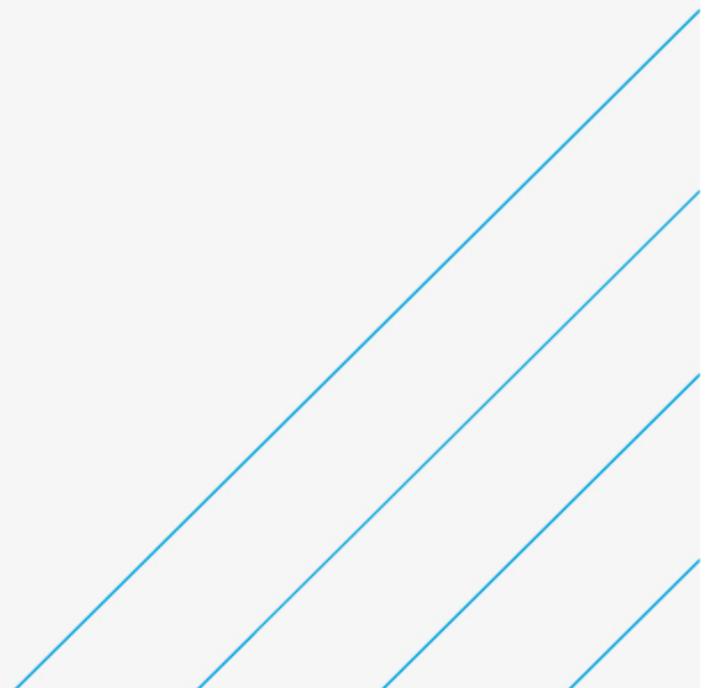


Fingal Coastal Way

Skerries Route Options Detailed Assessment Report

Fingal County Council

June 2022



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1. Introduction

1.1. Scheme Context

The Fingal Coastal Way (the Project) is a proposed coastal greenway extending along the Fingal Coast from Newbridge Demesne to the Meath Border.

The scheme is a long-standing objective of Fingal County Council and this is further reflected in the current 2017-2023 Fingal Development Plan (FDP). The Development Plan outlines numerous policies and objectives to plan and develop a route that integrates a coastal pedestrian and cycle route with sensitive natural and built heritage sites whilst achieving a balance between conservation of such sites and public uses such as leisure, recreation and tourism.

The scheme is also an objective on a wider regional and national scale. It is identified within the Greater Dublin Area Cycle Network Plan where it will form part of the overall route FG1/N5.

The overall length of the scheme is envisaged to be approximately 32km, depending on the final route selected.

To date, only the Stage 1 assessment process has been completed which identified numerous routes in all areas and sifted them based on a number of criteria to reduce these down to 3 – 6 routes per subsection which are to be carried forward to the more detailed Stage 2 assessment stage.

The purpose of this report is to assess in further detail the route options included in the area of Skerries, in particular around the area of The Hoar Rock and Quay Street.

1.2. Public Consultation

Two public consultations have been held for the project to date as outlined below.

1.2.1. Opportunities and Constraints Public Engagement

The Opportunities and Constraints Public Engagement was held in November and December 2019 and included online surveys, submissions and a number of in person public engagement events.

The key findings of the Opportunities and Constraint Public Engagement exercise indicated that there is overwhelming positive support for the Fingal Coastal Way.

1.2.2. Stage 1 Route Options Assessment Public Consultation

The consultation on the Stage 1 Route Options Assessment was open for a six-week period from Thursday, 15th April 2021 through to Thursday, 27th May 2021 and included leaflets, letters, social media posts, online surveys, submissions and online webinars. This process allowed the public to view work completed to date including the routes considered and those progressing to the detailed Stage 2 assessment.

1.2.3. Skerries Area (Quay Street, The Hoar Rock)

A number of submissions expressed concern about the suitability of Quay Street and The Hoar Rock in Skerries as a suitable route for the Fingal Coastal Way. Quay Street and The Hoar Rock are residential streets in Skerries. The submissions were generally from residents who had concerns about the impact of the route on their lives and neighbourhood and who wished to see an alternative route considered. Further consultations were held with residents from the Skerries area during the consultation process including an online meeting with Q&A on 18th May 2021 and an on-site meeting with Quay Street and The Hoar Rock residents in conjunction with local councillors on 6th July 2021

Consultation and liaison with these residents have continued following completion of the formal public consultation process for the Stage 1 Route Options Assessment including meetings with various groups on site on 24th February 2022.

Throughout these consultations and from the submissions received, a number of concerns have been raised with regards to the use of Quay Street and The Hoar Rock as part of the Fingal Coastal Way. The majority of these issues can be summarised as falling into the categories below:

- Anti-social behaviour
- Street suitability
- Quality of life

- Parking
- Alternative routes

The response of the design team to these issues is included in the “Stage 1 Route Options Assessment – Public Consultation Report” (document reference: 5188509DG0128). However, given the importance of this section of the route, and following the various meetings with residents, the design team has undertaken an additional, more detailed assessment to determine the most appropriate routing and layout for the greenway through the Skerries area to investigate if there are other potential solutions to the concerns of the residents and businesses for the three areas in question.

2. Policy Background

2.1. Greater Dublin Area Cycle Network Plan, 2013

The National Transport Authority published the Greater Dublin Area Cycle Network Plan in 2013, comprising of an Urban Network, Inter-Urban Network and Green Route Network, for each of the seven Local Authority areas comprising the Greater Dublin Area (GDA),

The Cycle Network Plan proposes the following cycle networks within the GDA:

- The Urban Cycle Network at the Primary, Secondary and Feeder level;
- The Inter-Urban Cycle Network linking the relevant sections of the Urban Network and including the elements of the National Cycle Network within the GDA. It shall also include linkages to key transport locations outside of urban areas such as airports and ports; and
- The Green Route Network being cycle routes developed predominately for tourist, recreational and leisure purposes.

Unlike area-based plans prepared previously by Local Authorities, this Cycle Network Plan is to be consistent across county boundaries such that there is continuity of route networks across these administrative boundaries.

Extracts from this plan are included in the figures below. There are a number of primary/secondary routes through Skerries including along the R127 between Miller's Lane and Harbour Road (SK2) and along Barnageeragh Road (SK1).

A greenway is shown indicatively following the coastline (FG1/N5) which then travels onwards to Balbriggan and Rush in either direction. This greenway is to be provided by the Fingal Coastal Way. Feeder Routes are also included in the area linking the greenway and primary/secondary network, e.g. along the R127 (Balbriggan Street) and Northcliffe Heights.

Figure 2-1 - Proposed Cycle Network Balbriggan & Skerries (GDA Cycle Network Plan)

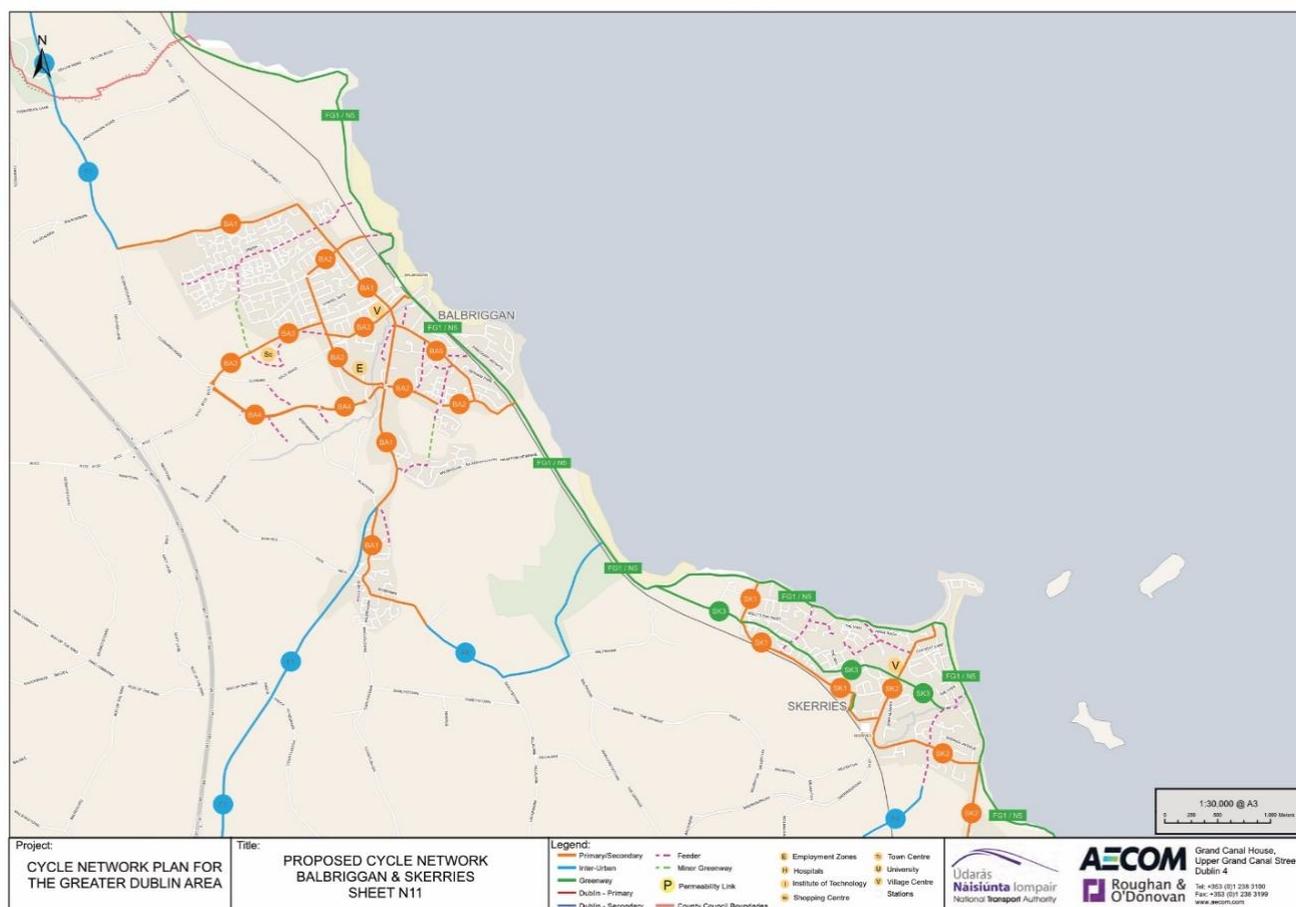


Figure 2-2 - Proposed Cycle Network Skerries (GDA Cycle Network Plan)



It should be noted that each type of facility identified is intended for a different purpose. In particular, primary/secondary routes are primarily intended to be utilitarian in nature, e.g. for commuting, trips to shops etc. while greenways are intended more for leisure and tourist uses. The extract below from the GDA Cycle Network Plan written report sets out these uses. In the case of the Fingal Coastal Way, the green route network is the most appropriate classification.

Figure 2-3 - Cycle Network Route Categorisation

NETWORK	ROUTE CATEGORY	DESCRIPTION
Urban Cycle Network	Primary	Main cycle arteries that cross the urban area and carry most cycle traffic
	Secondary	Link between principal cycle routes and local zones
	Feeder	Cycle routes within local zones and/or connections from zones to the network levels above
Inter Urban Cycle Network		Links the towns and city across rural areas and includes the elements of the National Cycle Network within the GDA
Green Route Network		Cycle routes developed predominately for tourist, recreational and leisure purposes but may also carry elements of the utility cycle route network above. Many National Cycle Routes will be of this type.

2.1.1. National Sustainable Mobility Policy, 2022

The National Sustainable Mobility Policy was published by the Department of Transport in 2022 and aims to deliver at least 500,000 additional active travel and public transport journeys by 2030. The vision of the policy is "To connect people and places with sustainable mobility that is safe, green, accessible and efficient".

The policy is guided by three key principles which are underpinned by 10 high level goals as shown in the extract below.

Figure 2-4 - Sustainable Mobility Policy Principles and Goals

PRINCIPLES	GOALS
Safe and Green Mobility	<ol style="list-style-type: none"> 1. Improve mobility safety. 2. Decarbonise public transport. 3. Expand availability of sustainable mobility in metropolitan areas. 4. Expand availability of sustainable mobility in regional and rural areas. 5. Encourage people to choose sustainable mobility over the private car.
People Focused Mobility	<ol style="list-style-type: none"> 6. Take a whole of journey approach to mobility, promoting inclusive access for all. 7. Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model. 8. Promote sustainable mobility through research and citizen engagement.
Better Integrated Mobility	<ol style="list-style-type: none"> 9. Better integrate land use and transport planning at all levels. 10. Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

The proposed Fingal Coastal Way is well aligned with these goals and principles as it will provide a safe, sustainable route for both leisure and commercial/commuting trips which is accessible to all.

2.1.2. Climate Action Plan, 2021

The Climate Action Plan published in 2021 sets out the means and requirements in order for Ireland to halve its carbon emissions by 2030. These objectives are legally binding and include clear targets and commitments which must be delivered in order to ensure that climate disruption is kept to a minimum.

The transport section of the Climate Action Plan contains a number of actions relating to the increase in sustainable and active transport modes which are to be implemented through the National Sustainable Mobility Policy as outlined above. In particular, these measures help to implement Sustainable Development Goal (SDG) 11 as agreed by the United Nations in 2015, i.e. making cities and communities more sustainable including targets such as ensuring inclusive and sustainable urbanisation and reducing the environmental impact of cities.

2.1.3. National Investment Framework for Transport in Ireland, 2021

The National Investment Framework for Transport in Ireland (NIFTI) sets out the Department of Transport’s framework for prioritising future investment in the transport network for Ireland. NIFTI sets out to prioritise sustainable mobility measures while decarbonising transport in Ireland and includes four investment priorities as identified below:

- Mobility of people and goods in urban areas
- Protection and renewal
- Enhanced regional and rural connectivity
- Decarbonisation

The priorities are underpinned by modal and intervention hierarchies which determine how investment will be undertaken. These hierarchies are shown in the extracts below:

Figure 2-5 - NIFTI Modal Hierarchy



Figure 2-6 - NIFTI Intervention Hierarchy



In practice, the above suggests that active travel projects should be prioritised for investment while maintaining or optimising existing network assets would be preferred when compared to new construction or major interventions.

2.1.4. Design Manual for Roads and Streets, 2019

The Design Manual for Roads and Streets (DMURS) sets out the requirements for design in urban areas to be used in Ireland. DMURS seeks to put well-designed streets at the heart of sustainable communities by providing:

- Highly connected streets which allow people to walk and cycle to key destinations in a direct and easy to find manner
- A safe and comfortable street environment for pedestrians and cyclists of all ages
- Streets that contribute to the creation of attractive and lively communities
- Streets that calm traffic via a range of design measures that make drivers aware of their environment.

DMURS includes a hierarchy of road users which prioritises pedestrian movements as most important, followed by cyclists and with private cars at the bottom of the hierarchy. It includes detailed requirements and recommendations for streets to ensure they fulfil both their place and movement functions. In particular, for urban areas such as in Skerries, the prioritisation of pedestrians and cyclists is paramount and can be facilitated through reducing traffic speeds and volumes, introducing improved pedestrian and cyclist facilities or through the use of shared spaces where all road users share the carriageway space.

2.1.5. National Cycle Manual, 2011

The National Cycling Manual (NCM) embraces the principles of Sustainable Safety, as this will offer a safe traffic environment for all road users including cyclists. The five principles of Sustainable Safety are described in the NCM (Section 1.1) and noted below:

- Functionality – i.e. the design which is fit for purpose is safer.
- Homogeneity – i.e. reducing the relative speed, mass and directional differences of different road users sharing the same space increases safety.
- Legibility – i.e. a road environment that all road users can read and understand is safer.
- Forgivingness – i.e. environments that contribute to benign outcomes of accidents are safer (“passive safety”).
- Self-awareness – i.e. where road users are aware of their own abilities and limitations to negotiate a road environment, the environment is safer.

The NCM offers guidance on integrating the bicycle in the design of urban areas. Throughout the option selection and design process of this scheme the NCM has been consulted.

3. Existing Road Network

The existing network in the area of concern is shown in the figure below including the direction of traffic permitted on each link. This area covers from South Strand Street in the east to North Strand in the west at White Cottages. It includes Balbriggan Street (R127), Thomas Hand Street (R128), The Hoar Rock and Quay Street.

A detailed description of each road and the constraints present on each is included in the following sections.

Figure 3-1 - Existing Vehicular Flow Directions



3.1.1. Balbriggan Street (R127)

Balbriggan Street is a tree lined regional road (R127) with reasonably wide footpaths on both sides. It joins Thomas Hand Street (R128) to the east and continues westwards onto Balbriggan. Building lines are generally at the back of footpath with access directly from residences onto this. The road and footpaths narrow at a number of pinch points, particularly on approach to the junction with Thomas Hand Street and west of the Pump Lane junction. Parking currently happens on road in an unregulated manner with much of it being residential in nature.

Figure 3-2 - Balbriggan Street (R127) Typical Layout



3.1.2. North Strand

North Strand is a one-way residential road links The Hoar Rock to the Balbriggan Street and is circa 180m long. Traffic is permitted to travel westwards from The Hoar Rock to the Balbriggan Street only. The road is narrow with footpath provided along at least one side of the road for almost its entirety. Building lines are generally located at the back of footpath or, in some cases, access is directly onto the road carriageway.

Figure 3-3 - North Strand Typical Layout



3.1.3. The Hoar Rock

The Hoar Rock is a narrow residential road approximately 245m long with a footpath on one side for most of its length. It extends from the North Strand to the west to The Square in the east. Parking occurs on an informal basis on both sides of the carriageway and on the footpath. The majority of building lines are set back, however, there are a number of residences which access directly onto the carriageway.

Figure 3-4 – The Hoar Rock Typical Layout



3.1.4. The Square

The Square is a narrow, winding residential street which connects The Hoar Rock to Quay Street and to Thomas Hand Street. There are limited pedestrian facilities along this street and there are a number of pinch points which are not suitable for two-way traffic. Building lines are generally located directly along the carriageway with access to properties directly from the road in many cases. Parking typically occurs in an unregulated manner wherever space permits.

Figure 3-5 - The Square Typical Layout



3.1.5. Quay Street

Quay Street is a one-way residential road extending from the junction of The Square to the west and Strand Street to the east. The road is generally narrow with a number of local pinch points. Footpaths are provided on both sides of the road along the majority of its length until its junction with The Square. The c. 240m long road serves mainly residential development and parking bays are provided throughout. Building lines are typically located directly at the back of footpaths with front doors accessing onto these.

Figure 3-6 - Quay Street Typical Layout



3.1.6. Thomas Hand Street (R128)

Thomas Hand Street is a regional road (R128) that forms part of the main route between Balbriggan and Rush. It links directly into the heart of Skerries Town Centre at Strand Street and Church Street. The road is of varying width with a number of pinch points where opposing traffic can't pass at the same time even though two-way traffic is allowed. Footpaths are provided on both sides along the entire length of the road with building lines generally at the back of these. Parking is provided on both sides of the road in regulated pay and display parking bays.

Figure 3-7 - Thomas Hand Street (R128) Typical Layout



3.1.7. Strand Street

Strand Street is part of the main centre of Skerries and is generally a reasonably wide road with wide footpaths and trees flanking both sides. There are many commercial properties along its length which are accessed directly from the footpaths. Parking is provided on both sides in regulated parking bays.

Figure 3-8 - Strand Street Typical Layout



3.2. Existing Traffic Conditions

An extensive traffic survey was carried out in the area in January 2020 by using Automatic Traffic Counters (ATC) that were left in place for a full 7 days. ATCs were placed on Quay Street, The Hoar Rock, North Strand and Balbriggan Street (R127). The results of these surveys including 2-way average daily volumes and speeds are included below.

Table 3-1 - Traffic Survey Summary

ATC Location	Average Traffic Volume (2-way vehs per day)	Average Speed (km/h)	85 th % Speed (km/h)
Quay Street	911	31.8	38.7
The Hoar Rock	904	24.3	30.1
North Strand	283	29.5	36.0
Balbriggan Street (R127)	4626	45.0	51.7

From the surveyed data it is clear that traffic volumes on Quay Street and The Hoar Rock are similar and are reasonably high for a small residential area. This suggests that there is a reasonably large proportion of vehicles using these streets as a through route, in effect creating a rat-run from Balbriggan Street directly to Harbour Road which avoids signalised junctions and possible congestion. Consultations with local residents and numerous site visits confirm that this is currently happening.

Speeds in the area are generally reasonable, with average speeds around 30 km/h or less in the built-up residential areas. The speeds are reduced due to insufficient road widths, parked vehicles on-street, pedestrian presence, driveways, etc.

4. Stage 1 Route Options Assessment

4.1. Route Development and Assessment in Skerries

As part of the Stage 1 Route Options Assessment process, 12 separate routes were developed in the Skerries area which covered a wide variety of ways to route through the town while remaining cognisant of the vision and objectives of the overall project. These routes are shown in the figure below.

Figure 4-1 - Stage 1 Route Options in Skerries



These routes were then assessed and compared under various sub-criteria to determine which would progress to the more detailed Stage 2 assessment. The process followed in this area was the same as for all sub-sections throughout the 32km study area and resulted in 4 preferred routes to be carried forward to the Stage 2 assessment. The assessment summary table is shown below for reference.

Table 4-1 - Skerries Stage 1 Route Options Assessment Summary

Criteria	Sub-Criteria	SS.2A.1	SS.2A.2	SS.2A.3	SS.2A.4	SS.2A.5	SS.2A.6	SS.2A.7	SS.2A.8	SS.2A.9	SS.2A.10	SS.2A.11	SS.2A.12
Engineering	Usability	Green	Green	Yellow	Yellow	Green	Green	Green	Green	Green	Green	Green	Green
	User Experience	Green	Green	Green									
	Buildability	Green	Green	Yellow	Yellow	Green	Green	Green	Green	Green	Green	Green	Green
Environment	Ecology	Green	Green	Green									
	Built Heritage	Green	Green	Green									
	Material Assets	Green	Green	Green									
Economy	Costs	Green	Green	Green									
	Benefits	Green	Green	Green									
Progress to Stage 2 (Yes / No)		N	Y	Y	Y	N	Y	N	N	N	N	N	N

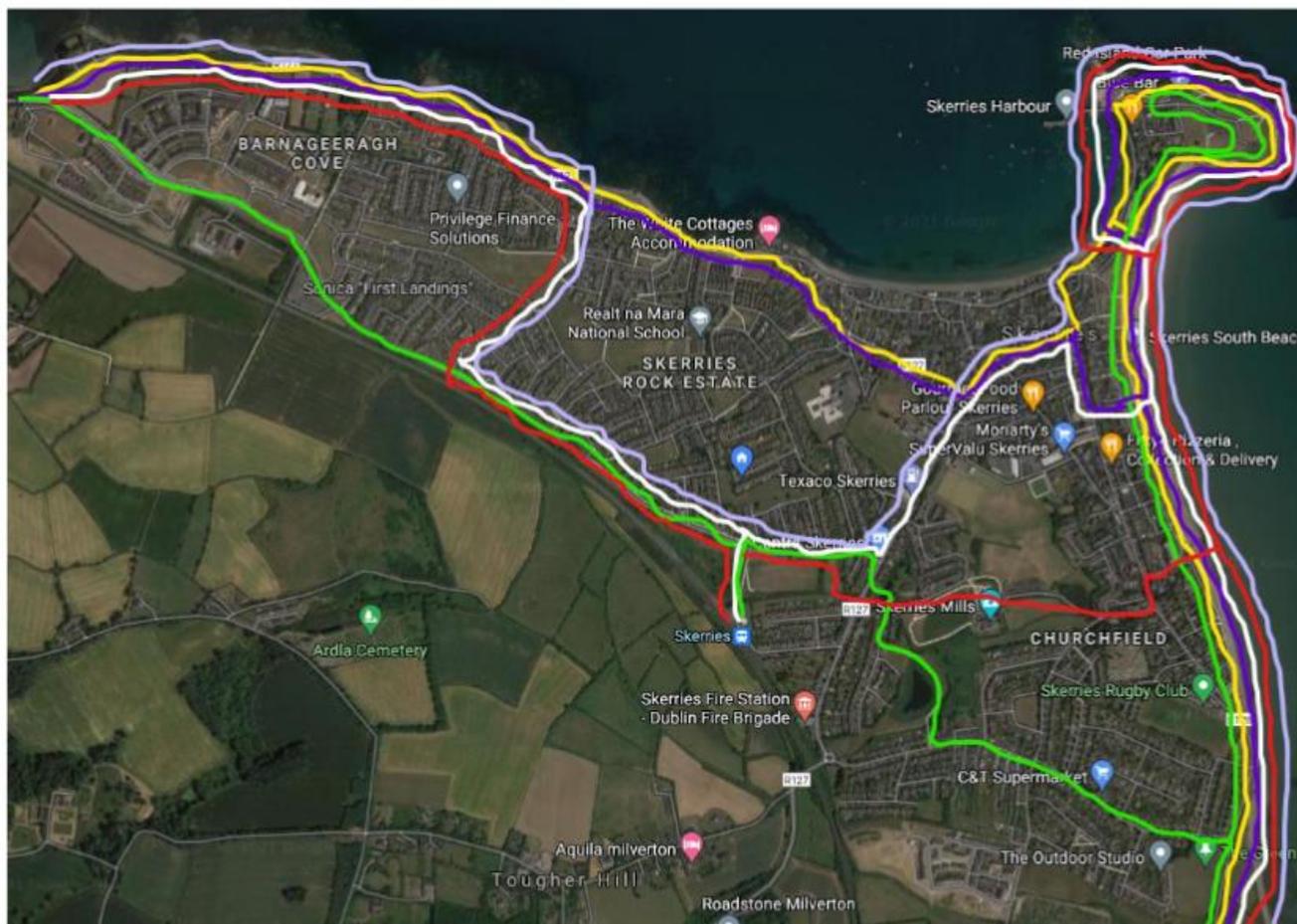
The main advantages that these options have over other options are their exposure to an excellent coastal experience and associated views, linkage to noteworthy heritage sites at Skerries head, accessibility to the town centre, and minimal impact on the natural and built environment. They also offer minimal impact on the operation of the town centre and the ACA, minimal use of less attractive distributor and regional road network and overall provision of a good tourism product with an excellent ability to attract visitors and thus benefit the local and regional economy.

In this particular area, all of the routes which are to progress to the Stage 2 assessment utilise Quay Street and The Hoar Rock as part of their route, primarily due to their proximity to the coast, direct linkages to the town centre and harbour area and remove from busy trafficked areas.

4.2. Additional Routes Arising from Public Consultation

A number of submissions were received from local residents in the Quay Street and The Hoar Rock area which requested that additional routes be considered which would avoid utilising those streets. Submission FN-C382-217 received from the Quay Street Residents Group included a number of alternative routes which they proposed for inclusion in the assessment. The extract from the submission included below indicates these routes.

Figure 4-2 - Alternative Routes Suggested by Quay Street Residents Group



A high-level assessment of these routes was carried out by Atkins and is included in the table below. The route colour names and map are maintained as per the submission received with the route labelled as 'Blue' in the table below corresponding to the dark purple type colour in the map above while 'Purple' in the table corresponds to the lighter lilac type colour on the map.

Table 4-2 - Alternative Routes Assessment

Route Colour	Comment	Progress to Local Assessment (Y/N)
Yellow	Route provides reasonably direct access from coast on R127 without a large impact on the town centre and to Red Island. Ties into proposed primary/secondary cycle route as well as feeder routes. May be feasible route subject to issues along R127 and R128 at junctions and available space.	Y
Blue	Route provides reasonably direct access from coast on R127 through town centre and to Red Island. Routes along busy roads at Strand Street, R128 and R127. Ties into proposed primary/secondary cycle route as well as feeder routes but likely to have large impact on main town centre of Skerries due to routing on Strand Street and so will not meet project objectives (similar to SS.2A.8 above).	N

Route Colour	Comment	Progress to Local Assessment (Y/N)
Red	Route significantly diverts away from coast (for large portion) and town centre with access provided in a non-coherent loop only. Utilises large extent of busy distributor road with little attractive value (Barnageeragh Road, Northcliffe Heights). Ties into proposed primary/secondary cycle route but more suitable for commuters. Will not meet project objectives (similar to SS.2A.12 above)	N
Green	Route significantly diverts away from coast (almost entirely) and town centre with access provided in a non-coherent loop only. Utilises busy distributor road with little attractive value for most of its length (Barnageeragh Road). Ties into proposed primary/secondary cycle route but more suitable for commuters. Will not meet project objectives (similar to SS.2A.12 above)	N
White	Route significantly diverts away from coast (for large portion). Utilises large extent of busy distributor roads with little attractive value (Barnageeragh Road, Northcliffe Heights, R128) and navigates a number of busy junctions. Lack of available space on R128 in particular – likely to require land acquisition and tree removal. Ties into proposed primary/secondary cycle route but more suitable for commuters. Will not meet project objectives (similar to SS.2A.12 above)	N
Purple	Route significantly diverts away from coast (for large portion). Utilises large extent of busy distributor road with little attractive value (Barnageeragh Road, Northcliffe Heights). Lack of available space on R128 in particular – likely to require land acquisition and tree removal. Ties into proposed primary/secondary cycle route but more suitable for commuters. Will not meet project objectives (similar to SS.2A.12 above)	N

4.3. Routes for Local Assessment

Based on the outcome of the initial Stage 1 Route Options Assessment, the feedback received during the public consultation exercise including the meetings with local stakeholders and the subsequent assessment of alternative routes set out above, a number of options around the area of Quay Street and The Hoar Rock were brought forward for a more detailed assessment by the project team. These are based on design options for routing through The Hoar Rock and Quay Street along with a route option which utilises Balbriggan Street (R127) and Thomas Hand Street (R128) and are set out in the following section.

5. Local Route Options

5.1. Option 1: Balbriggan Street (R127) and Thomas Hand Street (R128)

Figure 5-1 - Option 1: Balbriggan Street and Thomas Hand Street



5.1.1. Option 1 Summary

This option routes via Balbriggan Street and Thomas Hand Street before turning left onto Strand Street towards the harbour area, including:

- New segregated 2-way cycle track on Balbriggan Street and Thomas Hand Street
- Conversion of Thomas Hand Street to a one-way road only
- Traffic rerouting along Quay Street towards the harbour area

Key impacts of these changes include:

- Significant volumes of additional traffic utilising Quay Street and The Hoar Rock in order to access the harbour area and the more northern sections of Strand Street
- Difficulty providing cycle provision at key signalised junctions
- On-street parking removal along Balbriggan Street and Thomas Hand Street
- Land acquisition required on Balbriggan Street

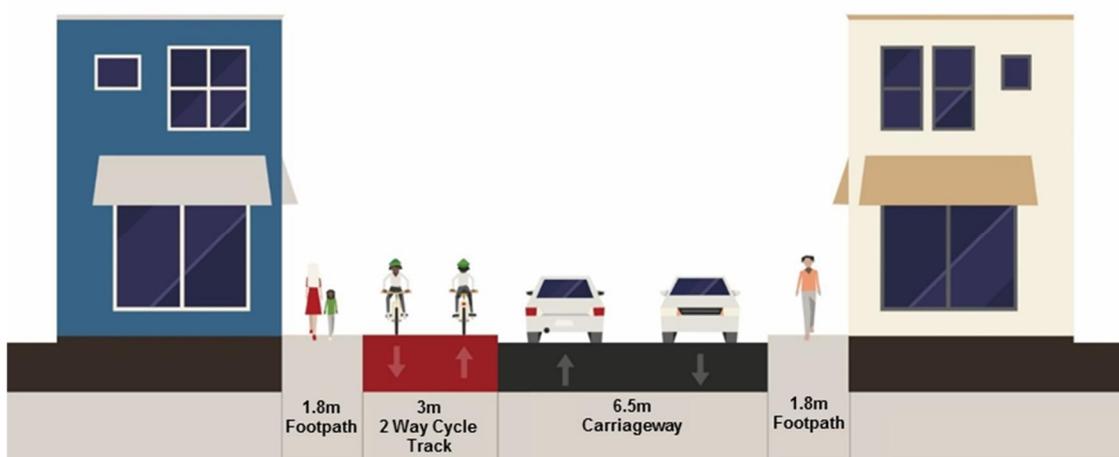
5.1.2. Option 1 Detailed Description

This option routes via Balbriggan Road and Thomas Hand Street before turning left onto Strand Street towards the harbour area. In order to maintain continuity with the greenway and to tie-in with the fact that this route may also act as more of an urban commuter route for the town, a segregated 2-way cycle track is proposed along with segregated footpaths on either side. This has the additional advantage of allowing a smaller cross-sectional width than a typical commuter route where cycle tracks on both sides would normally be constructed.

In order to facilitate the conversion of Thomas Hand Street to a one-way road only, traffic would reroute along Quay Street towards the harbour area as shown in Figure 5-1, as this would in effect become a one-way traffic loop in the area. This would result in additional traffic utilising Quay Street and Hoar Rock in order to access the harbour area and also the more northern sections of Strand Street.

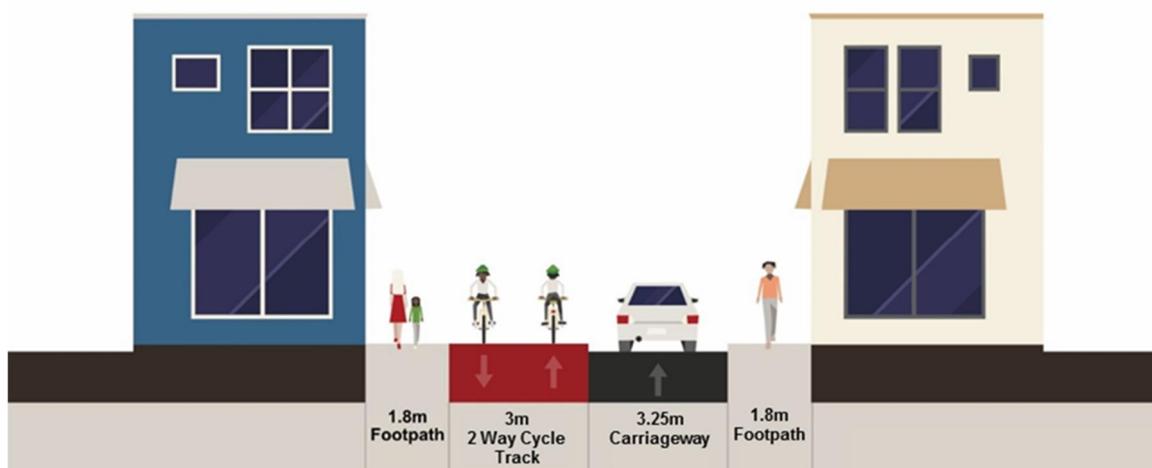
The figure below shows the indicative proposed cross section for Balbriggan Road. A 3m wide two-way cycle track with 1.8m wide footpaths represents the absolute minimum functioning pedestrian and cyclist facilities. Given the reasonably high volume of larger vehicles using this road (approximately 6.5% from traffic surveys), 3.25m carriageway lanes in both directions are included in line with DMURS requirements. A similar cross section is also proposed on Strand Street between The Monument junction and Quay Street junctions.

Figure 5-2 - Proposed Typical Cross Section - Balbriggan Street



The figure below shows the indicative proposed cross section for Thomas Hand Street. Again, a 3m wide two-way cycle track with 1.8m wide footpaths both sides which is proposed represents the absolute minimum functioning pedestrian and cyclist facilities while a one-way 3.25m wide carriageway lane is also included. Due to the lack of available space between building lines, a one-way traffic system is required along this road.

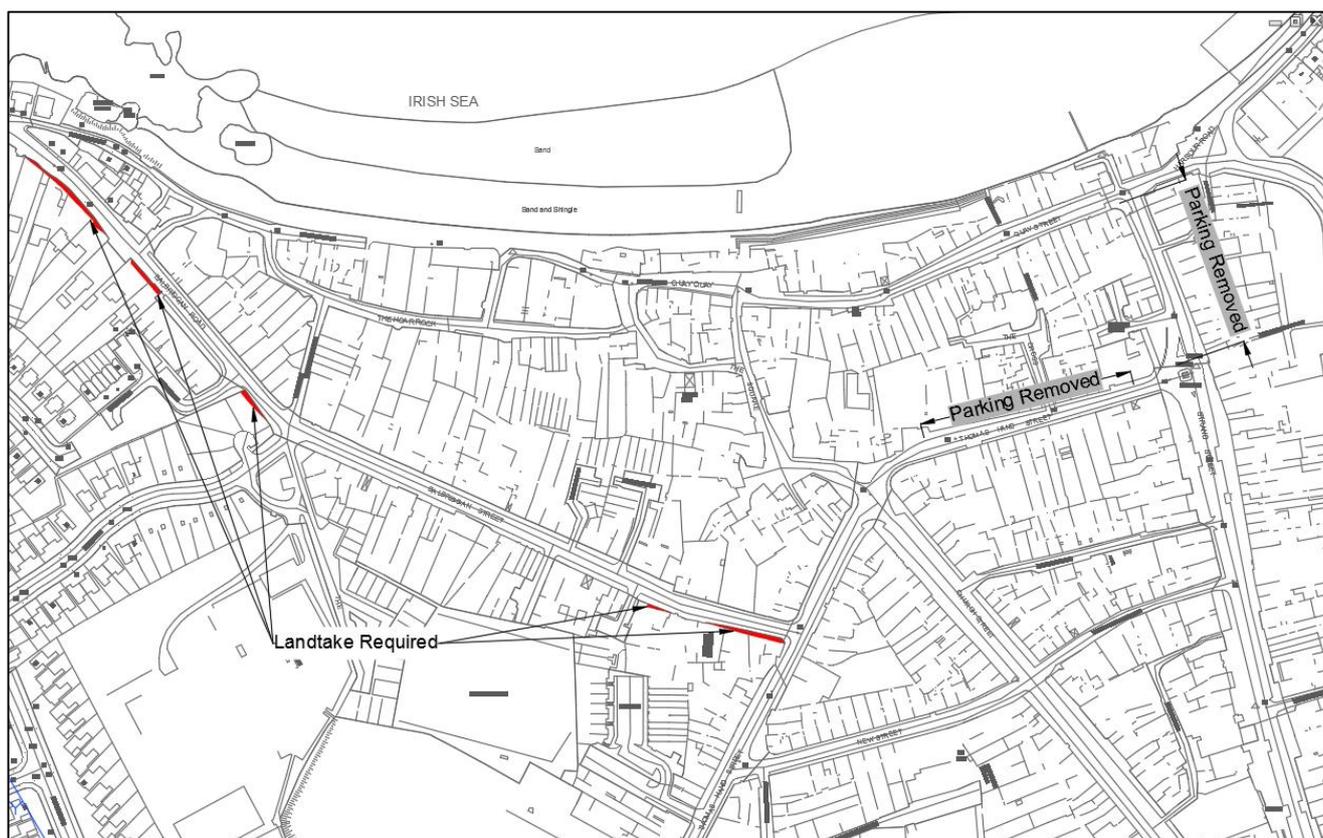
Figure 5-3 - Proposed Typical Cross Section - Thomas Hand Street



Significant reconfiguration of both signalised junctions along Thomas Hand Street at Balbriggan Street and The Square along with the existing roundabout at The Monument would also be required in order to provide some pedestrian and cyclist priority measures which would likely impact on the efficiency and sequencing for traffic at these junctions. Given the lack of available space, providing continuous cycle facilities through these junctions would likely not be possible, leading to compromised facilities for all road users.

In order to facilitate the above minimum cross sections, land acquisition of private front gardens would be required from approximately 12 properties along Balbriggan Street as identified in red in the figure below along with the removal of the majority of the existing trees. Parking as happens currently could not be facilitated along Balbriggan Street due to the reduction in carriageway widths. All existing regulated parking bays would also need to be removed on Thomas Hand Street and Strand Street as illustrated below.

Figure 5-4 - Proposed Land take and Parking Removal for Option 1



5.2. Option 2: Way Finding for Cyclists/Pedestrians Only

Figure 5-5 - Option 2: Way Finding for Cyclists/Pedestrians Only



5.2.1. Option 2 Summary

This option routes involves providing way finding signage only which would direct greenway users onto streets with appropriate speeds and levels of traffic as far as possible as outline below:

- No new physical infrastructure proposed except way finding signage
- Cyclists would route along Balbriggan Street, Thomas Hand Street and Strand Street to avoid one-way roads where necessary
- Greenway users would generally be directed onto quieter residential streets along The Hoar Rock and Quay Street

Key impacts of these changes include:

- Additional volumes of cyclists and pedestrians will utilise The Hoar Rock and Quay Street
- No changes to physical infrastructure in the area
- Cycle and pedestrian users not provided with appropriate facilities in a number of areas resulting in lack of legibility and comfort
- No changes in traffic volumes on The Hoar Rock and Quay Street including no reduction in rat-running

5.2.2. Option 2 Detailed Description

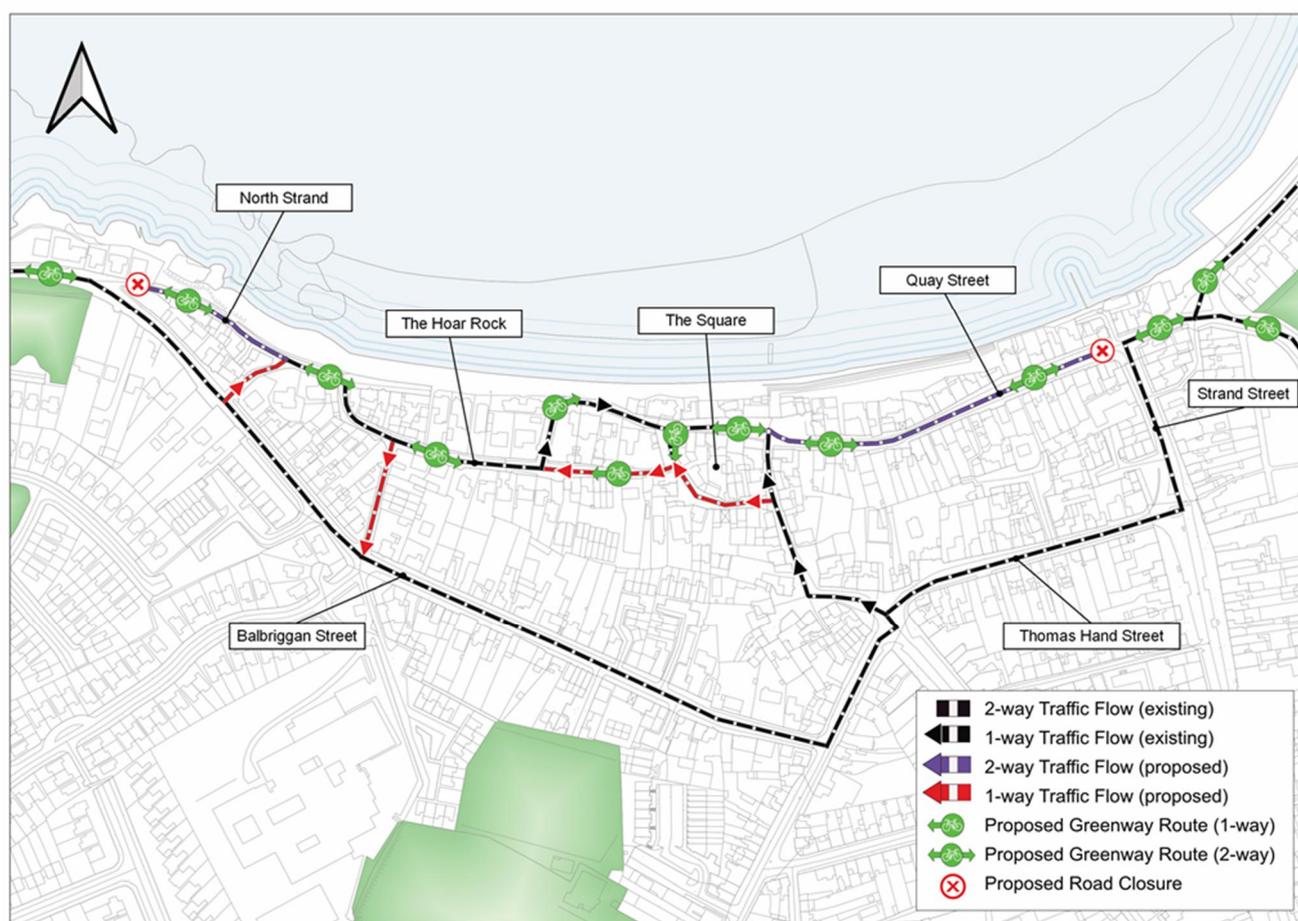
Option 2 consists of placing navigation signage at key points along the route but leaving all other existing infrastructure as it currently exists. Eastbound cyclists are guided along the Balbriggan Street and directed to The Hoar Rock via Pump Lane. The cyclists follow the one-way route around the Square and along Quay Street and out to the harbour. In the opposite direction, cyclists travel along Strand Street and are sent westward along

Thomas Hand Street. They travel back along the Square, The Hoar Rock and out along North Strand to join back with Balbriggan Street. This arrangement ensures that cyclists and pedestrians are segregated from higher volume traffic on the R127 as far as possible while also maintain the existing layout in the area.

This option does not include any dedicated facilities for pedestrians or cyclists and results in a reduction of legibility and coherence for cyclists in particular. However, as it utilises the existing layout, it would have minimal impact on existing infrastructure. Additional pedestrians and cyclists will be directed through The Hoar Rock/Quay Street area compared to the current scenario, however, no improvements to the local area would be implemented, e.g. reduction in rat-running traffic or improvements to safety in the area.

5.3. Option 3: Quay Street, The Hoar Rock and North Strand Traffic Management

Figure 5-6 - Option 3: Quay Street, The Hoar Rock and North Strand Traffic Management



5.3.1. Option 3 Summary

This option routes involves the following:

- Proposed closures for general vehicular access at the North Strand to Balbriggan Street and on Quay Street to Strand Street – access for pedestrians and cyclists will be maintained at these points
- Traffic on Quay Street and North Strand to be two-way to facilitate new cul-de-sac arrangements
- New one-way systems introduced including at The Square and changing of the existing direction of traffic on Pump Lane and the link road between North Strand and Balbriggan Street
- The greenway would route along North Strand, The Hoar Rock and Quay Street with road markings and signage proposed to form a shared street

Key impacts of these changes include:

- Additional volumes of cyclists and pedestrians will utilise The Hoar Rock and Quay Street
- Minimal changes to physical infrastructure in the area
- Parking along Quay Street and The Hoar Rock would generally be maintained and regularised where possible. A small number of spaces may be removed in order to provide passing bay space.
- Cycle and pedestrian users provided on direct, legible route with appropriate facilities as an identified shared street with associated road markings and signage
- Through traffic currently using the area as a rat-run will be removed, reducing volumes and speeds in the area. Introduction of additional one-way traffic systems will also improve safety for all users.

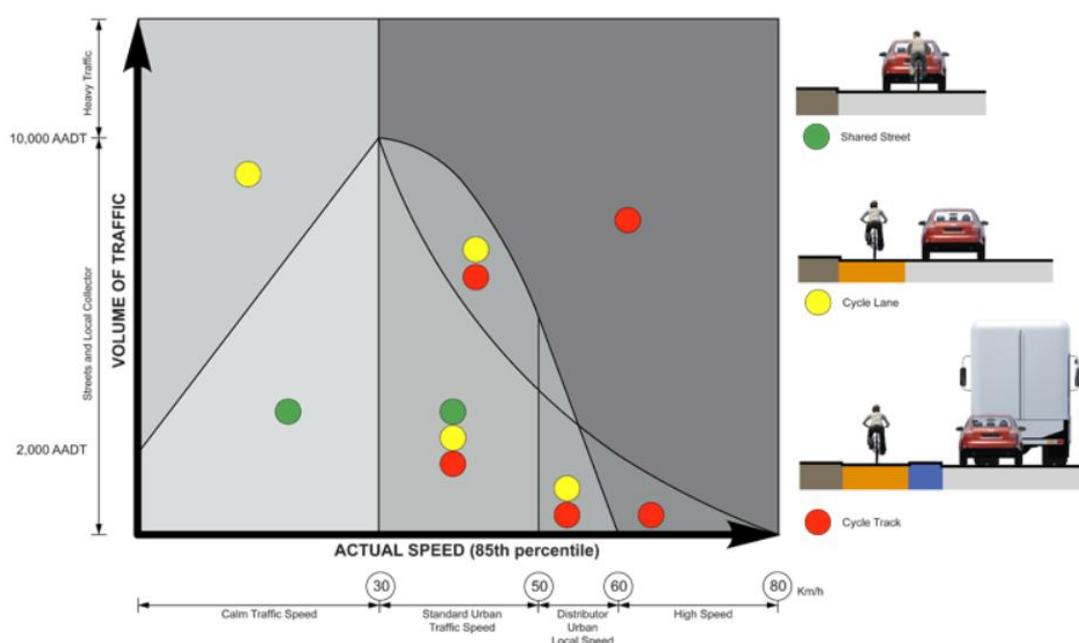
5.3.2. Option 3 Detailed Description

This option would use traffic management measures on North Strand, The Hoar Rock and Quay Street to implement a shared street arrangement for use by cyclists and pedestrians. To facilitate this, access from Balbriggan Street to North Strand would be closed along with access from Quay Street to Strand Street. These road closures would eliminate through traffic which currently uses this route as a rat-run. The reduction in traffic and limiting of access to local residents only would improve the safety of the roads in the area. Quay Street would revert to a two-way road to allow residents access while North Strand would also revert to two-way traffic flow.

Additional new one-way measures at The Square remove a number of pinch points and blind corners and would improve safety for all road users. The direction of vehicle traffic on Pump Lane and the link between North Strand and Balbriggan Street would be reversed to improve traffic flow with vehicles entering the residential area being able to use the small laneway link at North Strand or via the traffic signals at The Square. Traffic exiting the area would use Pump Lane, eliminating the existing blind entry point from that road onto The Hoar Rock. While this may have some impacts on travel times for residents exiting the area, these would be relatively minor in nature.

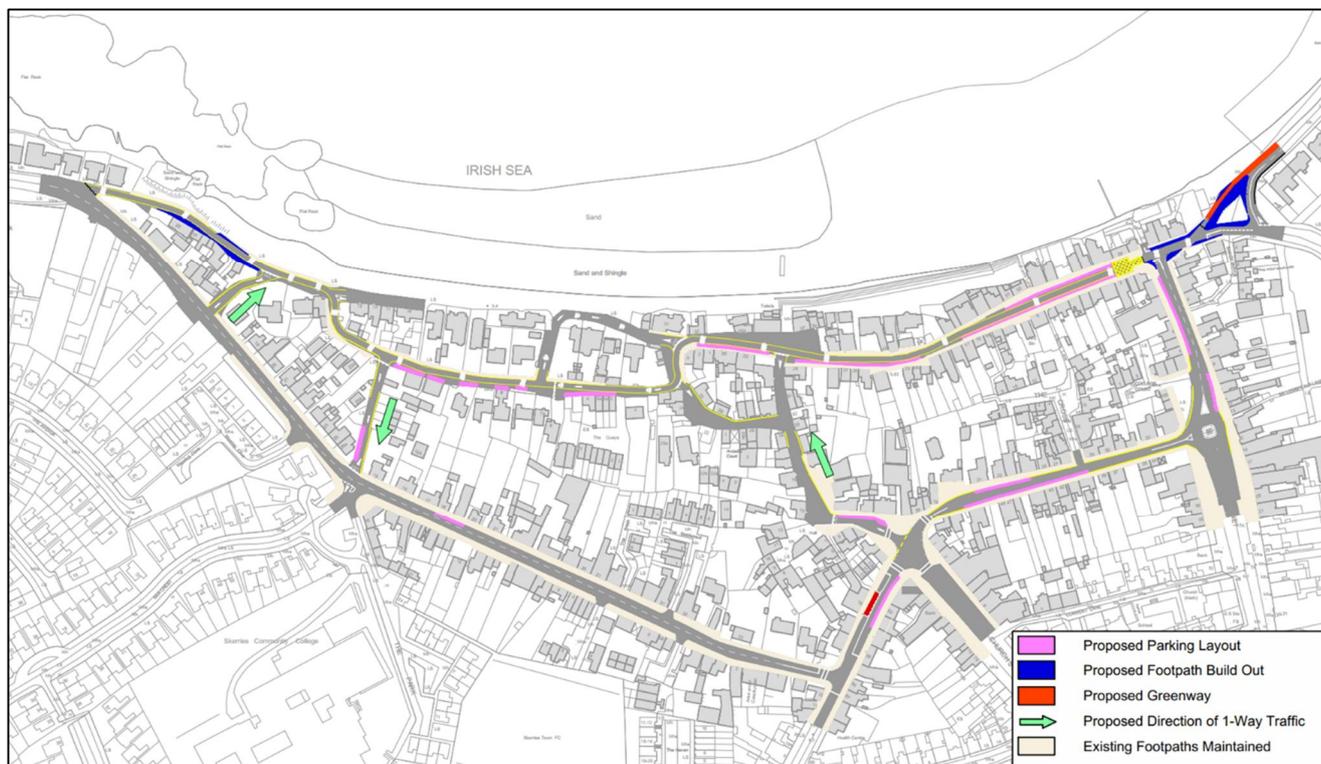
A shared street provision is suitable in a low speed, low traffic environment where cyclists and pedestrians take precedence over vehicular traffic. They are typically provided in residential and quiet town centre routes with little or no through traffic and where the car is a “guest” in the space. The National Cycle Manual includes the graph below outlining when shared spaces are appropriate for cyclists. Given the already low volume and speed in the Quay Street/The Hoar Rock area and the planned further reduction due to removal of through traffic, these streets are suitable for use as shared areas. For this option, only road markings and signage are proposed which would guide cyclists to use the carriageway. Pedestrians would tend to typically still use the available footpaths where possible but may walk on carriageway at points.

Figure 5-7 - National Cycle Manual Segregation Recommendations



A concept layout of the proposed option is included in the figures below with an overall view given first before additional discussion at a smaller scale. The layout drawing below is also included in Appendix B for reference.

Figure 5-8 - Option 3 Overall Layout



Option 3 delineates the shared space through the use of line markings only with cycle symbols placed in the carriageway. North Strand is to be closed to vehicular traffic at the junction with the Balbriggan Street through the use of bollards. It will become a 2-way shared space for residential access and the greenway. The direction of 1-way traffic will be reversed on the local access laneway and on Pump Lane to aid vehicle flow. On road parking along The Hoar Rock would remain as the existing layout as shown in pink in the figures below. Footpath facilities, shown in beige, would be improved locally where necessary, e.g. at the blind corner between North Strand/The Hoar Rock. In general, the existing streetscape would remain as is with the addition of some new signage and road markings.

Figure 5-9 - Option 3 North Strand

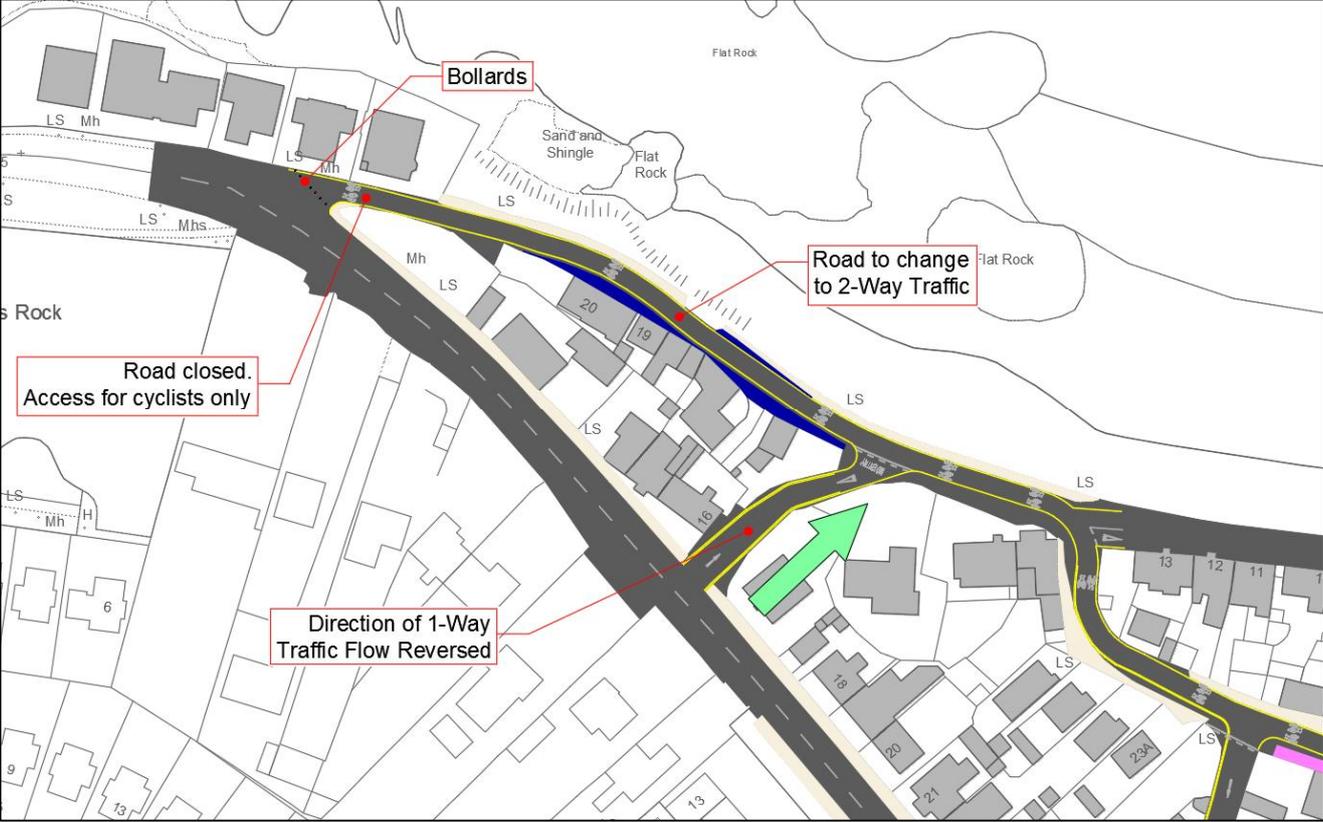


Figure 5-10 - Option 3 The Hoar Rock

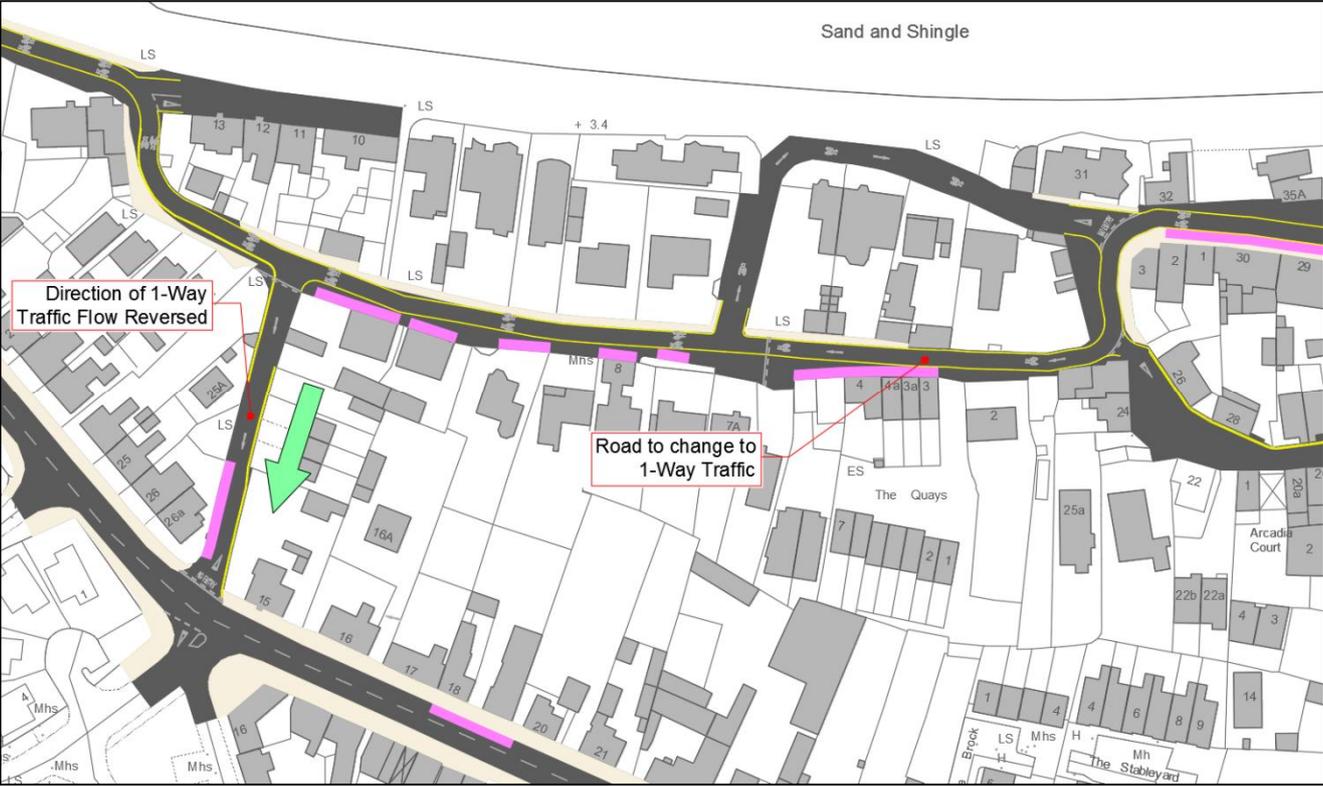


Figure 5-11 - Option 3 Quay Street

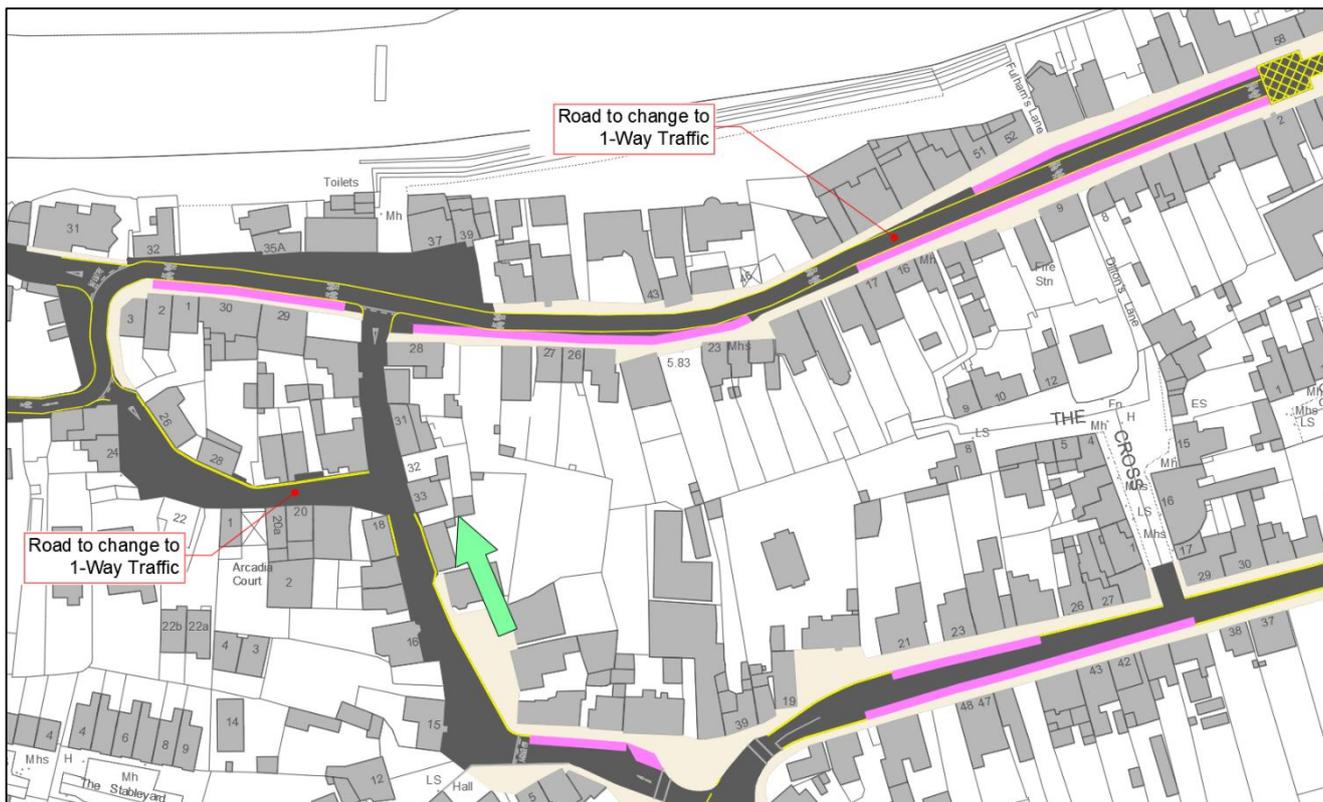
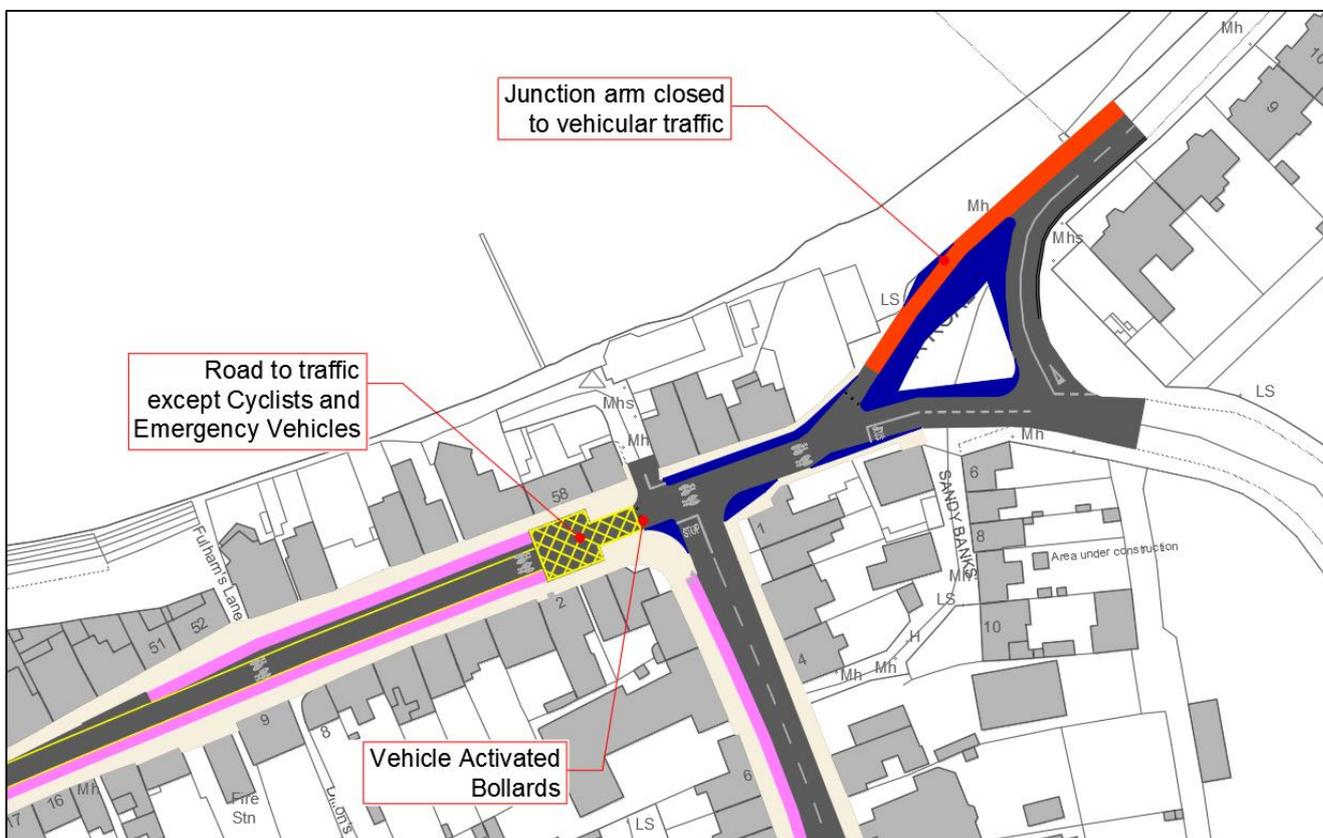


Figure 5-12 - Option 3 Harbour Road Junction



As per the figures above, Quay Street is to be closed at the junction with Strand Street through the use of bollards. These bollards will be automatic rising bollards that will lower when activated by specific vehicles such as emergency services or bin trucks. Parking will again generally be retained as per the existing layout with a number of breaks added to allow for vehicle pull in areas. These will facilitate cars to pass each other in narrow areas which, given the limitation of traffic to residential only, should happen only infrequently.

Pedestrians and cyclists will have full permeable access between Quay Street and Strand Street where they will join the proposed greenway. Priority will be given to these movements with vehicles on Strand Street and Harbour Road required to yield. The existing triangular road arrangement at the junction with Harbour Road will be removed with the northern arm dedicated to pedestrians and cyclists only as identified in red as proposed greenway in the figure above.

5.4. Option 4: Quay Street, The Hoar Rock Full Public Realm Upgrade

5.4.1. Option 4 Summary

This option routes involves the following:

- Proposed closures for general vehicular access at the North Strand to Balbriggan Street and on Quay Street to Strand Street – access for pedestrians and cyclists will be maintained at these points
- Traffic on Quay Street and North Strand to be two-way to facilitate new cul-de-sac arrangements
- New one-way systems introduced including at The Square and changing of the existing direction of traffic on Pump Lane and the link road between North Strand and Balbriggan Street
- The greenway would route along North Strand, The Hoar Rock and Quay Street with road markings and signage proposed to form a shared street
- New public realm upgrade for entire area with high quality materials and treatments for roads, footpaths and junctions as appropriate.

Key impacts of these changes include:

- Additional volumes of cyclists and pedestrians will utilise The Hoar Rock and Quay Street
- Improvements to public realm while generally maintaining existing plan layout
- Parking along Quay Street and The Hoar Rock would generally be maintained and regularised where possible. A small number of spaces may be removed in order to provide passing bay space.
- Cycle and pedestrian users provided on direct, legible route with appropriate facilities as a clearly identified shared street with associated high-quality materials, signage etc. improving user safety and comfort
- Through traffic currently using the area as a rat-run will be removed, reducing volumes and speeds in the area. Introduction of additional one-way traffic systems will also improve safety for all users.

5.4.2. Option 4 Detailed Description

This option is the same as Option 3 with the same proposed traffic management and road closure measures included but will also include a full public realm upgrade in the area including new paving surfaces, upgraded footpaths and raised tables at junctions. This will result in a significantly upgraded urban realm while also improving safety for all road users. The addition of higher quality paving surfaces will be used to identify the area as a shared space and to encourage all road users to utilise the full carriageway. This method will be used across all of the Fingal Coastal Way to identify areas as shared surfaces. This gives greater comfort to pedestrians and cyclists while giving ample visual indications to vehicles that they should expect vulnerable road users in the area.

The proposed layout is shown in the figures below and shows the proposed upgraded surfaces in orange, parking bays in pink and raised tables in brown. As in Option 3, the existing parking layout will generally be maintained with some additional breaks included to allow for vehicle pull in areas. The existing streetscape would retain its current layout generally in this option, i.e. existing kerb lines, footpaths and carriageway would all remain in their current positions but would be upgraded with new materials where appropriate. In particular areas, such as the Architectural Conservation Area, features such as limestone kerbs would remain in situ as per the existing layout.

The layout drawing below is also included in Appendix B for reference.

Figure 5-13 - Option 4 Overall Layout

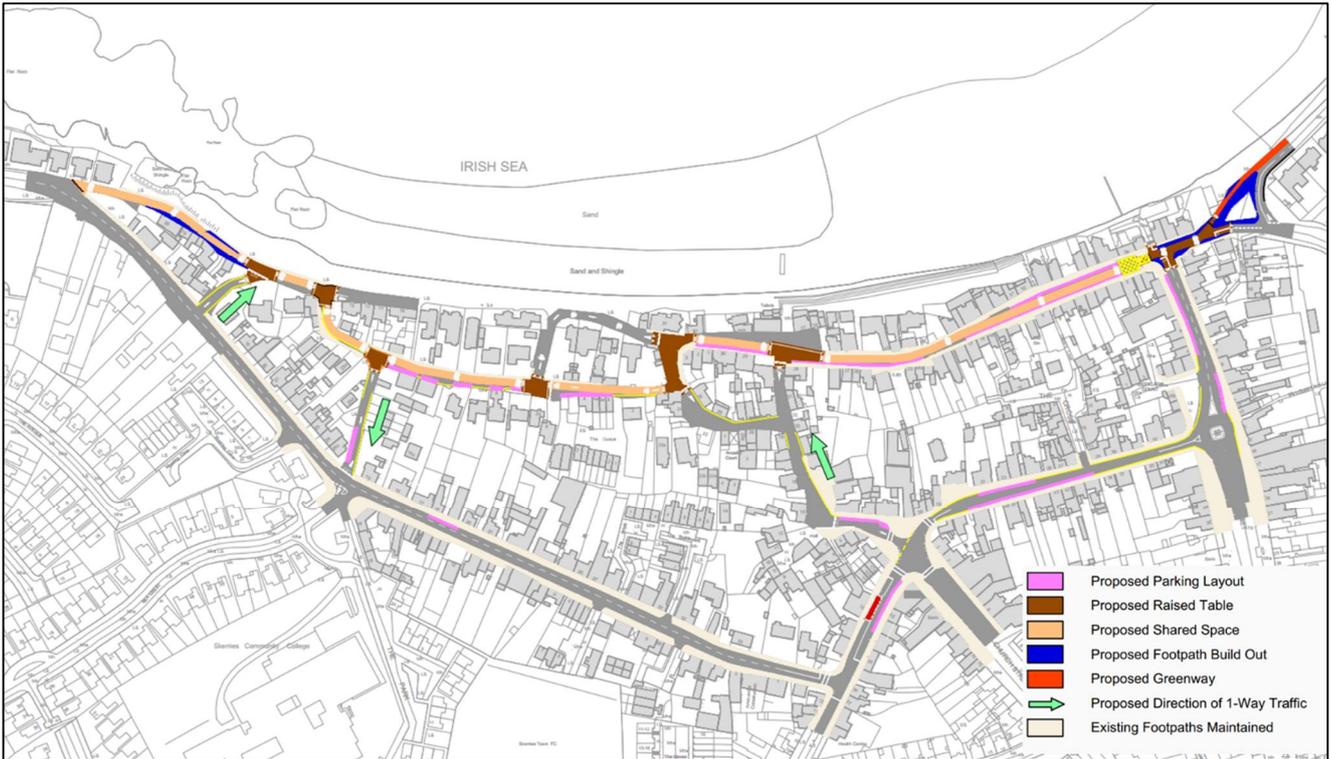


Figure 5-14 - Option 4 North Strand

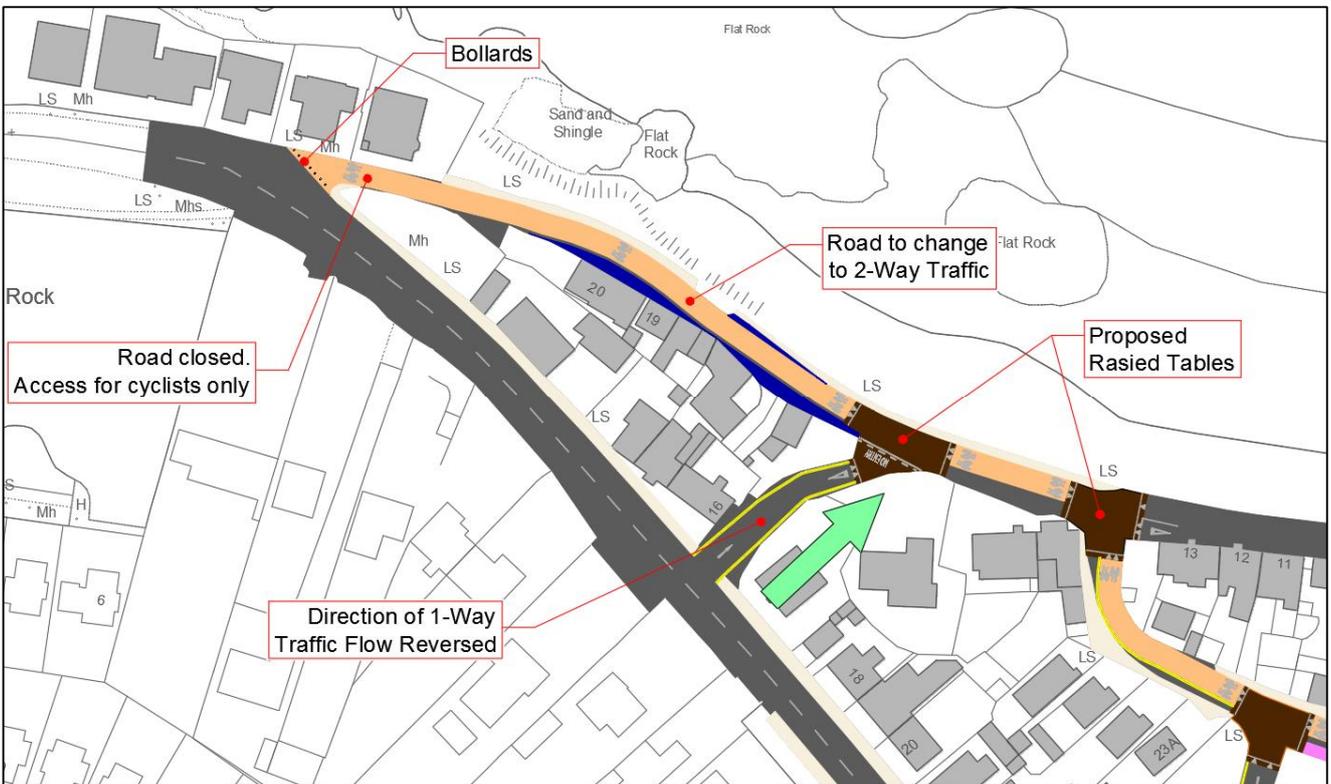


Figure 5-15 - Option 4 The Hoar Rock

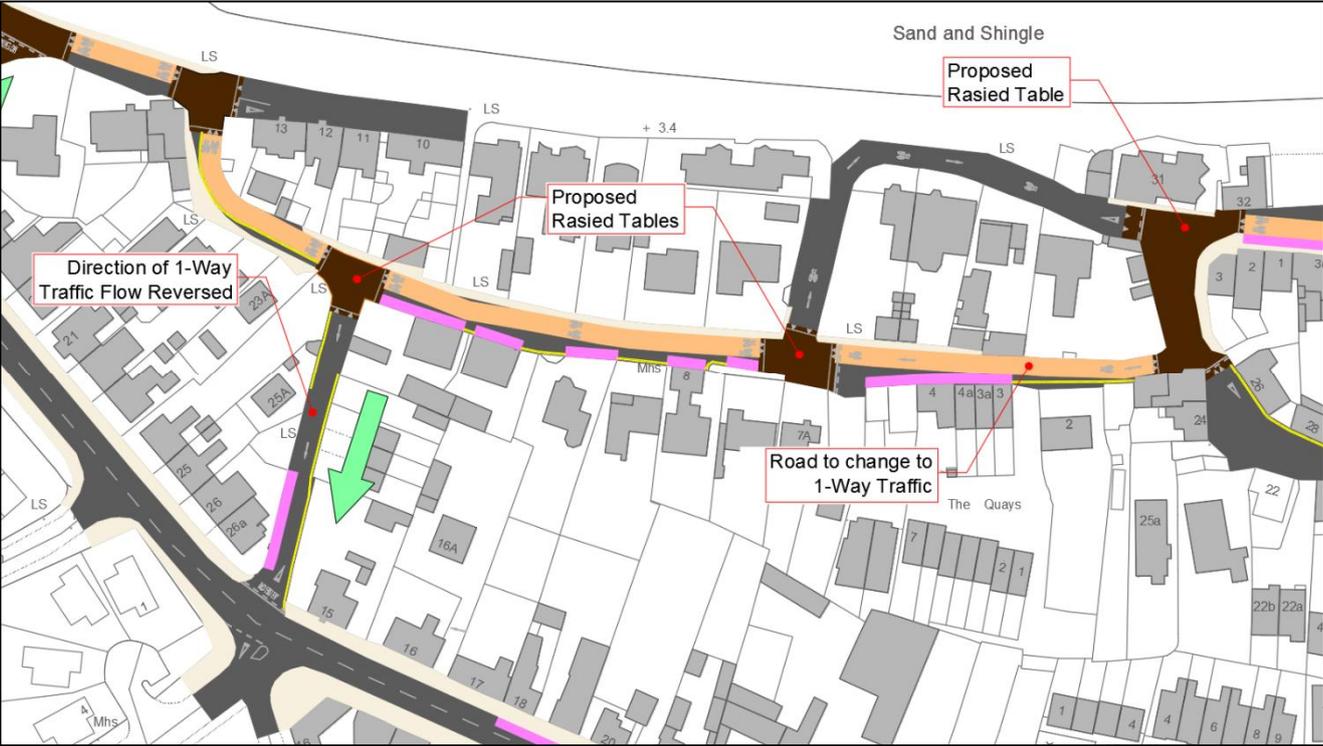


Figure 5-16 - Option 4 Quay Street

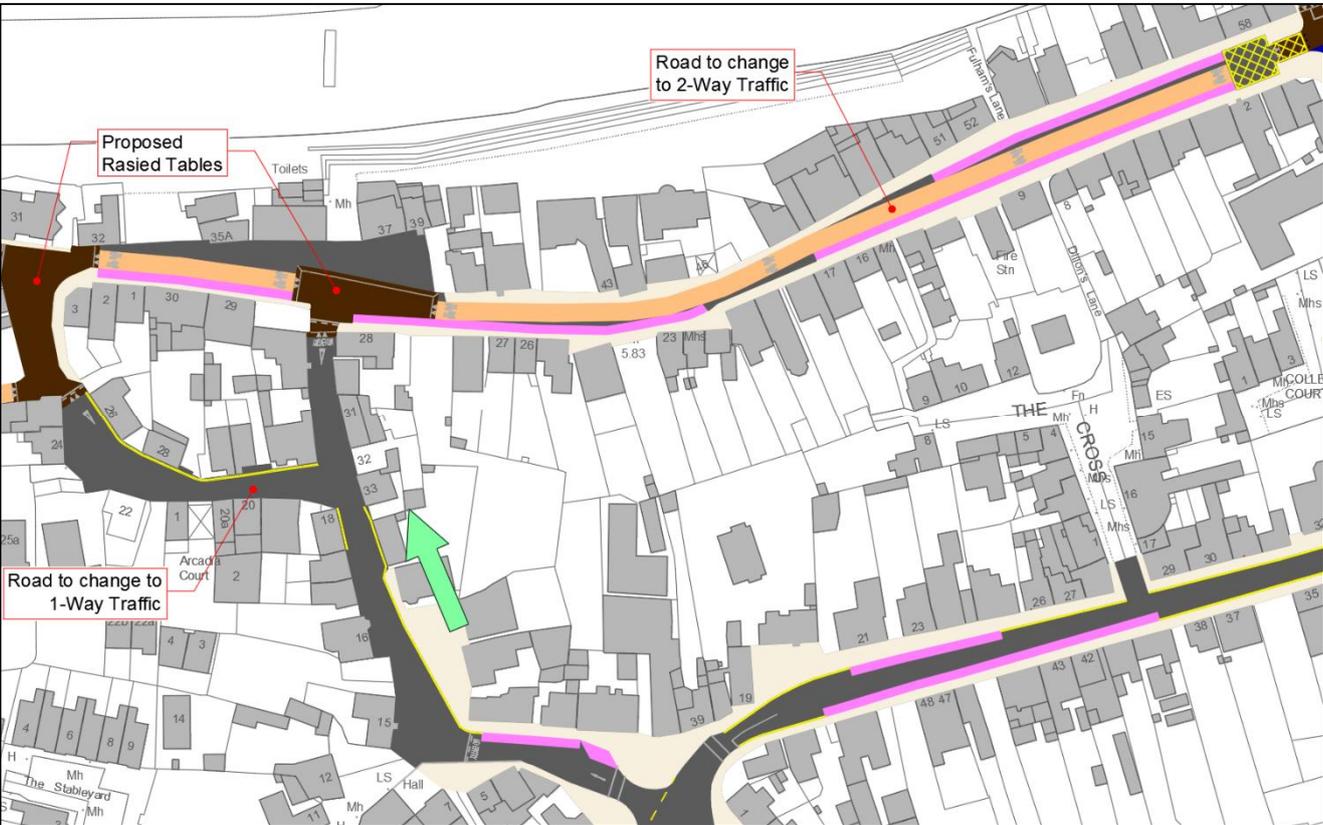
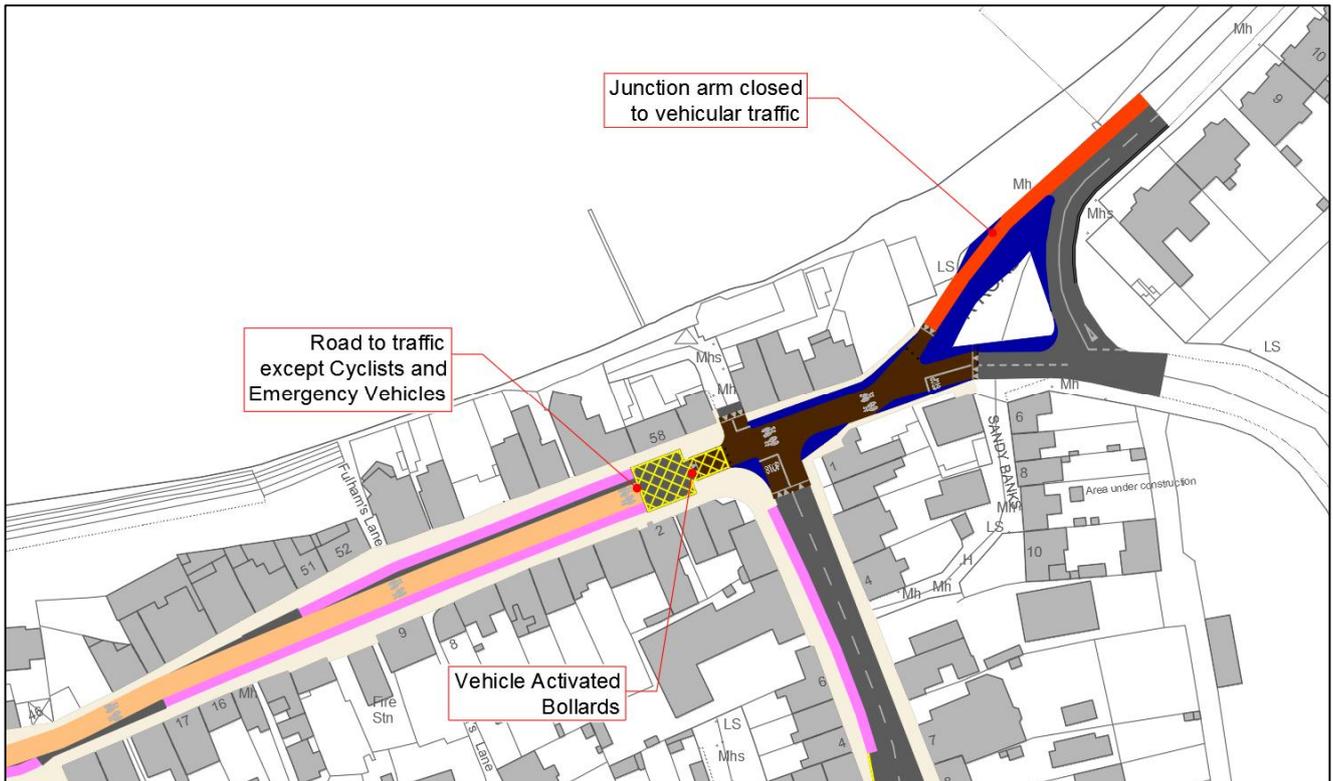


Figure 5-17 - Option 4 Harbour Road Junction



Similarly, to Option 3, priority will be given to pedestrians and cyclists at the Harbour Road/Quay Street/Strand Street junction but with a raised table provided to further enhance safety.

6. Options Appraisal & Options Selection

6.1. Multi Criteria Analysis (MCA)

The MCA process has been developed with reference to the National Cycle Manual (NCM), the Common Appraisal Framework for Transport Projects and Programmes (CAF) and Unit 7.0 'Multi Criteria Analysis' of TII's Project Appraisal Guidelines. The following steps have been developed to assist in the MCA process. The four options outlined were assessed and compared using the methodology set out below.

6.1.1. Defined Criteria

With reference to design principles set out within the NCM and impacts that are relevant to the adjacent community and to the delivery of the proposed scheme the following criteria have been identified.

Design Context

The assessment criteria relating to design refers to the five key design principles for cycle friendly infrastructure. These include the following:

- Safety
- Directness
- Coherence
- Integration
- Comfort

Community Context

The interests of the community are also considered within the assessment criteria. These include the following:

- Local business impact
- Local resident impact
- Operational impacts

Delivery Context

The consideration of risks in terms of construction costs and programme are also assessed. These include the following:

- Budget risks
- Programme risks

6.1.2. Scoring Methodology

Each of the five options are assessed against the above identified criteria in a performance matrix which indicates how each option performs against each criterion.

Each criterion is scored on a five-point ordinal colour coded scale as presented in Table 6-1 below. This scale rates how well each alternative satisfies a particular criterion.

Table 6-1 - Scoring Scale

Colour Coding	Rank Description
+++	Positive
+	Slightly Positive
0	Neutral
-	Slightly Negative
---	Negative

6.1.3. Assessment Criteria

The full definition of the MCA criteria including sub criteria is provided in Table 6-2 following. These sub-criteria were developed to assess specific issues relating to the provision of the greenway and the impact of this on the local area.

Table 6-2 - MCA Assessment Criteria

Context	Main Criteria	Sub Criteria
Design Context	Safety	<ul style="list-style-type: none"> Impact on traffic volumes and speeds Conflicts along links Conflicts at junctions
	Directness	<ul style="list-style-type: none"> Alignment with desire lines Pedestrian/cyclist delays including at junctions
	Coherence	<ul style="list-style-type: none"> Route continuity and consistency Route legibility
	Integration	<ul style="list-style-type: none"> Impact on urban realm Impact on local heritage and landscape values Integration with policy and local plans
	Comfort	<ul style="list-style-type: none"> Attractiveness for pedestrian/cyclist use Provision of adequate width Suitability for all users
Community Context	Local Business Impact	<ul style="list-style-type: none"> Business access and footfall Loading and parking
	Local Resident Impact	<ul style="list-style-type: none"> Property access Impact of land / property acquisition Impact on quality of life Impact on parking Traffic management impacts on journey time
	Operational Impacts	<ul style="list-style-type: none"> Impact on wider Skerries Town Centre
Delivery Context	Budget Risks	<ul style="list-style-type: none"> Costs (construction/land take)
	Programme Risks	<ul style="list-style-type: none"> Risks to delivery timeframe

6.1.4. Multi-Criteria Analysis Results

The table below summarised the results of the MCA carried out using the assessment criteria and scoring methodology set out above. The full detailed assessment with comments is included in Appendix A.

The options include:

- Option 1: Balbriggan Street (R127) and Thomas Hand Street (R128)
- Option 2: Way Finding for Cyclists/Pedestrians Only
- Option 3: Quay Street, The Hoar Rock and North Strand Traffic Management
- Option 4: Quay Street, The Hoar Rock Full Public Realm Upgrade

Table 6-3 - Multi-Criteria Analysis Summary

Main Criteria	Sub-Criteria	Option			
		Option 1	Option 2	Option 3	Option 4
Safety	Impact on traffic volumes and speeds	Red	Orange	Green	Green
	Conflicts along links	Green	Red	Yellow	Green
	Conflicts at junctions	Red	Red	Green	Green
Directness	Alignment with desire lines	Green	Green	Green	Green
	Pedestrian/Cyclist delays including at junctions	Orange	Orange	Green	Green
Coherence	Route continuity and consistency	Green	Red	Green	Green
	Route legibility	Green	Red	Green	Green
Integration	Impact on Urban realm	Green	Yellow	Yellow	Green
	Impact on local heritage and landscape values	Red	Yellow	Yellow	Yellow
	Integration with policy and local plans	Green	Yellow	Green	Green
Comfort	Attractiveness for pedestrian/cyclist use	Red	Orange	Green	Green
	Provision of adequate width;	Green	Red	Green	Green
	Suitability for all users.	Green	Orange	Green	Green
Local Business Impact	Business access and footfall	Green	Green	Yellow	Yellow
	Loading and parking	Red	Yellow	Yellow	Yellow
Local Resident Impact	Property access	Yellow	Yellow	Yellow	Yellow
	Impact of land / property acquisition	Red	Yellow	Yellow	Yellow
	Impact on quality of life	Orange	Orange	Orange	Orange
	Impact on parking	Red	Yellow	Yellow	Yellow
	Traffic management impacts on journey time	Orange	Yellow	Orange	Orange
Operational Impacts	Impact on wider Skerries Town Centre	Red	Yellow	Orange	Orange
Budget Risks	Costs (construction/land take)	Red	Yellow	Yellow	Orange
Programme Risks	Risks to delivery timeframe	Red	Orange	Orange	Orange
Ranking		3rd	4th	2nd	1st

The results indicate that the preferred option is Option 4 as this provides the largest benefits in terms of providing for greenway routing in this area. It has direct benefits for The Hoar Rock and Quay Street area through the improvement of the urban realm including safety improvements and removal of through traffic from the area. This route is the most direct and attractive route for leisure and tourist cyclists and pedestrians linking directly to the harbour area while allowing for access to the town centre itself. Option 4 also requires less land take and direct impacts to properties and businesses and has minimal impact on the existing layout of the local roads including parking.

7. Conclusion

7.1. Objectives

The Fingal Coastal Way is envisaged to be a flagship tourism scheme for the county and will serve both destination and local leisure trips along with commuter trips between towns which provides a safe, accessible and attractive route for pedestrian and cyclists. It is supported by a multitude of policies and objectives, both locally and nationally, including the Sustainable Mobility Plan, Climate Action Plan, NIFTI, DMURS, the National Cycle Manual and the Fingal Development Plan.

7.2. Public Consultation

Two public consultations have been held to date including an Opportunities and Constraints Consultation in 2019 and a Stage 1 Route Options Assessment Consultation in 2021. Arising from the latter consultation, a number of issues were raised by local residents in the Quay Street and The Hoar Rock area of Skerries relating to the routing of options on these streets.

7.3. Option Development

This report examined a number of alternative routes proposed by the local residents and further developed more detailed options for the routing of the Fingal Coastal Way in this area including concept layouts. Four options were considered including:

- Option 1: Routing on Balbriggan Street and Thomas Hand Street
- Option 2: Wayfinding signage only
- Option 3: Traffic management, signage and lining for routing on Quay Street and The Hoar Rock
- Option 4: Full public realm upgrade and traffic management for routing on Quay Street and The Hoar Rock

7.4. Assessment and Recommendation

A detailed Multi-Criteria Analysis (MCA) was carried out on the four options above on the basis of criteria developed from the National Cycle Manual and Common Appraisal Framework. The options were assessed and ranked under these various criteria to determine the preferred option.

The results indicate that the preferred option is Option 4 as this provides the largest benefits in terms of providing for greenway routing in this area. It has direct benefits for The Hoar Rock and Quay Street area through the improvement of the urban realm including safety improvements and removal of through traffic from the area. This route is the most direct and attractive route for leisure and tourist cyclists and pedestrians linking directly to the harbour area while allowing for access to the town centre itself. Option 4 also requires less land take and direct impacts to properties and businesses and has minimal impact on the existing layout of the local roads including parking.

Appendices



Appendix A. Detailed Multi Criteria Analysis

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
Design	Safety	Impact on traffic volumes and speeds	Traffic volumes on The Hoar Rock and Quay Street will increase due to introduction of 1-way system on Thomas Hand Street. No measures included to reduce traffic speeds in residential areas.	Traffic volumes likely to remain at current levels on The Hoar Rock and Quay Street as no interventions present. No measures included to reduce traffic speeds in residential areas.	Traffic volumes on The Hoar Rock and Quay Street will be significantly reduced by removal of through traffic and will be generally used by residents primarily. No measures to reduce traffic speeds in residential areas. Traffic on more appropriate routes such as R127 and R128 will increase.	Traffic volumes on The Hoar Rock and Quay Street will be significantly reduced by removal of through traffic and will be generally used by residents primarily. Measures to reduce speeds such as introduction of raised tables and materials to encourage shared space included. Traffic on more appropriate routes such as R127 and R128 will increase.
		Conflicts along links	Conflicts along links will be reduced by introduction of segregated cycle track removing cyclists from carriageway and removal of pedestrian conflict on Balbriggan Street and Thomas Hand Street. No measures to improve conflicts or pinch points around The Hoar Rock, The Square or Quay Street.	Conflicts along links possible for pedestrians along The Hoar Rock and Quay Street where they must use existing carriageway, e.g. at blind bends and pinch points. Eastbound cyclists would experience similar conflicts while westbound cyclists would be on road throughout.	Conflicts along links possible for pedestrians and cyclists along The Hoar Rock and Quay Street where they must use existing carriageway, however this is partly mitigated by possible improvements to footpaths, removal of through traffic and introduction of new one-way systems to reduce impact of pinch points and blind corners.	Conflicts along links possible for pedestrians and cyclists along The Hoar Rock and Quay Street where they must use existing carriageway, however this is mostly mitigated by dedicated upgrade of materials and clear designation as a shared space along with improvements to footpaths, removal of through traffic and introduction of new one-way systems to reduce impact of pinch points and blind corners.

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
		Conflicts at junctions	Route travels through two signalised junctions and roundabout at The Monument. Given lack of space, it would be difficult to provide dedicated cycle facilities through these junctions likely leading to cyclists rejoining traffic lanes and encountering conflicts with vehicles.	Eastbound cyclists and pedestrians will encounter conflicts at a number of junctions within The Hoar Rock/Quay Street area, many of which have poor visibility and limited width. Westbound cyclists will be required to navigate through The Monument junction and two signalised junctions on road including a right turn movement.	Pedestrians and cyclists in The Hoar Rock/Quay Street area will encounter conflicts at a number of junctions many of which have poor visibility or width. However, this is mitigated by the improvement of existing footpaths, removal of large traffic volumes and introduction of new one-way systems to remove many of these blind corners and junctions.	Pedestrians and cyclists in The Hoar Rock/Quay Street area will encounter conflicts at a number of junctions many of which have poor visibility or width. However, this is mitigated by the improvement of existing footpaths, designation by use of materials as a shared space to control driver behaviour, removal of large traffic volumes and introduction of new one-way systems to remove many of these blind corners and junctions.
	Directness	Alignment with desire lines	Route provides reasonably direct option for pedestrians and cyclists travelling from the R127 to the harbour area of Skerries. However, some cyclists and pedestrians are likely to still divert via The Hoar Rock and Quay Street as it is more direct.	Route provides reasonably direct option for pedestrians and cyclists travelling from the R127 to the harbour area of Skerries in a westbound direction via the R128 and R127. Eastbound, users will generally utilise the most direct route via The Hoar Rock and Quay Street.	Route provides most direct option for pedestrians and cyclists travelling from the R127 to the harbour area of Skerries where the greenway will route.	Route provides most direct option for pedestrians and cyclists travelling from the R127 to the harbour area of Skerries where the greenway will route.

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
		Pedestrian/Cyclist delays including at junctions	Delays for cyclists in particular will be experienced at the two signalised junctions and at The Monument junction. Similarly, pedestrians will experience delays at signalised junctions at crossing points.	Delays for westbound cyclists in particular will be experienced at the two signalised junctions and at The Monument junction. Eastbound users will experience minimal delays through The Hoar Rock and Quay Street except at priority junctions and where conflicts with vehicles occur.	Pedestrians and cyclists will experience minimal delays through The Hoar Rock and Quay Street areas as they will generally have priority at junctions due to the implementation of the 1-way system. Similarly, at the Quay Street/Strand Street junction, priority will be given to greenway traffic.	Pedestrians and cyclists will experience minimal delays through The Hoar Rock and Quay Street areas as they will generally have priority at junctions due to the implementation of the 1-way system. Similarly, at the Quay Street/Strand Street junction, priority will be given to greenway traffic.
	Coherence	Route continuity and consistency	Route is continuous throughout except at junctions for cyclists. Consistent cycle and pedestrian provision is generally provided.	Route is divided with eastbound and westbound cyclists utilising different routes reducing continuity. Routes in different directions are not consistent with one running through a low traffic residential environment and the other on busy regional roads.	Route is continuous and consistent through The Hoar Rock and Quay Street area.	Route is continuous and consistent through The Hoar Rock and Quay Street area.

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
Integration	Route legibility		Route is very legible with dedicated pedestrian/cyclist facilities clearly guiding users in correct direction. Minimal changes in direction required.	Route legibility is severely impacted by need to separate westbound and eastbound cyclists. Eastbound users would need to navigate through The Hoar Rock and Quay Street with only signage and multiple possible routes as per existing layout while westbound cyclists must navigate on road including turning right from R128 to R127 and right again from R127 onto Pump Lane. Lack of dedicated facilities or road markings reduce legibility further.	Route legibility is provided through signage and road markings which indicate clearly where cyclists and by extension pedestrians should go within The Hoar Rock/Quay Street area. The implementation of new one-way systems further improves legibility by defining only one way through the area.	Route legibility is clearly provided through signage and materials designating a shared space which indicates clearly where cyclists and by extension pedestrians should go within The Hoar Rock/Quay Street area. The use of dedicated materials in line with the rest of similar shared areas on the Fingal Coastal Way further improves legibility across the whole scheme. The implementation of new one-way systems further improves legibility by defining only one way through the area.
		Impact on Urban realm	Route could have positive impact on urban realm on Balbriggan Street /Thomas Hand Street through use of high-quality materials in paving etc. for footpaths. However, footpath widths are reduced to absolute minimum in places which reduces functionality in areas with shop fronts etc.	Route would have no impact on urban realm as it utilises existing roadways etc.	Route would have no impact on urban realm as it utilises existing roadways etc.	Route would improve urban realm around The Hoar Rock/Quay Street area by introduction of high-quality materials on carriageway and footpaths.
	Impact on local heritage and landscape values.	Existing trees along Balbriggan Street would have to be removed. Kerb lines would need to be relocated throughout which may impact on ACA.	Route would have no impact as it utilises existing roadways etc.	Route would have no impact as it utilises existing roadways etc.	Existing kerb lines etc. would be retained so no impact on local heritage and ACA would be envisaged. New materials would be selected and agreed to enhance existing character where possible.	

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
		Integration with policy and local plans	Scheme integrates very well with all sustainable transport plans nationally. Locally this route would deliver section of the proposed primary/secondary and feeder cycle routes outlined in the Cycle Network Plan. Would fall under improve in NIFTI hierarchy as new facilities required.	Scheme integrates well with all sustainable transport plans nationally, however as only signage is proposed this would not deliver any of the identified cycle routes in the Cycle Network Plan. Would fall under maintain in NIFTI hierarchy as no new facilities required.	Scheme integrates very well with all sustainable transport plans nationally. Provision of shared cycle route on road would deliver section of FG1/N5 greenway in Cycle Network Plan but not any feeder/primary/secondary routes. Would fall under optimise in NIFTI hierarchy as minor works required.	Scheme integrates very well with all sustainable transport plans nationally. Provision of dedicated shared space would deliver section of FG1/N5 greenway in Cycle Network Plan but not any feeder/primary/secondary routes. Would fall under improve in NIFTI hierarchy as new facilities required.
	Comfort	Attractiveness for pedestrian/cyclist use	Route is directly adjacent to busy regional roads throughout and passes through a number of signalised junctions. This combination is unlikely to be attractive to greenway users and may lead to them utilising Quay Street/The Hoar Rock as an alternative.	Westbound cyclists are directly adjacent to busy regional roads throughout and pass through a number of signalised junctions making it unattractive to users. Eastbound users are routed via quite residential areas which are more attractive. However, the lack of dedicated road markings or facilities reduce this somewhat along with the volume of through traffic.	Users are routed through quiet residential areas with residential traffic only. Road markings clearly identifying route is for use by cyclists improve comfort while upgraded footpaths at particular points make it attractive to pedestrians. Need for pedestrians to walk on carriageway not fully indicated as shared in places reduces attractiveness somewhat.	Users are routed through quiet residential areas with residential traffic only. Surfacing and materials clearly identifying route is for use by all users improve comfort while upgraded footpaths at particular points make it attractive to pedestrians who are not comfortable in shared spaces. Use of fully shared space improves comfort for pedestrians at locations where there are no dedicated footpaths.

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
		Provision of adequate width	Adequate width is provided for cyclists on a two-way cycle track and footpath also provide at least minimum width.	No dedicated facilities for westbound cyclists means they have to share the road. Eastbound users can utilise the full carriageway width for cyclists and existing footpaths which are narrow in places and missing in some locations. The presence of through traffic limits the ability of pedestrians to utilise the full carriageway width.	Cyclists will share the existing road throughout Quay Street/The Hoar Rock while pedestrians will generally use the existing or upgraded footpaths where available. The removal of through traffic allows pedestrians more ability to utilise the full carriageway width.	All users will have the full road width to utilise by providing a clearly defined shared space. This is facilitated by the removal of through traffic and introduction of traffic calming. Existing footpaths will also be maintained to allow pedestrians to also have a dedicated segregated space where available.
		Suitability for all users	Dedicated facilities for all users ensure suitability for all.	Lack of dedicated facilities or road markings etc. may reduce suitability for unconfident cyclists/children etc. For pedestrians, use of existing footpaths or localised areas on carriageway within Quay Street/The Hoar Rock with no reduction in traffic volumes or clear definition of road type could make it unsuitable for some users.	Provision of clearly defined cycle markings and reduction in traffic volumes through Quay Street/The Hoar Rock area improves suitability for all cycle users. Use of existing narrow footpaths and carriageway in localised areas may reduce suitability for some users although this is somewhat mitigated by reduction in traffic.	Provision of clearly defined shared space and reduction in traffic volumes through Quay Street/The Hoar Rock area improves suitability for all users.

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
Community Context	Local Business Impact	Business access and footfall	Proposed facilities are unlikely to have a major impact on business accesses. However, this routing would bring users directly passed a number of businesses potentially increasing footfall. However, this is offset by the reduction in footpath widths in a number of areas outside of businesses which could have the opposite impact.	Route would have no major impact on businesses except for increasing the number of cyclists on Thomas Hand Street and Balbriggan Street in a westbound direction. This could increase footfall somewhat.	Route generally avoids businesses and is unlikely to have any major impact. While it does not route directly along commercial streets, access to these is still possible.	Route generally avoids businesses and is unlikely to have any major impact. While it does not route directly along commercial streets, access to these is still possible.
		Loading and parking	Removal of parking bays required throughout which may have negative effect on businesses including on loading ability	No parking removal required so not impact on businesses.	No parking removal required so no impact on businesses.	No parking removal required so no impact on businesses.
	Local Resident Impact	Property access	Residential property accesses will be maintained throughout route. No major impacts are likely with residents only needing to cross proposed facilities to access their properties.	No infrastructure proposed so residential property accesses will be maintained as is throughout route. Additional pedestrians and cyclist in the area may impact on access to front doors of pedestrians, however, this is minor in nature.	Residential property accesses will be maintained throughout route. No major impacts are likely with residents accessing onto the carriageway as they currently do. Additional pedestrians and cyclist in the area may impact on access to front doors of pedestrians, however, this is minor in nature.	Residential property accesses will be maintained throughout route. No major impacts are likely with residents accessing onto the carriageway as they currently do. Additional pedestrians and cyclist in the area may impact on access to front doors of pedestrians, however, this is minor in nature and further mitigated by the ability of all users to utilise the full road width.

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
		Impact of land / property acquisition	Route requires land take from approximately 12 properties (approximately up to 3m required). This impact would be significant in a number of locations where land may be required all the way up to existing building lines (e.g. at R127/R128 junction)	No land take required	No land take required	No land take required
		Impact on quality of life	Routing of additional pedestrians and cyclists along busy regional roads unlikely to have major impacts on quality of life for existing residents. However, given the likelihood that a large volume of cyclists and pedestrians will still choose to route via Quay Street and The Hoar Rock due to the unattractive nature of the routes along Balbriggan Street and Thomas Hand Street for leisure/tourism purposes it is likely that there will still be some impacts to residents within the Quay Street/The Hoar Rock area.	Routing of additional cyclists and pedestrians through Quay Street and The Hoar Rock may impact on resident's quality of life due to increased volumes of people in a quiet residential area.	Routing of additional cyclists and pedestrians through Quay Street and The Hoar Rock may impact on resident's quality of life due to increased volumes of people in a quiet residential area. However, the reduction of traffic volumes and improvements to safety in the area would improve quality of life for residents.	Routing of additional cyclists and pedestrians through Quay Street and The Hoar Rock may impact on resident's quality of life due to increased volumes of people in a quiet residential area. However, the reduction of traffic volumes and improvements to safety in the area would improve quality of life for residents.

Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
		Impact on parking	Significant impact on parking with removal of regulated parking bays on Thomas Hand Street and of informal parking along Balbriggan Street.	No impact on parking as existing infrastructure layout is maintained.	Minor impacts on parking with only a small number of spaces removed on Quay Street to facilitate turning bays and pull in areas for vehicles. The majority of existing parking will be maintained as is with opportunities to formalise and control parking for residents' benefit.	Minor impacts on parking with only a small number of spaces removed on Quay Street to facilitate turning bays and pull in areas for vehicles. The majority of existing parking will be maintained as is with opportunities to formalise and control parking for residents' benefit.
		Traffic management impacts on journey time	Some impacts on journey times for all traffic due to implementation of 1-way system on Thomas Hand Street and additional traffic routed through Quay Street.	Minimal impact on journey times as current traffic flow arrangement is maintained.	Some impacts on journey times for residents due to removal of through route on Quay Street and additional traffic routed through signalised junctions.	Some impacts on journey times for residents due to removal of through route on Quay Street and additional traffic routed through signalised junctions.
	Operational Impacts	Impact on wider Skerries Town Centre	Implementation of new 1-way system likely to have large impact on wider Skerries Town Centre with rerouting of traffic likely to occur across the whole town. Additional delays likely to occur at various junctions which may add to congestion etc.	No impact on wider town as existing infrastructure layout maintained throughout.	Some impacts on wider town function as through route at Quay Street closed and additional traffic routed through signalised junctions on R127 and R128, however, widespread rerouting of traffic etc. is unlikely	Some impacts on wider town function as through route at Quay Street closed and additional traffic routed through signalised junctions on R127 and R128, however, widespread rerouting of traffic etc. is unlikely
Delivery Context	Budget Risks	Costs (construction/ land take)	Significant capital cost required to relocate kerb lines, new cycle tracks, footpaths, junctions upgrades as well as significant land take costs required.	Minimal costs required as signage only.	Minor cost impact as primarily signage and road markings required.	Higher capital costs required for full public realm upgrade including high quality materials.

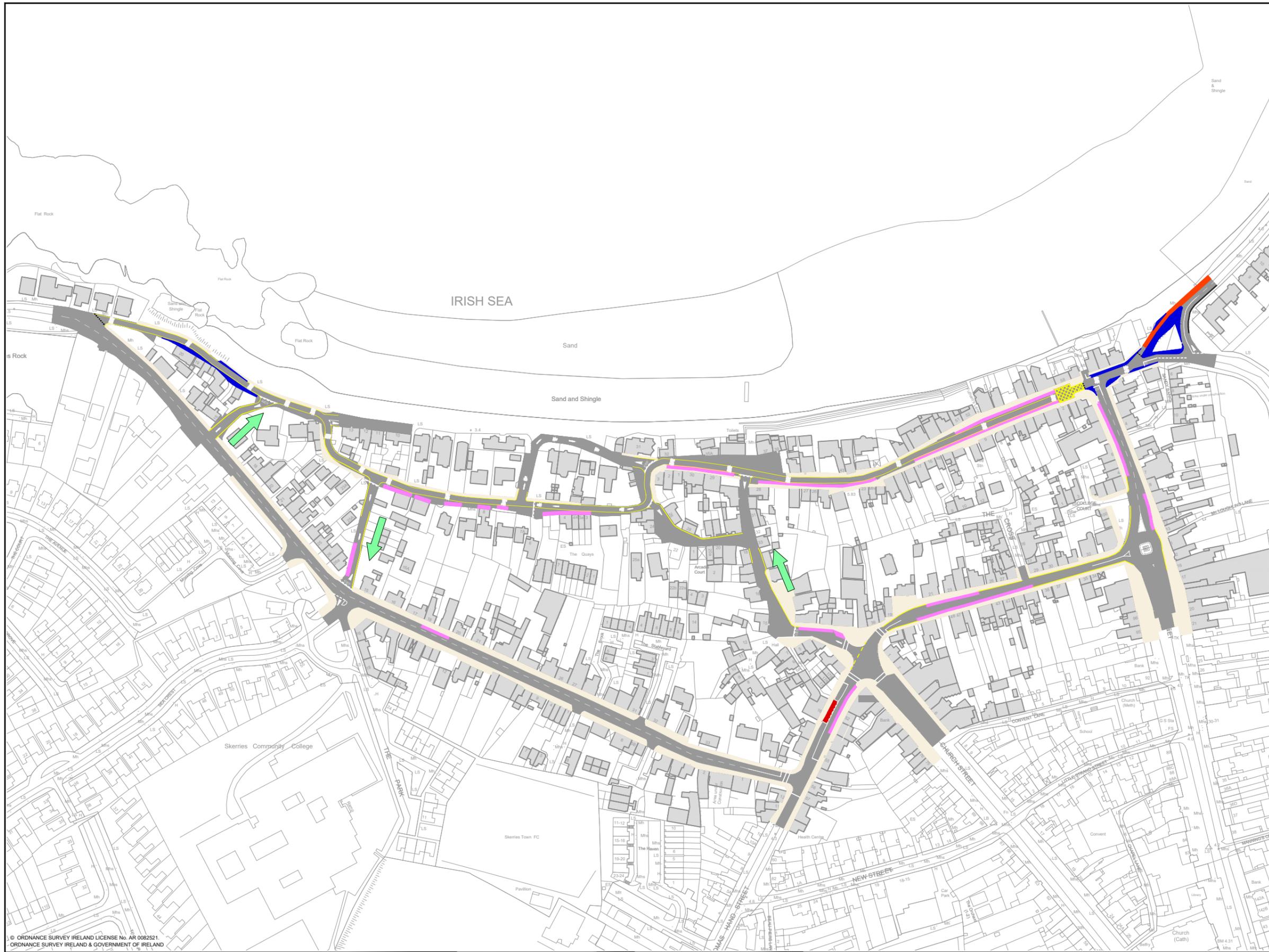
Context	Main Criteria	Sub-Criteria	Option 1	Option 2	Option 3	Option 4
	Programme Risks	Risks to delivery timeframe	Significant risk to delivery timeframes due to requirement for additional land take/CPO process	Risks to delivery timeframe minimised as no major infrastructure required, however, local opposition to routing may delay programme.	No land take required which reduces risks, however, local opposition to routing may delay programme.	No land take required which reduces risks, however, local opposition to routing may delay programme.
Ranking			3	4	2	1

Appendix B. Option 3 and Option 4 Overall Layout Drawings

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A1

DO NOT SCALE

File: 5188509_ZZ_HTR_SK_0103.dwg
Date: Jun 24, 2022 - 3:22pm
Plotted by: snysc



- GENERAL NOTES**
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
 2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
 5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- Proposed Parking Layout
 - Proposed Footpath Build Out
 - Proposed Greenway
 - Proposed Direction of 1-Way Traffic
 - Existing Footpaths Maintained

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**Comhairle Contae
Fhine Gall
Fingal County
Council**

Rev	Description	By	Date	Chk'd	Auth
-	FOR INFORMATION	RR	06.2022	RR	SW

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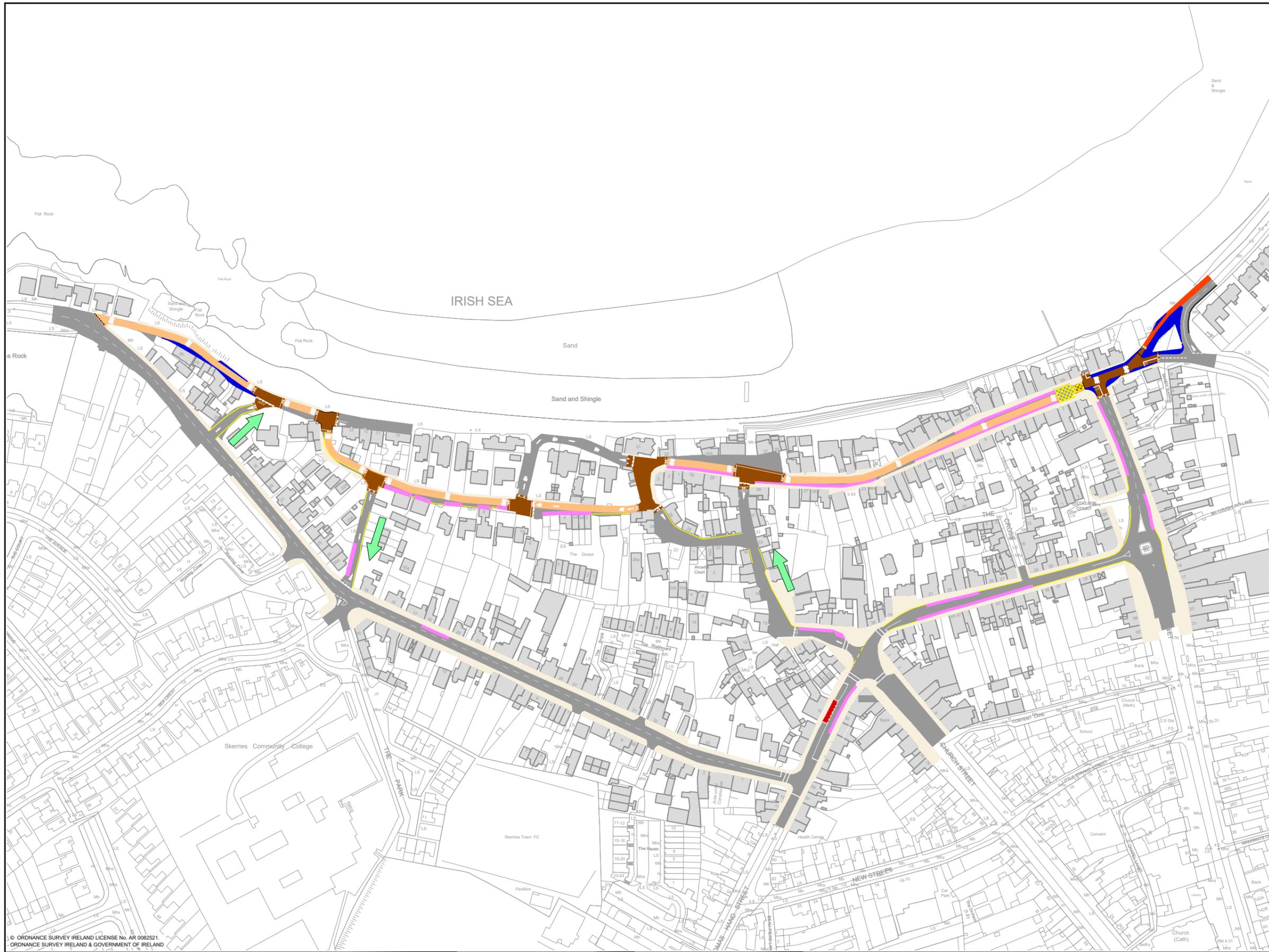
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Client	FINGAL COUNTY COUNCIL
Project	FINGAL COASTAL WAY

Purpose	INFORMATION			
Title	Overall Layout Option 3			
Original Scale	Design/Drawn	Checked	Authorised	
1:1250 at A1 1:2500 at A3	RR	RR	RR	SW
Date	Date	Date	Date	
22.06.22	22.06.22	22.06.22	22.06.22	
Status	Drawing Number	Rev		
P	5188509 / ZZ / HTR / SK / 0103	-		

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DO NOT SCALE



- GENERAL NOTES**
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 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
 5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:**
- Proposed Parking Layout
 - Proposed Raised Table
 - Proposed Shared Space
 - Proposed Footpath Build Out
 - Proposed Greenway
 - Proposed Direction of 1-Way Traffic
 - Existing Footpaths Maintained

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**Comhairle Contae
Fhine Gall
Fingal County
Council**



Rev	Description	By	Date	Chk'd	Auth
-	FOR INFORMATION	RR	06.2022	RR	SW

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Client	FINGAL COUNTY COUNCIL
Project	FINGAL COASTAL WAY

Purpose	INFORMATION						
Title	Overall Layout Option 4						
Original Scale	1:1250 at A1	Design/Drawn	RR	Checked	RR	Authorised	SW
	1:2500 at A3	Date	22.06.22	Date	22.06.22	Date	22.06.22
Status	P	Drawing Number	5188509 / ZZ / HTR / SK / 0104		Rev	-	

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