridge over "The Brooke" to Green Lawns main spine (just to the South of house #8).		Existing green open space.	New track construction (plus dropped kerb / parking control at location to gain clear sight lines). [PRIORITY 2 (P2). See main text]	Proposed T/Free	86	3.0	257	60	15444				
005	005 (S)	0095 (S)	L		From #8 Green Lanes to junction of Millhill Park and Dublin Road.		Quiet residential road.	Directional signage only.	Proposed On Road	152	n/a	n/a	n/a	0				
006	006 (N); 006i (SW); 006ii (N)	0091 (N); 0283 (SW); 0092 (N);	H		Junction / Crossing. Dublin Road.	Jn	Crossing of Dublin Road. Currently unsignalised.	Proposed signalisation of junction. Design is beyond scope of this study.	Proposed On Road	n/a	n/a	n/a	Bespoke design and estimate required.	0	#### 006, 009, 016, 017, 018 to be read together. ####			
009	No photo	No photo	L		Station Road. From junction with St. Patrick's Close as far as Rail Station.		Quiet residential road with existing traffic calming (ramps).	Directional signage only.	Proposed On Road	192	n/a	n/a	n/a	0	#### 006, 009, 016, 017, 018 to be read together. ####			
010	010 (W)	0287 (W)	M	B, C	From meeting point of "East Pond Route" with "West Pond" Route (and "Brookside" Route) to the split between the "W Pond" and "Brookside Routes".		Existing green open space.	New track across public open space	Proposed T/Free	41	3.0	122	60	7308				
011	No photo	No photo	M	B	From the split between the "West Pond" and "Brookside" Routes as far as East end of short spur of Greenlawns (at houses #20 and #24).		Existing green open space.	New track across public open space	Proposed T/Free	92	3.0	276	60	16578				
012	012 (S)	0311 (S)	L	B	From East end of short spur of Greenlawns (at houses #20 and #24) as far as #61 and #8 Green Lawns (meeting Option A).		Quiet residential road.	Directional signage only.	Proposed On Road	181	n/a	n/a	n/a	n/a				
013	013 (E)	0263 (E)	L	C	From meeting point of Options B and C, alongside "The Brooke" stream as far as The Dublin Road / Millar's Lane roundabout.		Existing green open space.	New track across public open space	Proposed T/Free	212	3.0	635	60	38088				
014	014 (S); 014i (E);	0266 (S) 0276 (E)	M	C	Junction of "Brookside" route and the roundabout (itself at the meeting of Dublin Road and Miller's Lane).	Jn	A wall separates public open space and the roundabout. Roundabout has double lane flared entry arms.	Tighten roundabout geometry + careful linking of cycleway at junction. Design beyond scope of this study.	Proposed On Road	n/a	n/a	n/a	Bespoke costing required.	0				
015	015 (S); 015i (N)	0281 (S) 0282 (N)	M	C	From roundabout (at junction of Dublin Road and Miller's Lane) along Dublin Road as far as Station Road.		Approx 6-7 m wide carriageway with no footpath on East side and blind entrances due to walls and hedges.	Dublin Rd will require traffic calming / other interventions to make more cycling friendly.	Proposed On Road	286	n/a	n/a	Bespoke costing required.	0				
016	No photo	No photo	L		Station Road. From junction with Dublin Road as far as junction with St. Patrick's Close.		Quiet residential road with existing traffic calming (ramps).	Directional signage only.	Proposed On Road	55	n/a	n/a	n/a	0	#### 006, 009, 016, 017, 018 to be read together. ####			
017	017 (SW)	0283 (SW)	M		Dublin Road. From Station Road to Millhill Park.		Busy with mixed traffic.	Dublin Rd will require traffic calming / other interventions to make more cycling friendly.	Proposed On Road	118	n/a	n/a	Beyond scope of this study.	0	#### 006, 009, 016, 017, 018 to be read together. ####			
018	018 (N)	0087 (N)	M		Dublin Road. From Millhill Park to Distributor Road		Busy with mixed traffic.	Dublin Rd will require traffic calming / other interventions to make more cycling friendly.	Proposed On Road	104	n/a	n/a	Beyond scope of this study.	0	#### 006, 009, 016, 017, 018 to be read together. ####			

Skerries Route Options																
Section No	Photo Ref. (Looking in Dir. X)	Original Photo No.	Priority	Option	Section	Junction	Description	Comments on upgrading	Route Category	Length (m)	Width of proposed new track (m)	Area (m2)	Unit Cost (€/sq m)	Total Costs (€)	Sub-Totals for Traffic Free Sections	
019	No photo	No photo	M		Junction of Dublin Road and Distributor Road	Jn	Junction of Dublin Road and Distributor Road	Advanced Stop Lines / Cycle Boxes should be included when junction is upgraded.	Proposed On Road	n/a	n/a	n/a	Beyond scope of this study.	0		
020	020 (S)	0314 (S)	M		Dublin Road. From Distributor Road to Martine Court		Busy with mixed traffic.	Dublin Rd will require traffic calming / other interventions to make more cycling friendly.	Proposed On Road	117	n/a	n/a	Beyond scope of this study.	0		
021	021 (S)	0314 (S)	M		Junction of Dublin Road and Martine Court	Jn	Priority junction.	Directional signage only.	Proposed On Road	n/a	n/a	n/a	Beyond scope of this study.	0		
022	022 (S)	0314 (S)	M		Dublin Road. From Martine Court to lane alongside Texaco petrol station.		Busy with mixed traffic.	Dublin Rd will require traffic calming / other interventions to make more cycling friendly.	Proposed On Road	38	n/a	n/a	Beyond scope of this study.	0		
023	023 (E)	0316 (E)	H		Junction of Dublin Road and lane alongside Texaco petrol station	Jn	Junction of Dublin Road and lane alongside Texaco petrol station	Directional signage only.	Proposed On Road	n/a	n/a	n/a	Beyond scope of this study.	0		
024	024 (S)	0055 (S)	H		Dublin Road. From lane alongside Texaco petrol station to Community Centre		Busy with mixed traffic.	Dublin Rd will require traffic calming / other interventions to make more cycling friendly.	Proposed On Road	142	n/a	n/a	Beyond scope of this study.	0		
025	025 (N)	0058 (N)	H		Thomas Hand Street. From Community Centre to New Street.		Busy with mixed traffic.	Dublin Rd will require traffic calming / other interventions to make more cycling friendly.	Proposed On Road	83	n/a	n/a	Beyond scope of this study.	0		
026	026 (N)	0144 (N)	H	Z	From #47 / #47a Sherlock Park via lane Northwards as far as newly proposed traffic free "boardwalk link".		Existing lane.	Need to remove steps and widen.	Interim Std T/Free	56	1.0	56	80	4456		
026a	026a (N); 026a i (E);	0143 (E); SP image of Miller's Lane (E)	L		Sherlock Park. From outside houses nos #47 / #47a on Sherlock Park to Miller's Lane (as far as house #20 Miller's Lane - alongside which there is a lane).		Sherlock Park is a quiet residential road; Miller's Lane is more heavily trafficked but it is understood that traffic calming measures are due to be constructed soon along it.	Directional signage only - especially at West end to direct cyclists to/from the lane.	Proposed On Road	100m approx.	n/a	n/a	n/a	0		
026b	No photo.	No photo.	L		Lane linking Miller's Lane to Shenick Drive		Narrow Lane.	Directional signage only.	Interim Std T/Free	60m approx.	As existing lane width	n/a	Bespoke cost?	0		
026c	No photo.	No photo.	L		Shenick Drive (plus spur into Shenick Avenue)		Quiet residential road.	Directional signage only.	Proposed On Road	100m approx.	n/a	n/a	n/a	0		
027	027 (S)	0150 (S)	M		Meeting / Junction of N-S route running parallel to "The Brooke", the newly proposed traffic-free "boardwalk link" and the lane running behind the houses (#47 - #68) on Sherlock Park.	Jn	Existing lane.	Widening of space required.	Interim Std T/Free	n/a	n/a	n/a	n/a	0		
028	028 (N)	0148 (N)	H		From junction as per previous row, to entrance to Visitor Centre.		Existing track.	Widen from existing 1.5-2.0m gravel track to 3.0m.	Interim Std T/Free	166	1.5	249	80	19944		
028a	No photo.	No photo.	H		From Millhill Park to Visitor Centre entrance.		Existing track. Note that track is very steep, especially at the Northern end. It is bounded to the West by the boundary fence of the Visitor Centre, and on its East edge runs very steeply down to the car park.	Widen from existing 1.5-2.0m gravel track to 3.0m.	Interim Std T/Free	Approx. 120m	1.5	180	Bespoke cost.			
029	029 (W)	0160 (W)	M		From Visitor Centre as far as access road (mid-way between car park and Miller's Lane) including link between the two.		Existing track.	Widen from existing 1.5-2.0m gravel track to 3.0m. Tie in with existing access road to Visitor Centre.	Interim Std T/Free	182	1.5	273	Bespoke Cost			
030	030 (W); 030 i (E);	0147 (W); 0291 (E);	M	D	From Northern end of the rear of house # 47 Sherlock Park, across swampy area, via a boardwalk (like structure) to meet maintained open space.		Swampy area.	Boardwalk required. Bespoke price per sqm. [PRIORITY 3 (P3). See main text]	Proposed T/Free	60	3.0	181	Bespoke Cost			
031	031 (W)	0293 (W)	M	D	Short link from proposed boardwalk across swampy area as far as existing path (alongside pond) that is recommended to be upgraded.		Existing green open space.	New track across public open space. [PRIORITY 3 (P3). See main text]	Proposed T/Free	87	3.0	261	60	15660	€ 148,162	Excludes "bespoke" costed sections.
2. North - South Routes to Community Centre																

Skerries Route Options																
Section No	Photo Ref. (Looking in Dir. X)	Original Photo No.	Priority	Option	Section	Junction	Description	Comments on upgrading	Route Category	Length (m)	Width of proposed new track (m)	Area (m2)	Unit Cost (€/sq m)	Total Costs (€)	Sub-Totals for Traffic Free Sections	
032	032 (S)	0174 (S)	L		From Miller's Lane along access road (leading to the visitor centre) as far as the East end of the car park. [Note that this is not clear on map because of way lines overlap.]		Existing quiet access road leading to the Visitor Centre.	Directional signage only.	Proposed on-road (albeit away from the busier roads).	140	n/a	n/a	n/a	0		
033	033 (N)	0178 (N)	H		From E end of car park, across town park / alongside playing fields to existing ped access to Beau-piers (between tennis ground & bowling ground).		Public open space / playing fields. Note that the exact alignment of this track would need to be determined at the detailed design stage in close consultation with the relevant sporting organisations .	New track across public open space. [PRIORITY 1 (P1). See main text]	Proposed Traffic Free	230	4.0	920	60	55200		
033a	No photo	No photo			A link between main spine route (033) as far as the boundary of Millview / The Kybe.		Public open space / playing fields. Note that the exact alignment of this track would need to be determined at the detailed design stage in close consultation with the relevant sporting organisations .	New track across public open space	Proposed Traffic Free	120 (approx.)	3.0	360	60	21600		
033b	No photo	No photo			Internal road within Millview / The Kybe.		Internal road within Millview / The Kybe.	Directional signage only. It is noted that this gate has been locked for many years. Any proposed change is this would need to be carried out in consultation with residents of development.	Proposed On Road	121 (approx.)	n/a	n/a	n/a	0		
034	034 (S)	0032 (S)	H		This short spur will lead (Northwards) to the Southern-most corner of the tennis courts.		Public open space / playing fields.	New track across public open space	Proposed Traffic Free	20	4.0	80	60	4800		
035	035 (W); 035 i (E)	0031 (W) 0081 (E)	L*	X	The other spur will lead Westwards across the level area of public open space meeting the existing North - South track that links with S corner of the Hockey Pitch.		Public open space / playing fields. Note that the Skerries Cycling Initiative are of the opinion that this link is not that important.	New track across public open space	Proposed Traffic Free	115	3.0	345	60	20700		
036	036 (S)	0078 (S)	H	X	From intersection of newly proposed (section 035) and existing (section 039) tracks, as previous, as far as the East end of Martine.		Public open space. Level initially but then the ground rises to housing estate.	New track across public open space	Proposed Traffic Free	49	3.0	148	60	8892		
037	037 (N); 037 i (W); 037 ii (S)	0041 (N); 0042 (W); 0069 (S);	H		Hockey ground perimeter - Note that only 2 sides are particularly important. Therefore length of path for which calculation has been made = 1/2 of 355m total perimeter length. i.e. 178m		Existing very rough gravelly surface.	New bitmac surface.	Interim Standard.	178	3.0	533	30	15975		
038	038 (E)	0033 (E)	H		Spur from E corner of hockey ground, around S boundary of tennis court to link with Beau-piers.		Existing very rough gravelly surface.	New bitmac surface.	Interim Standard.	69	1.5	103	80	8256		
038a	-	0022 (W); 0023 (E);	L		From junction of Thomas Hand, New Street and Beau-piers, along Beau-piers, to Church Street		Quiet lane.	Directional signage only.	Proposed on-road	200 (Approx.)	n/a	n/a	n/a	0		
038b	not included	not included			Church Street. From Beau-piers Lane to Convent Lane.		Busy main street.	Requires further investigation to assess most suitable intervention.	Proposed on-road	250 (approx.)	n/a	n/a	n/a	0		
038c	not included	not included			Convent Lane. From Church Street to Holmpatrick National School.		Narrower lane.	Requires further investigation to assess most suitable intervention.	Proposed on-road	100 (Approx.)	n/a	n/a	n/a	0		
039	039 (W)	0083 (W)	H		Spur from South corner of hockey ground, to Millhill Park - at the entrance adjacent to house #40.		Existing very rough gravelly surface.	New bitmac surface.	Interim Standard.	105	1.5	157	80	12540		
040	040 (N)	0048 (N)			Spur from North corner of hockey ground across the existing car park onto Dublin Road.		Existing car park.	New lining / signing only. No resurfacing required.	Interim Standard.	54	n/a	n/a	n/a	0		
043	043 (E); 043 i (W);	0073 (E) 0071 (W)		X	The spur of Martine Court from outside houses #18 & #16 as far as Dublin Road.		Quiet residential road.	Directional signage only.	Proposed on-road	123	n/a	n/a	n/a	0		
044	044 (W)	0315 (W)			From Dublin Road to Townparks Estate (via the lane alongside Texaco)		Lane	Upgrading / Dishing / Signing / Lining.	Interim Standard.	87	n/a	n/a	0	0		
045	045 (W); 045 i (N);	0317 (W) 0318 (N)			From Western end of lane via short section of Townspark into Fox Grove which links with existing lane into the back of the school.		Quiet residential road.	Signing only	Proposed on-road	158	n/a	n/a	0	0	€ 147,963	Excludes "bespoke" costed sections.
3. Rail Station Access from the North																

Skerries Route Options																	
Section No	Photo Ref. (Looking in Dir. X)	Original Photo No.	Priority	Option	Section	Junction	Description	Comments on upgrading	Route Category	Length (m)	Width of proposed new track (m)	Area (m2)	Unit Cost (€/sq m)	Total Costs (€)	Sub-Totals for Traffic Free Sections		
046	046 (S); 046 i (N);	0331 (S) 0352 (N)	M	P	From Distributor Road (opposite link to Shallochhill Grove) running due South to the train station.		Very rough existing narrow track. Dramatic elevation changes along this short path. Mainly only be suitable for walkers.	It is understood that it is proposed by FCC to develop these lands and that any such redevelopment will include the provision of a traffic free link along this alignment to the rail station.	Proposed traffic free	154.8	3.5 - 4m ?	n/a	Requires bespoke costing.	0			
047	047 (N)	0034 (N)	H	P	Junction. From Northern end of the track (as per previous) across the Distributor Road linking close to Shallock Hill Grove.	Jn.	Crossing of Distributor Road.	May require Raised crossing / Toucan Crossing? Removal of some parking.	Proposed On-road		n/a		Requires bespoke costing.	0			
048	048	0350 (E)	H	Q	From (Eastern end of) Distributor Road (opposite link to Newtownparks - houses #1 and #12), around the Eastern and Southern sides of the ballast pit, as far as the rail station.		Public open space surrounding the sunked ballast pit. Mainly level except for a short stretch near the South East corner of the pit.	New track across public open space. Lighting required too. See comment under 046 above.	Proposed traffic free	285.2	4.0	1140.8	60	68448			
049	049	0327 (E)	H	Q	Junction. From Northern end of the track (as per previous) across the Distributor Road at Newtownparks.	Jn.	Crossing of Distributor Road.	May require Raised crossing / Toucan Crossing? Removal of some parking.	Proposed On-road	n/a	n/a		Requires bespoke costing.				
050	050 (N)	0352 (N) - to left of photo.	H	R	From Distributor Road (opposite / just to the W of Selskar Road - houses #1 & #64) running across the open space (that lies to the W of Ballast pit & E of railway embankment.) as far as railway station.		Overgrown area.	***Needs further investigation. See comment under 046 above.	Proposed traffic free	303.8	3.0		Requires bespoke costing.				
051		No image	L	R	Junction. From Northern end of the track (as per previous) across the Distributor Road at Selskar Road.	Jn.	Crossing of Distributor Road.	May require Raised crossing / Toucan Crossing? Removal of some parking.	Proposed On-road	n/a	n/a		Requires bespoke costing.				
052		No photo	H		Link between Option B above (of link to rail station via circuitous route around Ballast Pit) and the junction of Dublin Road and Millhill Park.		Public open space.	***Needs further investigation.	Proposed traffic free	95.7	3.0		Requires bespoke costing.		€ 68,448	Excludes "bespoke" costed sections.	
4. Distributor Road Route to North West of town																	
053	053 (NW); 053 i (NW); 053 ii (SE);	0344 (NW) - at "The Green"; 0346 (NW); 0347 (SE);	M		From NW end of Distributor Road (at Kellys Bay area - near new "Educate Together" school) as far as Selskar Court.	Yes. 5 No.	Distributor road running parallel to railway embankment. Off road cycle track (1.5m width) alongside footpath with visual segregation only. Side road crossings at (from West to East):- - Kelly's Bay Harbour; - Kelly's Bay Drive; - Windmill Court; - main road running N-S to Balbriggan Road; - The Green;	Many options available for redesigning this link to make more cycle-friendly. [PRIORITY 5 (P5). See main text]	Solution can be on-road (with/without traffic calming) or off-road involving junction redesigns.	802.8			Requires bespoke costing depending on what design is recommended.				
053b	No photo	No photo			Skerries Rock / The Vale. From Distributor Road to Balbriggan Road.		Main road through residential area passing Realt na Mara school.	Subject to further investigation	Proposed on-road	750m (approx.)	n/a	n/a	n/a				
054	054 (E);	0345 (E);	M		From Distributor Road at Selskar Court, via Selskar Court as far as house at North Easterly corner of Selskar Court.		Quiet residential road.	Directional signs only.	Proposed on-road	43.3	n/a	n/a	0	0			
055	055 (E)	0345 (E);	H		From East of Selskar Court to West end of The Vale.		Public open space.	New track across public open space. [PRIORITY 4 (P4). See main text]	Proposed traffic free	60.27	3.0	180.81	60	10849			
056	Not included in report.	Not included in report.	L		From West end of "The Vale" to the elbow of "The Vale" abutting the public open space.		Quiet residential road.	Directional signs only. [PRIORITY 4 (P4). See main text]	Proposed on-road	254.4	n/a	n/a	n/a	0			
057	Not included in report.	Not included in report.	H		From the elbow of "The Vale" to the West end of Sea crest		Public open space.	Existing track to be upgraded. [PRIORITY 4 (P4). See main text]	Proposed traffic free	59.65	1.5	120	80	9600			
058	Not included in report.	Not included in report.	M		From the West end of Sea Crest as far as Skerries Community College		Quiet residential road.	Directional signs only. [PRIORITY 4 (P4). See main text]	Proposed on-road	323.9	n/a	n/a	0	0			
058a	No photo;	No photo;			Balbriggan Street. From Skerries Community College as far as Thomas Hand Street.		Busier street.	Subject to further investigation	Proposed on-road	300 (approx.)	n/a	n/a	0	0			
059	No photo;	No photo;	M		From Selskar Court to "Link P" (at junction 051) to rail station (opposite Selskar Road).		Exising distributor road with no existing facilities as exist to the West on the road.	See main text for discussion. [PRIORITY 5 (P5). See main text]	Depends on what design is recommended.	254.8			Depends on design.				

Skerries Route Options																
Section No	Photo Ref. (Looking in Dir. X)	Original Photo No.	Priority	Option	Section	Junction	Description	Comments on upgrading	Route Category	Length (m)	Width of proposed new track (m)	Area (m2)	Unit Cost (€/sq m)	Total Costs (€)	Sub-Totals for Traffic Free Sections	
060	No photo;	No photo;	M		From possible proposed link (at junction 051) to rail station (just to the West of the entrance into Selskar Road) to Selskar Road entrance. Short section.		Existing distributor road with no existing facilities as exist to the West on the road.	See main text for discussion. [PRIORITY 5 (P5). See main text]	Depends on what design is recommended.	96.16			Depends on design.			
061	061 (E)	0341 (E);	M		From entrance into Selskar Road to proposed link (at junction 047) to rail station (opposite Road linking close to Shalloch Hill Grove).		Existing distributor road without any off-road track (as the section further West does).	Requires further investigation to assess most suitable intervention. [PRIORITY 5 (P5). See main text]	Depends on what design is recommended.	163.8			Depends on design.	0		
062	062 (W)	0328 (W);	M		From proposed link (at junction 047 to rail station opposite Road linking close to Shalloch Hill Grove) to other proposed link (at junction 049 to rail station which is opposite Newtownsparks).		Existing distributor road without any off-road track. Passes by entrance into Newtownsparks.	Requires further investigation to assess most suitable intervention. [PRIORITY 5 (P5). See main text]	Depends on what design is recommended.	87			0	0		
062a	No photo;	No photo;	M		From main vehicular entrance off Distributor Road into New Townparks and continue North, then Eastwards through estate.		Quiet residential road.	Directional signs only.	Proposed on-road	100 (Approx.)	n/a	n/a	0	0		
062b	No photo;	No photo;	M		From North East corner of New Townparks (via open space) to Townspark.		Narrow (1.2m) existing track	Widening to 3.0m wide and resurfacing required.	Interim Standard	50	1.8	90	80	7200		
062c	No photo;	No photo;	M		From Townspark as far as the Southern end of Fox Grove.		Quiet residential road.	Directional signs only.	Proposed on-road	50	n/a	n/a	0	0		
062d	No photo;	No photo;	H		From Selskar Avenue to Newtown Parks.		Existing path, poorly laid at Selskar Avenue end.	Widening to 3.0m wide and resurfacing required.	Interim Standard	220m (Approx.)	1.5	330	80	26400		
063	No photo;	No photo;	M		From link (at junction 049 to rail station which is opposite Newtownsparks) to Dublin Road.		Distributor Road.	Requires further investigation to assess most suitable intervention. [PRIORITY 5 (P5). See main text]	Proposed on-road	237.7	n/a	n/a	0	0	€ 54,049	Excludes "bespoke" costed sections.
5. Strand Route alongside the sea (plus links to adjacent areas).																
064	064 (W); 064 i (S); 064 ii (W);	0204 (W); 0206 (S); 0209 (W);	H		From NW corner of peninsula (just off Harbour Road) running most of the full perimeter around the peninsula - as far as the Martello Tower.		Existing pedestrian path, approx 2.5m in width. High pedestrian usage. Public seating alongside track.	Widen to 4.5m (wider in places?). Change in by-law required. [PRIORITY 6 (P6). See main text]	Interim Standard	764	2.0	1528	80	122240		
065	065 (E);	0214 (E);	H		From Martello Tower to just North of the sailing club building.		Existing path. Generally around 2.0m in width although is wider at the highest point. This section is defined by being on a steep slope as one travels Southwards. Note "No cycling allowed" markings on path.	No room to widen for most of this section as path is bounded by wall and cliff. [PRIORITY 6 (P6). See main text]	Interim Standard	150.4	n/a	n/a	0	0		
066	066 (S); 066 i (S);	0218 (S); 0243 (S);	H		From just North of the Sailing Club to the merging of the promenade and Holmpatrick at the Southern end of the town.		Existing path. Approx 2.5m wide. Street furniture lies adjacent to path. Peds using facility. Access to / from promenade from S Strand & side roads (from N to S - Mannings Opening, Callaghan's Lane, Fair's Lane, Heney's Lane, Brookville Lane, Weldon's Lane) to be rechecked on site.	Essentially involves widening of path to 4.5m. [PRIORITY 6 (P6). See main text]	Interim Standard	1293	2.0	2586	80	206880		
067	067 (E)	0250 (E)	H		Junction of promende and Holmpatrick	Jn.	Re-entering main road. Good visibility to the North (although there is some car parking partially blocking visibility); Reasonable to the South (road bends to the right).	Speed reduction on the main road?	Proposed on-road.	n/a	n/a	n/a	Bespoke design and estimate required.	0		
068	068 (S); 068 i (N)	0249 (S); 0253 (N)			From junction of traffic free path along strand - along Holmpatrick as far as Shenick Road.		Approx 7 / 7.5m carriageway. Road rises on travelling Southwards. High speeds expected as one travels southwards.	Traffic calming + signing etc.	Proposed on-road.	554.6	n/a	n/a	Bespoke design and estimate required.	0		
069	No photo.	No photo.			Holmpatrick. From junction with Strand route as far as lane into Churchfields.		Busy road.	Requires further investigation to assess most suitable intervention.	Proposed on-road.	100 (Approx.)	n/a	n/a	0	0		
070	No photo.	No photo.			Lane linking Holmpatrick to Churchfield Lawns.		Quiet lane.	Requires further investigation to assess most suitable intervention.	Interim Standard.	50 (Approx.)	n/a	n/a	0	0		
071	No photo.	No photo.			Churchfield Lawns & Close. As far as Miller's Lane.		Quiet residential roads.	Requires further investigation to assess most suitable intervention.	Proposed On road.	175 (Approx.)	n/a	n/a	0	0		
072	No photo.	No photo.			Miller's Lane. From Sherlock Park as far as Holmpatrick.		Busier road.	Requires further investigation to assess most suitable intervention.	Proposed On road.	100 (Approx.)	n/a	n/a	0	0		

Skerries Route Options															
Section No	Photo Ref. (Looking in Dir. X)	Original Photo No.	Priority	Option	Section	Junction	Description	Comments on upgrading	Route Category	Length (m)	Width of proposed new track (m)	Area (m2)	Unit Cost (€/sq m)	Total Costs (€)	Sub-Totals for Traffic Free Sections
073	No photo.	No photo.			Junction of Miller's Lane and Holmpatrick.		Busier junction.	Requires further investigation to assess most suitable intervention.	Proposed On road.	n/a	n/a	n/a	0	0	
074	No photo.	No photo.			Holmpatrick. From junction with Miller's Lane as far as Brookville Lane.		Busier road.	Requires further investigation to assess most suitable intervention.	Proposed On road.	50 (Approx.)	n/a	n/a	0	0	
075	No photo.	No photo.			Brookville Lane. From Holmpatrick to South Strand.		Quieter lane.	Requires further investigation to assess most suitable intervention.	Proposed On road.	75 (Approx.)	n/a	n/a	0	0	Excludes "bespoke" costed sections.
€ 329,120															

Skerries Routes



001 (S)



002 (S)



003 (N)



003 i (N)



004 (N)



004 i (W)

Skerries Routes



005 (S)



006 (N)



006 i (SW)



006 ii (N)



007(S)



010 (W)

Skerries Routes



012 (S)



013 (E)



014 (S)



014 i (E)



015 (S)



015 i (N)

Skerries Routes



017 (SW)



018 (N)



020 (S)



021 (S)



022 (S)



023 (E)