

SKERRIES ACTIVE TRAVEL PLAN

Pre-Design Public Consultation Report



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Activities Report

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1 INTRODUCTION

Fingal County Council received funding through the National Transport Authority to develop an Active Travel Plan for Skerries Town. Fingal County Council had from the outset envisaged that any future Active Travel measures in Skerries would be informed by a broad ranging, robust and accessible public consultation process. On Thursday 22 September 2022, Fingal County Council launched a six-week non-statutory public consultation process to gather the public's views on Active Travel needs for Skerries, providing a number of mechanisms by which feedback could be provided.

This public consultation took place ahead of an integrated design team being appointed. This 'blank canvas' approach will allow those who live, work, visit, shop, and study in Skerries to share their ideas on what is needed and what will work in the town in order to shape a plan that is built for the people of Skerries, by the people of Skerries.

Development of Active Travel in our towns and villages is a key ambition of Fingal County Council, in order to allow everyone the opportunity to travel more actively and sustainably, contribute to climate targets, improve air quality, streetscapes, road safety, and support local economic growth. It is hoped that an Active Travel Plan for Skerries can set the standard for the whole county.

The feedback received in this public consultation show significant support for Active Travel in Skerries amongst people of all interests and ages, including young people, who represent the future of Skerries.

Feedback received from across the community highlighted safety, accessibility, and climate targets as key drivers for Active Travel improvements in the town. It is observed that Active Travel has the potential to ease access to work, public transport, retail, and educational facilities, as well as to key amenities.

It is clear from the feedback that there is support for considered, dedicated, and safe Active Travel infrastructure within the town, such as footpaths, pedestrian crossings, and cycle lanes, but that increasing access to Active Travel goes beyond cycle lanes and walking routes. As well as significant changes, 'quick wins' such as improved pedestrian access and small-scale infrastructure improvements were identified as having the potential to go a long way towards getting more people using Active Travel as part of their day-to-day lives.

In addition to providing infrastructure, respondents recommended measures to address traffic and car parking to benefit Active Travel, as well as suggesting communications, campaigns, and educational initiatives to build support for future changes. However, it has also been remarked that any changes will need to be balanced with the needs of all road users and all stakeholders in the town.

Feedback in support of improved permeability within the town and its surrounding residential areas, and Active Travel connections to neighbouring towns were also received to the consultation, along with recommendations for Fingal County Council to engage with other agencies and authorities, as well as schools, residents, and businesses.

The outputs of the public consultation are supported by the findings of a report commissioned by Fingal County Council from the Economic and Social Research Institute, which examined national and international examples of behaviourally informed approaches to developing Active Travel infrastructure.

Public consultation supported by robust evidence is invaluable in the development of plans such as Skerries Active Travel Plan, as it allows the public who will use the outputs of the plan to shape it, and to learn from other jurisdictions. The outcomes from this public consultation and ESRI report will be used to inform the work of an integrated design team on the development of a draft Active Travel Plan for Skerries.

2 PUBLIC CONSULTATION ACTIVITIES

SKERRIES ACTIVE TRAVEL PLAN

Pre-design Public Consultation Opportunities and Promotion

LAUNCH EVENT & STREET SURVEYS

22 SEPTEMBER



2 VIDEOS

Active Travel Experience in Skerries

ONLINE SURVEY & CONSULTATION PORTAL



3 COMMUNITY & SCHOOL WORKSHOPS



1 WEBINAR



SOCIAL MEDIA



2.1 Promotion and Launch of Public Consultation: 22 September 2022

Fingal County Council held a public launch event in Skerries town centre on 22 September 2022 to raise awareness of the consultation and encourage participation. The launch was attended by the Fingal County Council Active Travel Team, local Councillors, communications / engagement specialists, a photographer and the members of the public including representatives of community and resident groups.

The launch event in Floraville Park in Skerries town centre, was an interactive event where the public also had the opportunity to meet the Active Travel team, submit their ideas via comment cards, and participate in on-street surveys to be considered as submissions to the consultation.

The project team were present in Skerries from 12pm to 4pm, and the launch event was widely promoted on social media in the preceding days.



Figure 1 - Fingal Active Travel Team & local councillors at the Launch Event.

2.1.1 Channels and Activities Provided to Gather Feedback

An integrated multi-channel approach was taken to raise awareness and gather feedback which included orally through meetings, live events, and webinars; in writing through comment cards and surveys; and online through a consultation portal and email. This ensured all members of the community had ample opportunity to engage regardless of their location or ability.

Communications were also issued by email to the Skerries Chamber of Commerce, Fingal PPN and Skerries Community Liaison Committee throughout the public consultation period. A presentation was made to the Community Liaison Committee prior to commencement of the public consultation in August 2022.

2.1.2 On-street Surveys

Over the course of the launch day, 145 people were surveyed on the streets of Skerries, in a data gathering exercise designed to collate some of the views of the public whilst raising awareness of the consultation. The project team proactively approached members of the public going about their business on the streets and public spaces of Skerries. This proactive approach to elicit feedback from people meant a wide demographic was engaged in the public consultation, from school-goers on lunchbreak, to young families on the school run and older residents out running errands.

The initial on-street survey was designed to collect standardised data from the public in a short amount of time, but also allowed for more in-depth conversations to take place and detailed information to be gathered. A wide range of views were received during these conversations on potential opportunities and challenges for the development of Active Travel measures in Skerries. The results of the on-street surveys are outlined in Appendix A of this report.

Those who completed the survey were also encouraged to make a more detailed submission to the public consultation so that their views could be considered by the Active Travel team and provided with a comment card with the consultation details.

2.1.3 Suggestion Boxes

Suggestion Boxes were placed in high traffic locations around Skerries for the duration of the public consultation for the public to submit feedback and ideas in writing.

These locations included Gerry's Supermarket, SuperValu, Skerries Point Shopping Centre, and Skerries Community Centre.

2.1.4 Webinar: 06 October 2022

On Thursday October 6, Fingal County Council held an online webinar for members of the public to attend and learn more about the consultation.

The Fingal Active Travel Team delivered a detailed presentation introducing them to the consultation and outlined activities done to date. The team presented a summary of the on-street survey results and highlighted some of the main barriers to Active Travel and potential opportunities that were identified at the launch. Following this, the team welcomed and responded to questions from the webinar attendees.

The webinar was held in the evening and online to facilitate attendance. A recording was made available and hosted on the Fingal County Council website and shared via social media for those who could not make it.

2.1.5 School Workshops

Youth were identified as a key audience with which to engage. As the future of Skerries, their view on Active Travel is central to this process. The project team identified that the best method to engage with young people was through the local schools. Contact was made with Skerries Community College's Green Schools coordinator who identified an opportunity to work with transition year students who are involved in their Green School Committee were best placed to provide feedback.

On Monday 17 October 2022, Fingal County Council held a workshop with 20 Transition Year students of Skerries Community College, many of whom are members of their Green School committee. These students are also interested in working towards achieving an Active Travel flag for their school and had lots of ideas to share with the Fingal team.

The project team facilitated the students who were asked to complete a short survey regarding their own travel habits and were then divided into three groups. Each group was provided with a large-scale map of Skerries with key amenities marked. They were asked to consider what is stopping them or putting them off travelling actively at present, what might encourage them to engage, and what kind of actions they would like to see implemented to make these happen.

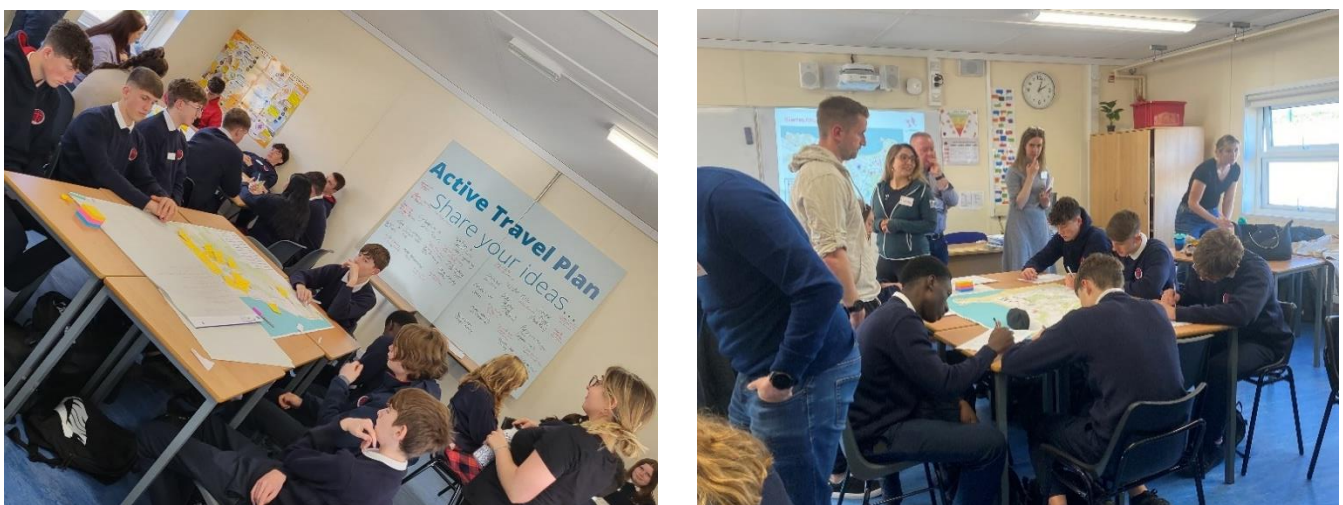


Figure 2 - Transition Year Student Workshop

2.1.6 Community Workshops

On Monday 24 October 2022 and Wednesday 26 October 2022, Fingal County Council held community workshops at 11am and 6pm respectively in Skerries Rugby Club. Fingal County Council invited key community groups in Skerries to attend including schools, parents' associations, residents' associations etc.

Similar to the Transition Year workshop, the community workshop attendees were given a brief presentation about Active Travel, asked to complete a survey, and were also provided with printed A0 maps of Skerries to annotate and use as a basis for discuss and contextualising suggested actions. With the help of facilitators, participants were asked to discuss barriers and opportunities for Active Travel and to mark them on the map with sticky notes and markers.

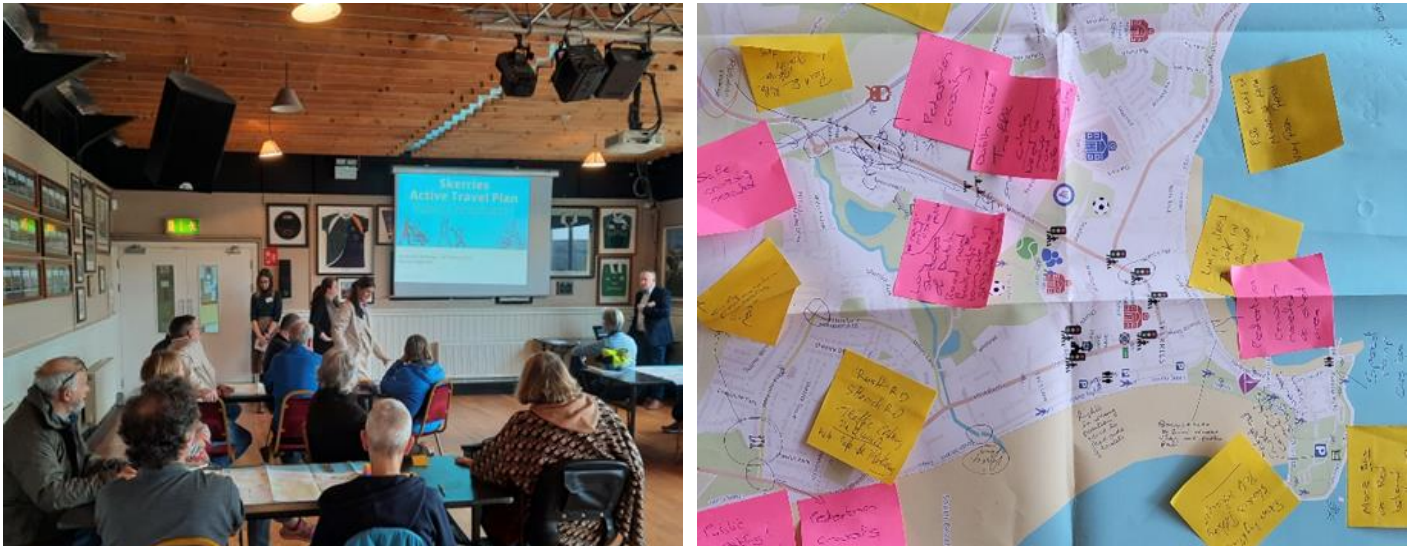


Figure 3 - Participants in and outputs of community workshops in Skerries

2.1.7 Online Survey

On Thursday 22 September, Fingal County Council launched an online survey where they asked the public to answer questions regarding their current Active Travel habits and asked to share their feedback on Active Travel in Skerries. The survey was also distributed via social media and the Fingal PPN.

The survey received 158 responses, the results of which are summarised in Appendix B.

2.1.8 Comment Cards

Comment cards and suggestion boxes were placed in key locations throughout Skerries and were collected each week. It provided people with a quick and easy opportunity to share their ideas / suggestions regarding Active Travel in Skerries. The comment cards doubled up as print leaflets for the consultation.

This physical feedback touchpoint was considered important for the inclusion of those with limited digital skills or a desire to contribute without engaging online.

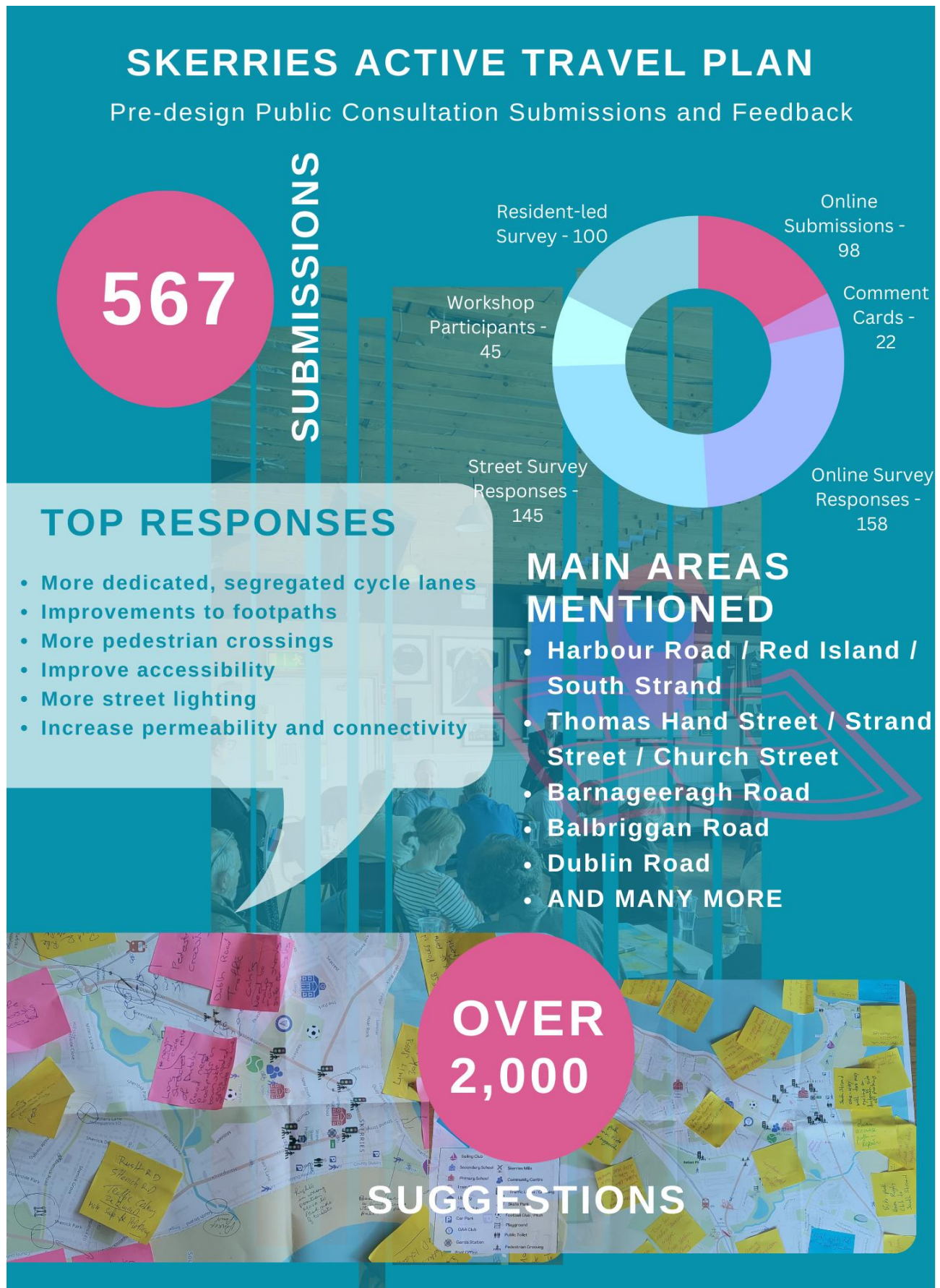
A total of 22 comment cards were returned to Fingal County Council.

2.1.9 Fingal County Council Public Consultation Portal

On Thursday 22 September, Fingal County Council also opened their online public consultation portal inviting the public to make a formal submission including feedback and thoughts for the Active Travel project in Skerries.

The Fingal consultation portal received 72 submissions; an additional 26 submissions were received by email or post to the Active Travel Unit.

3 FEEDBACK RECEIVED TO THE PUBLIC CONSULTATION



There was a strong response to the public consultation which saw total receipt of 567 submissions to the consultation. As outlined in Section 2.1, this included 52 submissions received through Fingal County Council's online public consultation portal, 46 submissions by email and post to the Fingal Active Travel Unit, 22 comment cards returned to our suggestion boxes, 45 participants in our school and community workshops, 145 people who took our on-street surveys and 158 responses made via our online survey. A survey undertaken by residents of Barnageeragh Cove and Hamilton Hill Residents Association saw an additional 100 responses returned to the consultation

Key community groups such as the Skerries Cycling Initiative, Sustainable Skerries, Loughshinny Community Association, Barnageeragh Cove and Hamilton Hill Residents Association, Mourne Estates Residents Management Association, Skerries Sustainable Energy Community Initiative and Fingal Active Travel Group made submissions to the consultation.

Representation was also received from Joe O'Brien TD, Cllr Karen Power, Cllr Tom O'Leary, and Cllr Seána Ó'Rodaigh.



The quantitative results of our street surveys, online surveys, and the survey from Barnageeragh Cove and Hamilton Hill Residents Association are contained in the Appendix sections of this report.

From the outset, Fingal County Council had envisaged that any future Active Travel Plan for Skerries would be informed by a broad ranging, accessible and robust public consultation process. The consultation launched in September 2022 included online, in person and interactive consultation opportunities in order to reach a broad audience base and ensure diverse and plentiful feedback.

The public consultation was delivered in tandem with the work of the Economic and Social Research Institute (ESRI), who were commissioned by Fingal County Council to conduct an in-depth review of national and international examples of behaviourally informed approaches to the implementation of Active Travel infrastructure.

Overwhelmingly, the feedback received to the consultation was positive, demonstrating a strong appetite for Active Travel implementation. The outcomes of the consultation were found to broadly reinforce the findings of the ESRI report.

All feedback received through the public consultation has been carefully reviewed and classified into categories and thematically analysed as reported below, using quantitative and qualitative methods.

The information and views included in this feedback report represent those provided by respondents to the consultation.

The nature of the feedback received indicates the broad range of actions and initiatives that can be taken to enhance Active Travel. Going beyond cycle lanes and walking routes, the public in Skerries have provided a range of solutions, from small 'quick wins' which could have big impact, to large-scale, longer-term projects, requiring considered design, development and collaboration between the public, Fingal County Council, and other agencies and stakeholders as appropriate.

3.1 Quantitative Analysis – Categories of Suggestion

Many submissions contained similar suggestions, but each unique response provided valuable insight from residents across Skerries and beyond. To understand what the most common types of Active Travel suggestions received were, and where the preferred locations are, the project team undertook a quantitative analysis on all the feedback received via the on-street surveys, suggestion boxes, community workshops, school workshop, online survey, comment cards and the online public consultation portal, to assess the frequency of suggested activities and the locations of same.

3.1.1 Methodology

For the purposes of informing Fingal County Council and the integrated design team in their development of an Active Travel Plan for Skerries, the suggestions received to the consultation have been broadly categorised into four groups, which were defined following an initial review of submissions. This process involved extracting the individual suggestions received in each submission, and categorising these into four groups, outlined in Sections 3.1.1.1 to 3.1.1.4 below.

3.1.1.1 Category 1 – 'Quick Wins'

These are defined as activities with the potential to be delivered quickly, with minimal disruption and design requirements, and without the requirement for further public consultation or planning permission.

Examples of such activities include certain types of pedestrian crossings, repairs and improvements to existing footpaths and cycle lanes, landscaping, more bicycle parking, extension of bike share services, additional signage, improving road safety and operational collaborations such as the installation of additional waste bins or road resurfacing.

Quick wins can further include initiatives that support behavioural change, such as educational programmes, campaigns, and communications with the local community.

34% of the suggestions received were classed as Category 1 'Quick Wins'.

3.1.1.2 Category 2 – Medium Term

These are actions which can be delivered in a relatively short timeframe, but which may carry some additional requirements or bear a cost which will mean they take longer to schedule delivery. This could include the requirement to carry out non-statutory public consultation, to work with external agencies to deliver services, ensuring broader alignment with the wider Fingal area, or to go through a procurement tendering process.

These kinds of actions include works using the existing road network such as new cycle lanes, increasing permeability through housing estates, widening and creation of new footpaths, one-way road systems, changes to the speed limit, and additional public lighting or toilets.

These Category 2 / medium-term actions were the most sought-after, making up 46% of the suggestions received to public consultation.

3.1.1.3 Category 3 – Long Term

Long term activities are ones such as those which may require planning permission, environmental assessment, the development of new infrastructure, or significant capital investment. These actions will require careful planning and public consultation.

Activities such as developing walking and cycling connections to neighbouring towns and villages, development of new facilities and amenities, or changing area usage to meet an Active Travel requirement.

Of the suggestions received, 8% were classified as Category 3 / long-term actions.

3.1.1.4 Category 4 – Third Party Collaboration / Delivery

These are suggestions that in order to be realised, may require either delivery by or close cooperation with a third party. These include suggestions regarding public transport, including the rerouting of bus routes and installation of additional stops, provision of additional transport facilities, development of new facilities such as accommodation or recreational amenities, and additional parking facilities.

Suggestions received in respect of communications, education or behaviour change are also included as Category 4 suggestions for the purposes of this consultation.

Suggestions received to the consultation included 12% Category 4 / third party suggestions.

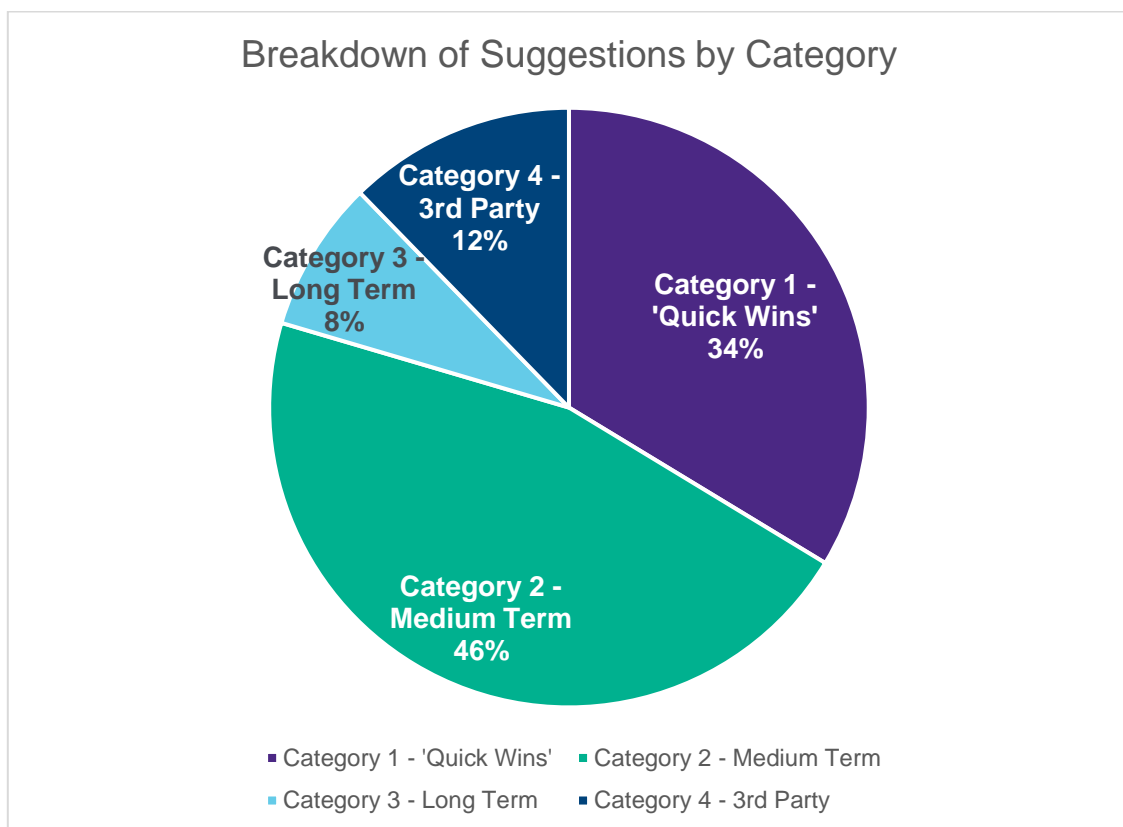


Figure 4 - Breakdown of suggestions received by category

3.2 Qualitative Analysis – Themes of Feedback Received

In addition to quantitative analysis, the project team found it important to also represent the feedback qualitatively, in order to reflect the diversity of feedback received and ensure equal weight and due regard was given to all submissions and suggestions.

3.2.1 Methodology

The overarching approach adopted for qualitative analysis was based on thematic analysis. To do this, the project team identified common themes throughout the submissions. These themes are a direct reflection of the feedback received throughout the public consultation and summarised in Section 3.3 below.

3.3 Feedback by theme

There was strong support for Active Travel in Skerries, with 85% of those surveyed on launch day in favour of making Skerries more Active Travel friendly. Many respondents referred to their concerns regarding road safety under current circumstances. There was particular concern around the safety of children who wish to engage in Active Travel, with some impassioned submissions received from parents with concerns for the safety of them and their children in accessing schools, amenities, and the town centre from their home by bike, foot, or wheeling.

Respondents cited the speed of cars, hazardous junctions, incomplete footpaths, lack of pedestrian crossings and poor road surfaces as some of the primary things that discourage people from engaging in Active Travel. Examples were given from people who would like to allow their children to travel to school or sports training alone, but can't due to the dangers of making these often short journeys by foot or bicycle.

Many existing cycle ways were also highlighted as being unsafe, with respondents suggesting segregation and continuity as a key way of making these routes safe to use, and uneven footpaths in town were also highlighted as a safety concern, particularly from respondents who have mobility issues, concern for elderly friends and relatives, and who may have suffered a fall as a result of a broken or uneven footpath. Many submissions referenced the need for paths to be adequately repaired.

It was highlighted that developing Active Travel in Skerries will serve to reduce car dependency, delivery environmental and climate benefits, reduce air and noise pollution, and make Skerries a more attractive place to visit, live and work in.

3.3.1 Cycling



There was clear support across the submissions received to the public consultation for improved cycling infrastructure across the town and on approaches from neighbouring settlements. 62% of people who took part in our on-street surveys stated that they owned a bicycle or other form of mobility aid, and 55% felt that they might or would be able to take more journeys without their car. A survey conducted by Barnageeragh Cove and Hamilton Hill residents revealed that while 12% of residents currently 'always' use Active Travel to get into the town centre, if improved pedestrian facilities were provided this number would increase to 38%.

According to the survey, for cycling alone, this figure would go from 3% presently, to 32% if improved cycling infrastructure was provided.

It was also noted that the diversity of transport methods is also expanding, with cargo bikes, scooters, mobility scooters and other forms of transport becoming increasingly part of the fabric of the town, and that there is a significant need for additional bike parking across the town, including charging facilities for e-bikes and scooters, with 46% of respondents to our online survey stating that provision of bike parking across Skerries either poor or very poor. Additional secure bike parking was cited as a key requirement required at the train station, and at bus stops, to support connections between Active Travel and public transport.

Suggestions regarding additional support for people who wish to cycle into the town such as a rental system for strollers, prams or mobility aids was also suggested, and it was also remarked upon that extending the bike rental scheme out to service estates as opposed to concentrating them in the town centre would make Active Travel more accessible.

The need for an affordable bike repair service in the town was also cited, as well as the need to educate people on basic bike maintenance.

The popularity of the bike rental service in Skerries was reflected in the feedback, with a number of submissions suggesting the extension of the scheme to the estates surrounding the town. It was noted that the current concentration of the bikes in the town centre might discourage private bike use, as the rental bikes have been observed to crowd bike racks in the town centre.

It was suggested that Fingal County Council could facilitate an e-cargo bike rental scheme to encourage people to do their shopping by bike instead of taking the car. This was observed as a way of eliminating the cost barrier of people purchasing an e-cargo bike.

The ESRI report found that increasing the provision of Active Travel infrastructure leads to more people cycling for health and recreation.



A number of general issues were raised across a significant proportion of the feedback. These included that there are not enough cycle lanes, that road surfaces throughout the town present barriers to cycling (potholes, uneven surfaces), and that other road traffic including cars and HGVs make them feel unsafe. 86% of those who completed our online survey felt that cycle lanes in Skerries are currently either poor or very poor.

The top suggestions received were for a network of dedicated, segregated, and connected cycle lanes around the town, particularly connecting key facilities including schools, sports

clubs, and amenities such as the beach, Red Island and Town Park as it was observed that to get to many of these areas on bike requires cycling in traffic, which is not seen as a safe option by many or requires dismounting the bicycle. The ESRI findings agree, noting that Active Travel infrastructure which facilitates end-to-end journeys makes the infrastructure more effective, such as ensuring unbroken cycle lanes.

It was acknowledged that in some locations it may not be possible to install dedicated cycling infrastructure due to the road width or other constraints. Several submissions suggested that where this is the case, priority should be given to pedestrians and cyclists over cars, with respect for shared road space to be fostered. This was particularly cited as an issue at junctions, where it is suggested that cyclists should get priority over drivers.

Suggestions were made in respect of a cohesive and connected cycling route connecting the main areas of the town including all schools, the town centre, train station, sports clubs, Skerries Mills, housing estates, and Skerries Harbour. It was also proposed that a main orbital route, or a loop around Skerries could be examined for Active Travel potential, with respondents noting that completed footpaths and segregated cycling on these roads leading into and around Skerries including the Barnageeragh Road, Coast Road, Lusk and Rush Roads would allow people living on the outskirts of the town to leave cars at home and complete daily journeys safely by bike or foot. Other suggestions were made in respect of potential cycle routes which will be considered by Fingal County Council.

In particular, the need for a continuous cycling / walking route on the Barnageeragh Road was cited in submissions, with respondents suggesting the use of the grass verge to provide connectivity between the town, train station, housing estates and Skerries Point, with regular and safe crossing points.

Comments regarding cycle lanes were common in the responses to this consultation. One respondent suggested that Fingal County Council look to examples abroad, such as in the Netherlands, for best practice and advice in Active Travel, and to avoid lots of bollards providing segregation to cycle lanes, to limit the visual impact.

Some submissions expressed their concern regarding cyclists using footpaths and suggest that cyclists should not be using the same paths as pedestrians unless adequate clearance can be provided. This was raised as a particular issue with regard to the walkway on South Strand. Respondents suggested that cycling should not be allowed on the path as it currently exists, noting that there is not enough space for both walkers and cyclists. It was proposed that a separate cycle lane be installed, either adjacent to the walking path or along South Strand Street.

3.3.2 Walking



With regard to walking, condition and provision of footpaths was a key point of note in the submissions received, with only 1% of online survey respondents saying they are excellent, and 66% stating that they are either poor or very poor.

Many footpaths were regarded as being in a poor state of disrepair, cited as trip hazards, and not accessible to those using mobility aids. Many submissions stated that repairing and levelling footpaths would support Active Travel, as currently some stakeholders, particularly older people, are nervous about walking where they may potentially fall and hurt themselves. Submissions were received from members of the public that cited themselves or a loved one suffering a fall and injury as a result of a trip on a footpath.

Many submissions noted the requirement to widen footpaths, particularly to accommodate mobility aids and improve the ability for pedestrians to move around the town, with respondents observing that some footpaths are not even wide enough for two people to walk side by side. In addition to widening footpaths, it was noted that more dished kerbs and ramps, particularly at crossing locations, are required to improve access onto footpaths. Representation was received from members of the public who note their struggles in navigating the town, citing the need often to push a pram on the road instead of a footpath, or needing to drive a mobility scooter on the road with other traffic owing to not being able to get on the footpath.

It was also suggested that illegal parking on footpaths should be tackled. It was submitted that cars often pull up onto footpaths, reducing the space available to pedestrians, often to the point of needing to step onto the road around the car, van, or truck rather than staying on the path, and those sometime vehicles mount the footpath while driving, proving a serious hazard to pedestrians.

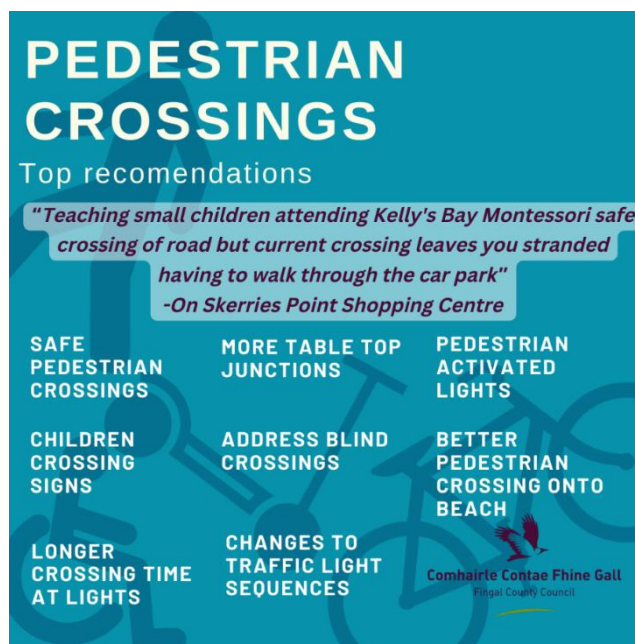
It was suggested that in some locations where there is not a footpath (e.g., connecting Quay Street to Harbour Road, or on the town side of Dublin Road), that the installation of footpaths be investigated.

Submissions include requests to formalise existing desire lines such as those in the Town Park, and to actively seek out the 'shortest route' in developing Active Travel routes.

Pedestrian linkages to neighbouring towns and key amenities were also requested in submissions received, such as examining safe walking routes to Ardgillan Castle, Barnageeragh and the Ladies Stairs, and providing pedestrian linkages to Rush, Lusk, Balbriggan and Loughshinny.

Submissions regarding pedestrian connectivity and permeability through estates were also called for throughout the submissions. Suggestions such as removing and opening up all cul-de-sacs in housing estates in order to facilitate Active Travel between the estates were received.

3.3.3 Pedestrian Crossings



Requests for the provision of pedestrian crossings were received across Skerries. Of those responding to the online survey, 71% feel that the number and locations of pedestrian crossings in the town are poor or very poor. Submissions cited locations where the lack of pedestrian crossings were limiting the ability to access the town from estates and other areas, and that the provision of some safe crossing points in the form of controlled pedestrian crossings such as those controlled by toucan, pelican, and at zebra crossings which would lead to a greater sense of personal and road safety.

Some submissions suggested that existing pedestrian crossings, particularly traffic light-controlled pelican crossings do not suit pedestrians. It was noted that often a pedestrian is left waiting for the lights to change, and that the lights follow a cycle rather than prioritising pedestrians; also, that the time allowed for a pedestrian to cross is not adequate, particularly for older or vulnerable people. It was observed that this can create dangerous situations where a pedestrian will take a chance crossing the road, rather than wait for lights to change.

There is also concern that uncontrolled pedestrian crossings are not adequate in many locations and ignored by drivers. Tactile paving, cited as a means of indicating to visually impaired people a safe location to cross, is observed as often being in a dangerous location, and that they are misleading, serving to imply a crossing where one does not exist.

Respondents also cited the need for crossing points to be in locations that promote connectivity, such as connecting a housing estate to amenities including schools, parks, and beaches. More crossings at locations such as at all major junctions and popular amenities such as the rugby club were cited as required. Submissions asked that the pedestrian crossings at the junction with the Dublin Road and the Barnageeragh Road be reviewed, with some expressing the opinion that they are located too close to the roundabout and present a danger to pedestrians.

In particular, the roundabout at Railway Bridge (junction of Dublin Road and Miller's Lane) was highlighted in a number of submissions received as unsafe for pedestrians and cyclists. This was noted as a key junction

for residents in Ballygossan and Hillside, many of whom feel 'trapped' in the estate due to the lack of safe crossings for walkers and cyclists.

It was proposed that pedestrian crossings should be located where they are needed, and that some crossing points in the town, such as the one at Skerries Point Shopping Centre, be reviewed to ensure that they are in the correct location, match existing desire lines, and have adequate connectivity on the other side.

Responses also highlighted the need to ensure that pedestrian crossings are accessible to all, including those using mobility aids, and that the use of tabletop junctions should be explored both as a means of improving accessibility and slowing traffic.

3.3.4 Priority for pedestrians and cyclists



In response to our online survey, 51% of respondents rated road safety for walkers in Skerries at either poor or very poor, and 16% rating it good or higher. For cycling, the same figures were a significant 68% suggesting poor or very poor, with just 7% rating it good, and less than 1% as 'very good'. Several submissions were made in respect of increasing the priority given to pedestrians and cyclists on the road.

It is proposed in submissions that the priority of road users should establish walkers and cyclists as the highest priority road users and lowering the priority of cars and drivers. This matches with Fingal County Council's vision for the future of Active Travel in the county.

Respondents highlighted a lack of respect from some drivers to cyclists and pedestrians at junctions, including the junction at Golf Links Road, Shenick Road, and Miller's Lane. The Barnageeragh Road is also cited as an example of deficiencies in the existing cycle lane / footpath network, noting that it is regularly broken up at entrances to estates that require cyclists and pedestrians to stop and wait for traffic and ends abruptly without connecting through to the town centre or train station. It was suggested that in these locations, and at every junction, the right of way should be afforded to the cyclist or pedestrian, through means such as setting the stop signs for cars further back from the junction.

In addition, responses reflected the view that many pedestrian crossings controlled by lights in the town do not serve to prioritise the pedestrian. It was submitted that some traffic lights are slow to change and prioritise vehicles, which can be frustrating. It was also noted that the time allowed for pedestrians to cross the road during a 'green man' is not long enough, and that this time should be extended. The junction of Thomas Hand Street and Church Street were cited as of particular frustration to cyclists, pedestrians, and drivers.

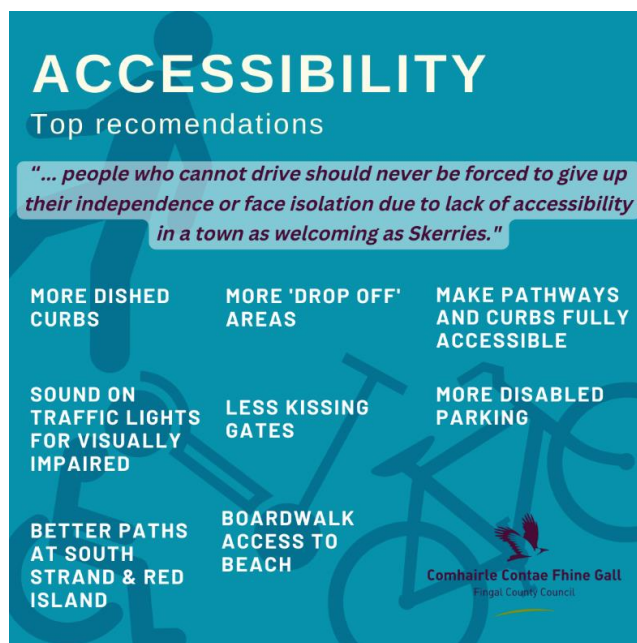
Suggestions were given for the pedestrianisation of some roads, including Harbour Road and Quay Street, and South Strand Street, and the pedestrianisation of smaller side streets or cul-de-sacs. Suggestions were also received in respect of timed closures of certain streets to vehicle traffic, such as weekends. It was noted that generally some streets are not wide enough for both cyclists and pedestrians, and that these may need to be examined to investigate ways of increasing the priority of the pedestrian.

The ESRI Report has cited perceived safety as the strongest psychological predictor of Active Travel, particularly among women and older adults.

The findings of their research have identified that perceived safety can be increased through the design of cycle lanes: wide, segregated, painted, cycle-only lanes that use physical boundaries to separate from other traffic are preferred, and that real safety can be increased through the design of intersections, with priority lights, advanced stop lines, traffic-slowing policies and raised cycle crossings.



3.3.5 Accessibility



Many submissions referred to issues relating to access throughout Skerries, primarily for people with reduced mobility, wheelchair users, and people who have buggies and prams to move around town.

Again, the issue of cracked and uneven footpath surfaces was a recurring theme, as well as footpath widths and issues of cars and other vehicles parking on footpaths. The need for wider footpaths in many locations around the town as well as consistent path surfaces were flagged. It was suggested that additional age friendly and disabled parking be instated, and that drop off locations.

The need for more dished kerbs and dishing at pedestrian crossing points was highlighted to increase accessibility for those who choose to travel actively. It was suggested that gates and entrances should be made accessible and that kissing gates, where they are currently in place, be removed, and not used in future.

The view was expressed in submissions that Active Travel interventions should also support increased accessibility, by improving walking routes and footpaths, and outlined a number of locations where paths should be upgraded to a level that would accommodate wheelchairs and mobility scooters.

Access to Harbour Road by foot was highlighted as a key issue. It was observed that there is no pedestrian link between Strand Street and Quay Street, where the footpath ends, with a lack of a safe crossing point. Requests were made for the installation of a continuous footpath from Quay Street, a pedestrian crossing, and upgrade of the traffic island to make it suitable as a safe crossing point, citing the cobbled surface as unsuitable for wheelchairs and buggies.

Access onto the beach(es) was a point of particular note in the submissions and during workshops, with respondents highlighting a lack of wheelchair access onto the beach, and difficulty in enjoying the amenity if you have any mobility issues. Just 17% of survey responses gave access to the beach a score of 'good' or higher, with 58% suggesting that access was poor or very poor. It was noted that many residents in Skerries cannot access the amenity. Suggestions received included formalising access to the beach using boardwalk structures as is done in other jurisdictions. It was cited that measures such as this would serve both to enhance access, and to protect the beach / dunes from erosion. Other suggestions included a boardwalk along the length of the beach, reinstating the beach wheelchair service, and improving access for the elderly onto the beach.

Skerries Mills was welcomed as a valuable amenity, but suggestions were received to remove pebbled paths to create a smoother surface for wheels and those using other mobility aids. Access at the Ladies Stairs was also flagged as an area where accessibility stands to be improved.

3.3.6 Parking



Parking in Skerries was highlighted in a number of submissions in terms of how it affects Active Travel. Many participants in the public consultation advocated for the removal of on-street parking, and the identification of alternatives so as to make room for Active Travel and reduce car traffic in the town. However, others noted the need to retain parking, citing the residential nature of the town centre, and the dependence of many people on their cars.

Some proposals were received in respect of the retention or increase of on-street parking. It was also suggested that parking could be limited to residents, including those in the outer estates, older people, and people with disabilities. In this vein, several suggestions were made in relation to increasing the provision of parking spaces for people with disabilities and age friendly spaces, and for increasing the visibility of the spaces through repainting road markings and erecting signage. It was also proposed that the current locations of on-street parking be revised to ensure that they are appropriate for the intended users.

The car park at Red Island was referenced in a number of submissions as a barrier or disincentive to Active Travel, with particular note made of the popularity of the car park in the summer months. Some respondents expressed frustration with the car parking here, suggesting that it contributed to high volumes of traffic in the town as there is only one way in or out.

While a couple of submissions suggested that more car parking should be provided at Red Island to address demand and reduce illegal parking, many respondents believe that car parking should be reduced or relocated, and illegal parking tackled. It was suggested that means of deterring cars from driving to Red Island when full be investigated such as the installation of electronic parking signage on the town edge indicating parking availability and encouraging visitors to park elsewhere, automated, or timed barriers on Harbour Road to restrict access, or even the complete removal of car parking.

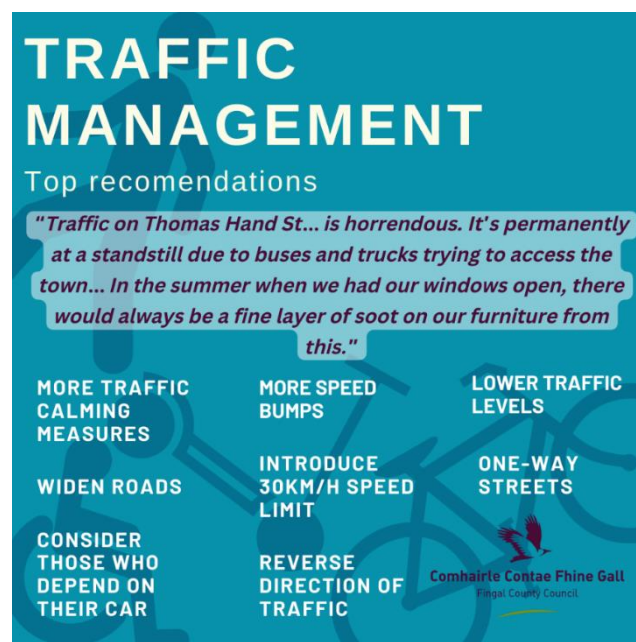
Suggestions also included limiting car parking to the elderly or people with disabilities, including those with hidden disabilities, and the resurfacing of the car park to support access via wheelchair or mobility scooter. In particular, it was suggested that accessible parking be provided at key locations, such as pharmacies and health centres.

In respect of some locations, such as Thomas Hand Street, Balbriggan Street and Harbour Road, it was suggested that removing car parking from one side of the road would improve traffic flow, pedestrian safety, and make space for Active Travel, and it was also put forward that a central car park is needed for the town. Some submissions suggested the need for more free parking, the revision of car parking charges, the designation of short-term parking spaces for businesses, and the removal of free parking for areas such as South Strand Street.

Several submissions referenced the idea of some kind of 'town edge' parking people travelling to the town, a 'park and stride' or 'park and ride' facility to either encourage visitors to leave their car outside the town and walk, cycle, or take alternative transport to the town centre. Locations suggested included the Ballast Pit (although it was stressed that this is an area of biodiversity importance), lands owned by a private developer on the far side of the railway tracks, somewhere on the Dublin Road, and at the train station. Suggestions were also received for Skerries Mills car park, including that it should stay open later during the summer months. A response received also included a suggestion to investigate a multi-story car park for the town.

A couple of suggestions were also received in respect of campervans, which it is suggested take up too much space along the beachfront in summer, impacting on Active Travel. It was put forward those specific facilities be provided for campervans to prevent this.

3.3.7 Traffic Management



Several submissions were received in respect of traffic management – requesting traffic calming and speed reduction measures, and to investigate ways of reducing vehicle traffic in the town, improve air quality, and reduce noise pollution. Traffic calming was cited as particularly needed for Barnageeragh Road, Thomas Hand Street, Church Street, Strand Street and Harbour Road. Just 1% of online survey respondents felt that traffic levels in the town are excellent, with 71% rating as poor or very poor.

New road layouts were suggested for the junction at Golf Links Road and Shenick Road, and at Balbriggan Street to make it safer for walkers and cyclists. It was also suggested that the direction of traffic flow should be reversed at Pump Lane.

Signage was suggested at some areas to give warning to drivers of potential blind spots, instructions on use of road (e.g., Railway Bridge and roundabout on Dublin Road) or to install 'Yield' signs in more locations such as Pump Lane.

A number of respondents observed that car speeds are an obstacle to Active Travel as they can cause stress to vulnerable road users. Reducing the speed limit across the town or on main streets to 30 km per hour to help people feel safer and more confident to travel actively.

It was proposed that additional speed bumps be installed in some locations to slow traffic. These included Holmpatrick and Miller's Lane near the entrances to the Graveyard, along the Barnageeragh Road, at entrance to Kelly's Bay, Hoar Rock, and in other locations where needed across the town. However, it was also put forward that speed bumps can cause difficulties to emergency services and make bus journeys uncomfortable, and that alternatives should also be examined.

Measures to reduce traffic levels in the town were also suggested. These included limiting some areas to local traffic, limiting delivery times to businesses, pedestrianising streets at certain times / days, and reviewing traffic management across the town.

The ESRI's review of international examples shows that evidence linking road space re-allocation to increases in car travel times and congestion is inconclusive. They note that some studies record small increases in travel times (1 or 2 minutes), whereas others suggest no effects or even reductions in journey times, but that this effect depends on whether infrastructural changes encourage 'modal shifts'.



3.3.7.1 One-way traffic

Recommendations were received from the public for introducing one-way systems throughout the town. Several submissions requested that a one-way system incorporating one, two or all three main streets of the town centre – Thomas Hand Street, Church Street, and Strand Street. It was suggested that this might alleviate the traffic build up and make space for Active Travel without compromising space for pedestrians and vehicle access to the town centre, by reallocating a traffic lane to Active Travel.

Other suggestions for one-way systems include the Old Balbriggan Road, Holmpatrick, Shenick Road, Dublin Road, Hoar Rock and the Coast Road, with some 95% of respondents to a survey conducted by Barnageeragh Cove and Hamilton Hill Residents Association (see Appendix D for more) suggesting that they would be in favour of a one way system on the Coast Road if segregated walking and cycling infrastructure were also provided.

3.3.8 Interaction with other projects and agencies

Several representations were received from members of the public related to ideas that fall within the scope of Active Travel but which may require interaction or co-operation with, or delivery by an agent outside of the Active Travel unit.

3.3.8.1 Internal – Fingal Coastal Way

Some submissions were received to the public consultation in respect of the Fingal Coastal Way. These submissions were forwarded to the Coastal Way team for their consideration, in addition to their inclusion in this consultation.

Some responses cited the need for the Active Travel team to engage closely with the Fingal Coastal Way Team. Some respondents expressed frustration that the projects are being delivered separately and

stressed the need for interaction between the projects to ensure a coherency of approach, prevent contradiction between plans and ensure best use of time, funding, and resources. There is some concern that this is a case of two plans, one for residents, and another for “visiting tourists”, that need to be joined up.

Areas where it was suggested particular regard for the future development should be considered included Red Island, Harbour Road and Quay Street. There is also concern expressed by some residents of the potential impact on them of both the Coastal Way development and Active Travel plans.

3.3.8.2 Internal – Operations and Environment



Many suggestions were received in respect of measures that are delivered and maintained as part of the day-to-day operations of Fingal County Council. These included suggestions regarding resurfacing of roads and repair of footpaths to make them safe and suitable for cycling, walking, and wheeling.

Submissions included several requests for additional bins in key amenities, including dog waste specific bins. It was submitted that a stronger approach to enforcing dog fouling rules should be examined, with many submissions saying that dog waste on walkways was a key factor dissuading them and other from engaging in Active Travel.

Comments relating to enforcement were also received in respect of car parking, with a number of submissions proposing that a stronger approach be taken to tackling illegal parking in the town, such as cars parking on footpaths and at access points.

Submissions also highlighted the need to trim hedgerows and other vegetation that encroaches onto the footpaths as these can prove to be an impediment to walkers.

It was observed that another deterrent to Active Travel in Skerries is that of surface water in the town, noting that Skerries has seen an increase in frequent and heavy rain events and flash flooding, rendering Active Travellers vulnerable to being splashed by a passing vehicle and rendering some areas of the town impassable. It is suggested that efforts be made to increase drainage of surface water and to unblock drains.

3.3.8.3 Future Planning Considerations



In addition to Active Travel suggestions, some remarks were received to the public consultation with regard to the impact of longer-term planning considerations in planning for Active Travel, noting planned future residential development in the town and the continuing growth of the population. The need for additional school facilities as highlighted, with one such suggestion included a request to consider the need for a second secondary school on the western end of the town, to reduce the volume of students needing to travel to Skerries Community College, thereby reducing traffic levels in the town.

It was also suggested that Active Travel should be considered as part of the planning of any future developments, that road space should be reallocated to Active Travel users, and that investment should be made into Active Travel in regard to future developments.

It was also suggested that there may be scope to update planning rules so as to allow people to replace off road car parking with secure bike storage facilities outside their homes.

3.3.8.4 Public Transport



Suggestions relating to public transport were strongly represented in the submissions received to the consultation. Many of these suggestions reinforce the critical need for collaboration and cooperation between Fingal County Council, public transport providers including Irish Rail and Dublin Bus, and private companies who may be able to provide additional transport services. Several requests were made in respect of the need for additional bus stops, particularly sheltered ones with seating to encourage people to use public transport. Suggestions for the rerouting of the 33 bus route to take in Barnageeragh (Distributor) road were also received from a number of respondents, and that buses should be accessible / wheelchair friendly. It was also proposed that Skerries might be considered for inclusion in the TFI 90-minute ticket.

While greater regularity of trains for Skerries was suggested, suggestions were also received in respect of station infrastructure such as suggestions for additional, and more secure bicycle parking at the train station and redesigning the station car park in such a way as to encourage Active Travel. It was noted that in order to facilitate end to end sustainable journeys, that additional infrastructure at the train station and bus stops must be considered in planning for Active Travel.

In addition, submissions suggested that Irish Rail could review their parking charges at the station so as to encourage commuters to use the car park rather than park illegally, with one respondent observing that parking at the station for the day is more expensive than the train into Dublin City. It was also proposed that stronger walking and cycling links be provided to connect the station to the town and minimise the need for travellers to mix with other traffic.

In addition to proposals made in relation to Dublin Bus, a number of suggestions were received detailing how public transport provision can support Active Travel aims in reducing the number of cars in Skerries. Several respondents suggested the potential for a shuttle bus serving the town, providing a regular service from estates to the town centre, schools, and train station. It was put forward that such a service would be valuable for older people of schoolchildren, with a suggestion of such a bus service serving all schools in Skerries. The Balbriggan Town Service was cited as an example. It was also put forward that buses should run later into the night or the early morning to accommodate more passengers and meet demand.

Suggestions were received that a private bus company or local link might step into serve a gap in public transport provision, such as a direct coach service to the city. A bus service to Loughshinny was also suggested.

Suggestions were also received for a tourist 'train' or bus service for the town, with one submission drawing a comparison to a similar initiative in Malahide Castle and another referencing the Laytown Shuttle bus which would service the main attractions in Skerries including Skerries Mills, South Strand, the town centre, and Harbour Road / Red Island, and serve to reduce summer traffic. A dedicated bus service from the town to Ardgillan and town to the train station were also suggested. It was also suggested that a similar looped bus service could be provided to serve schools from all of the estates in Skerries.

Continued use of the community car was also welcomed, and it was suggested that the provision of more 'Go Cars' for the town could be explored as a car share service.

The ESRI report findings suggest that having secure bike parking at key end points will encourage use of facilities and infrastructure.



3.3.8.5 Schools



Whilst many of the suggestions received in respect of schools can be addressed outside of the school boundaries, such as improving pedestrian and cycling connectivity, a small number of suggestions were received in respect of actions that may need to be taken within a school.

The findings of the ESRI report suggest that the gender gap in cycling exists only in low-cycling societies, and that addressing barriers to cycling reduces this gap.



Suggestions included the provision of changing areas and places to dry wet gear for students travelling actively, reviewing school uniforms to encourage more girls to cycle, reducing the weight of school bags to make it easier to travel actively, installation of more and sheltered bike racks in schools, and getting credits or prizes in schools for choosing to walk or cycle. It was also suggested that some leniency on or a review of school start or finish times would encourage people to walk and cycle or reduce the volume of traffic using the same roads.

3.3.8.6 Utilities

Some respondents put forward their view that utility companies conducting works often do not reinstate the road / footpath in an adequate manner and that this contributes to the poor state of road surfaces and footpaths. They suggest requesting that utility companies undertake proper reinstatement following works being completed.

It was also suggested in the interests of improving the streetscape and increasing space available for Active Travel that utility poles are removed from footpaths and cables routed underground.

3.3.8.7 Engaging with local business

Respondents observed the role that businesses have in reducing dependency on cars and welcoming Active Travel in the town. It was highlighted that the support of businesses will be needed for a plan to be effective.

It was also noted in the feedback that some businesses in the town provide delivery services which allow people to walk or cycle to the shop and have their products delivered to their home. It was suggested that promoting such services and encouraging other businesses to partake would help to increase uptake of Active Travel.

Submissions also highlighted how businesses could stand to benefit from more Active Travel in Skerries where they can capitalise on being on defined and safe walking and cycling routes.

The findings of the ESRI report have found that evidence suggests that re-allocating road / parking space to pedestrians and cyclists benefit most retailers, encouraging more frequent journeys and higher per-month spends.



3.3.9 Lighting



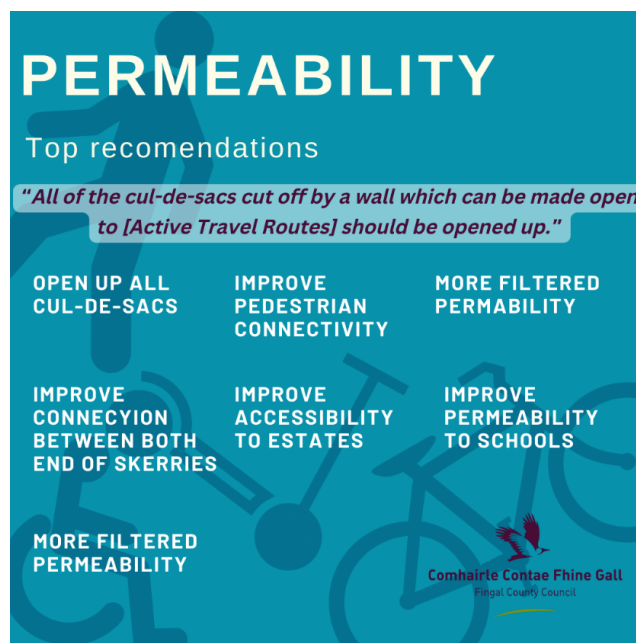
The lack of lighting in many locations such as at South Strand, Red Island and the Coast Road were marked as problem areas, particularly at night-time and in the winter. The lack of lighting in these areas was highlighted as a barrier to Active Travel, with respondents suggesting that installing public lighting will enhance the use of the amenity in the winter months and at night-time. Low level or down lighting was suggested to minimise the visual impact.

It was highlighted that the green areas in estates are often unlit, and that some estates, such as Kelly's Bay, would see walkers and cyclists benefit for more public lighting.

Participants at the community workshops highlighted that many streetlights illuminate the road, rather than the footpath and cited this as counterintuitive, given that cars do not require lighting as much as pedestrians do, and that new lighting is needed in a manner that will benefit pedestrians by illuminating footpaths.

Some suggested that lack of lighting puts them off going into the village in the evening, even when it is not very late. Respondents noted that lighting would make them feel safer using Active Travel in the evenings, and that it is particularly needed on some of the narrow side streets, which provide permeability but can feel unsafe in the dark.

3.3.10 Permeability



There were a number of comments related to increasing permeability and connectivity throughout the town.

A lack of 'as the crow flies' walking and cycling routes were observed as off-putting to Active Travel, as often the shortest route to a destination is not accessible due to dead ends, unconnected paths, or busy roads. It was noted that in general, filtered permeability would benefit Active Travel, allowing cyclists, walkers, and other Active Travellers to move more efficiently around the town whilst preventing cars using these routes as 'rat runs'. It was also suggested that improved permeability would improve the connection between both ends of the town.

The town park was cited as offering a number of opportunities to increase permeability across the town, with suggestions including development of formal paths from housing estates such as Hillside to the town centre, schools, community and sports facilities and shops / restaurants. However, some respondents also urged caution that consideration is given to the biodiversity value of areas before paths are laid, and to consider where pedestrian access is most badly needed, rather than serving areas that already have a level of access.

Several submissions referenced the value of permeability for accessing schools, and regarding this representation was made in respect of permeability between Kelly's Bay and the Educate Together primary school, noting that this would encourage Active Travel to school. A suggestion was received that where possible, every cul-de-sac should be opened up as an Active Travel route.

Permeability was also noted as being valuable in accessing amenities. Responses suggested opening access between Hillside and Ballygossan estate, both to bring Ballygossan closer to the town and allowing access to the playground to Hillside residents. While it was observed that there is an access already, it is cited as long, unattractive, and isolated route, particularly in the evenings.

The findings of the ESRI report suggest that having Active Travel infrastructure with start points near high-density residential areas, and end points near local amenities will motivate use of infrastructure.



Stakeholders also referenced an access to South Strand from Holmpatrick which had been closed, and if opened would facilitate access to the beach. In respect of access to Ardgillan from Skerries, workshop participants identified a former right of way from the Barnageeragh Road which could be investigated to improve access by foot and bicycle to the castle and demesne.

Suggestions were also received in respect of using existing routes to encourage Active Travel, such as availing of routes through housing estates for children to walk or cycle to school without going on the main road.

3.3.11 Connectivity – Neighbouring Settlements

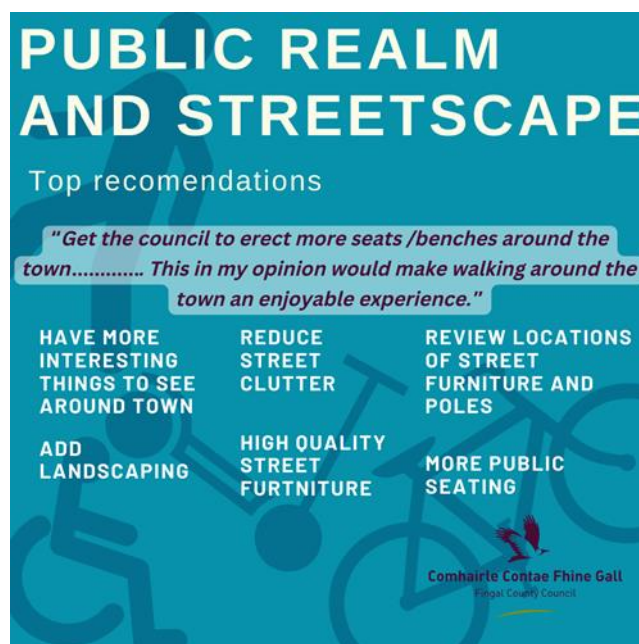


Respondents also looked outside of the immediate environs of Skerries in their submissions, citing that if Fingal County Council wish to make Active Travel the first choice for journeys of 5km or less, it should consider connectivity to locations within 5km on the town, and not just within the town itself to encourage a holistic and equitable approach. Several recommendations were received in relation to how Active Travel can provide better and more sustainable connectivity between neighbouring towns and villages.

Loughshinny was frequently mentioned as an area that would benefit from dedicated walking and cycling routes. Many respondents living in or near Loughshinny noted that Skerries is their main town for school, shopping, health care, Mass, and socialising and that they would like to have the means and opportunity to choose to travel actively there. Curkeen Hill was identified as the major obstacle facing those wishing to walk or cycle from Loughshinny. Requests were made for Fingal County Council to identify solutions to this area.

Similarly, villages including Lusk and Rush and the nearby town of Balbriggan were also referenced in submissions, with respondents noting that pedestrian and cycle friendly connections into Skerries would be used by residents of these areas by providing adequate footpaths / cycle lanes / shared paths and introducing traffic calming measures. A resident of the Rush Road cited that the path is so overgrown in some places that it necessitates stepping out onto the road with a buggy, and that the lack of cycle lane makes it challenging to cycle into town. Some submissions referenced the existing walkway to Balbriggan, citing it as in need of repair and upgrade.

3.3.12 Public Realm and Streetscape



Making more space for people and making these spaces attractive was mentioned in a number of responses. It was observed that reducing traffic levels will make the town more usable for those choosing Active Travel. Suggestions including improvements to the seafront, upgrades and repairs to poor road and footpath surfaces, landscaping and additional planting were made, to make the town more attractive and encouraging Active Travel. It was observed that choosing to walk can sometimes be boring and that having interesting things to see and do might spur people to choose to walk or cycle, and that efforts should be made to integrate nature / biodiversity preservation into Active Travel measures.

Street furniture such as poles, seats, planters, and signage were mentioned in a number of submissions, with some suggesting a reduction in the overall amount of it (such as sandwich boards used by businesses and utility poles), and other submitting that any street furniture installed should be high quality.

There were calls for more mixed-use public spaces, with improvements to amenities such as at swimming areas and development of areas for festivals and concerts. Submissions also suggested an upgrade of public realm space in the town centre, such as through the provision of more meeting areas / parklets and improving the appearance of derelict buildings.

Several submissions included requests for more public seating around the town, with 62% feeling that provision of seating at the moment is poor or very poor. Seating at amenity areas such as Red Island, Skerries Mills and South Strand was also cited as important. It was submitted that more seating will benefit Active Travel by providing more places to stop and rest for people with lower energy levels or reduced mobility, those breastfeeding, and people with disabilities who many struggle more with walking longer distances. It was also suggested that providing seating will help in creating more areas to meet outdoors, with students participating in the workshop suggesting that more areas for young people to socialise such as covered outdoor seating areas and places to shelter from the rain would be beneficial, and other submissions suggesting that picnic areas with accessible seating are also needed.

3.3.13 Amenities



Respondents observed that an increase in the quality and provision of Active Travel infrastructure will also improve access to amenities within the town. This was identified as an opportunity to enhance amenity provision and connect them using Active Travel.

Suggestions include the provision of showers on South Strand and changing areas at swimming spots, additional public toilets on Red Island and near the rugby club, and new open sports facilities such as five-a-side pitches, a running track, a tidal swimming pool, public swimming pools, and a boardwalk on the seaward side of the wall at Harbour Road. It was observed that in general, there is a lack of public toilets in the town, and requests that this be examined through the lens of Active Travel.

In relation to Skerries beaches, a number of submissions were received with suggestions as to how access can be improved. In respect of North Strand, the general consensus was that access as it stands is poor and should be enhanced, along with the provision of more bins and facilities.

South Strand was referenced as a key amenity and beloved part of Skerries. However, several respondents to the survey including workshop participants decried the lack of access for those with reduced mobility. There were calls to investigate formalising access to the beach via boardwalks, and a boardwalk on the length of the beach to facilitate access for all, and also serve the purpose of protecting the dunes from erosion. It was also proposed that a beach wheelchair service be reinstated.

It was suggested that the Martello Tower proposes an opportunity for a change of use such as a museum, café or activity centre, and other suggestions regarding investigating the opportunity for a heritage and attraction-based walking or cycling trail.

Respondents suggested green areas that could be examined for opening as recreational areas for the public, and the potential for a path adjacent to the railway line at the back of Hillside estate to be opened as a recreational walking route.

Skerries Mills, highlighted as a key attraction and important meeting spot was also included in submissions, with respondents suggesting the upgrade of paths within the mills, provision of better access for Active Travel, and better connections with the Town Centre.

3.3.14 Schools

Young people provided feedback on travelling to / from school. One of the main concerns coming through in submissions related to the safety of children on the roads in the existing situation. Many respondents cited how they would love to see their children or grandchildren cycling more, but that they feel it is not safe to do

so at present, with 62% rating road safety for children as poor or very poor, and 70% of transition year students surveys stated that they would like to use Active Travel to get to school more.

Those who do cycle or walk to school have highlighted some of the dangers they face, and suggested solutions include the provision of more pedestrian crossings, cycle lanes, Safe Routes to School, and fostering respect between drivers and pedestrians / cyclists.

It was observed that access to some schools could be immediately improved by the addition of a pedestrian crossing.

It was suggested that in some locations the entry and exit points of schools should be made safer for Active Travel. Suggestions included moving traffic away from these areas or finding an appropriate location for 'Park and Stride'. Again, the issue of permeability was raised with submissions highlighting that increasing permeability between residential areas and schools will increase take up of Active Travel.

Students suggested that additional school wardens would be valuable in making walking and cycling to school safer.

Volunteer-led walking and cycling buses were also suggested as a means of getting more children choosing Active Travel to get to school.

TY Students put forward barriers to cycling / walking to school that include the weight of school bags (books, PE gear, etc); girls' school uniforms being cumbersome / uncomfortable for cycling; and being wet for much of the day following a morning cycle / walk to school.

Suggestions included having drying areas designated in schools and allowing students to travel in non-uniform clothing and to change when they arrive at school.

Workshop Case Study: Consultation with Young People



As part of the public consultation process, on 17 October 2022, Fingal County Council carried out a workshop with 20 Transition Year Students in Skerries Community College.

The Skerries Active Travel team created a brief presentation outlining the definition of active travel, the need for the consultation, what the students will be doing in the workshop, and how their feedback from the workshop will impact the decision-making process.

At the start of the workshop, each student was asked to complete a short survey. This allowed the consultation team to gain an understanding of their current means of travel to and from school, to see how many are already using a means of Active Travel such as walking and cycling., and prompt them to begin thinking about what comprises active travel. The results of this survey are summarised in Appendix C.

Divided into three groups, students were presented with large scale maps of Skerries with key amenities marked. They were provided with markers and stickers and invited to annotate the

maps as desired. Each group was aided by a facilitator, who prompted discussion and took note of key points raised.

Students were encouraged to consider:

- **What is deterring them from using active travel modes at present**
- **What might encourage them to engage in active travel, and**
- **What kind of actions would they like to enable them to travel actively.**

Responses received from the Transition Year students of Skerries Community College have emphasised the need for actions to be undertaken to improve active travel in Skerries from small interventions to long term development. The students expressed overwhelmingly positive views regarding Active Travel and have shown their eagerness and enthusiasm for this project to progress.

Their strong support for walking and cycling infrastructure highlight the high level of acceptance and uptake there would be for Active Travel among the younger population in Skerries.

The students provided the public consultation with a significant amount of feedback that provided specific suggestions for how the area can become more conducive to Active Travel. Suggestions were also received as the how the town can be more welcoming and functional for younger people.



Cycling

The survey results show that, although 80% of students own a bike / e-bike, only 15% of them cycle to school.

The students expressed the need for safe and protected cycle lanes to be built around the town. A greenway from connected towns and villages was among the suggestions for cycling infrastructure.

Students noted that the lack of bicycle parking in Skerries is another barrier for active travel, and said they find it easier to walk or get a lift in a car.



The students specifically mentioned Barnageeragh Road, Balbriggan Road and South Strand Road as roads that need a cycle lane. The students suggested that Fingal County Council take existing desire lines into consideration when planning routes, specifically in the Kybe. They noted that this would make cycling both quicker and safer.

Walking

50% of the students who took part in the survey walk to school, primarily, they said, because they live close by.

It was said by the students that the footpaths are in a poor state of disrepair and are too narrow at certain points, forcing them to walk on the road. The students noted that this makes active travel by foot quite dangerous around Skerries, and if improved, they would feel more comfortable walking in Skerries.

In particular students asked for a wider footpath on the Coast Road, Balbriggan Road, Harbour Road, and the Dublin Road and also asked to repair the footpath that goes through The Kybe. Students asked for a safe walking path from the Dublin Road Roundabout towards Hillside.

Amenities and Recreation

Students agreed that the town would benefit from more recreational space for them to meet and socialise.

Floraville was referenced as an area that is frequently used, and young people said that more such spaces would be welcomed, particularly if there was sheltered seating. In a similar vein, students called for larger green areas and parks that they could access for recreation / meeting up.

The Kybe was repeatedly mentioned as a green area that needs to be improved for younger people to use as a recreational area. Students noted that a public sheltered seating area would be very beneficial to facilitate meeting-up in all weather. Some students commented that providing better quality football pitches and in particular, a 5 a-side-pitch at The Kybe would encourage greater use by them. Students suggested formalising desire lines and improving paths in the Kybe as well and removing ditches.

The students also asked for more public toilets to be placed around Skerries and remarked that the South Strand Beach has potential to be a great location for festivals and entertainment.

Although Skerries is a seaside town, the students commented that swimming near the pier is dangerous. They asked for safer access to the water to be provided, as it is a key amenity for them. The students also expressed the need for changing areas around The Head. They asked for more seating to be placed in the harbour grass area

Public Lighting

The lack of lighting around Skerries - and particularly in green areas - was raised by many of the students. They commented that “badly lit” roads and footpaths prevented them from actively travelling or congregating in areas as they deem it dangerous. The students noted that because of this, there are limited places to meet their friends outdoors. The students expressed that they would feel unsafe meeting each other in areas that have no public lighting.

It was said that more lighting would make it safer to use green areas at night or in winter and would also encourage them to use Active Travel to meet in these areas.

The students asked for more public lighting in The Kybe, Kelly’s Bay Strand, Coast Road, Red Island, South Strand Road so that they can use the amenities of Skerries at night-time or in the winter months.

Schools

Students noted that their school books make their school bags very heavy and therefore actively travelling to school is quite unappealing. It was also said that the need to bring multiple bags into school, such as for P.E, can make cycling difficult.

Some female students said they feel their school uniforms are not suitable for cycling to school and instead opted for a mode of transport that was less physical so that they could feel comfortable.

The transition year students suggested that Skerries Community College might consider changing their lunch hours to be mindful for those who choose to actively travel instead of getting a lift. The students said that this would encourage many people to cycle or walk, as they would have more time to do so. Students also suggested that there should be more leniency towards the students who cycle or walk to school if they are late.

It was also suggested that students who do actively travel to school should receive credit & they suggested awarding prizes in school for those that do walk, cycle, etc.

Many students proposed that the school should consider allocating a ‘drying area’, for students to dry their clothes, hair, etc, if they travel actively to school in the rain.

Public Transport

Many students referred to the need for better transport services, citing a lack of bus stops (particularly sheltered ones). Students living outside the town in particular noted this need as they depend on a car or public transport to get into school. One student noted that if they were to get the bus to school, it could take up to an hour in the mornings.

Some students suggested a Park & Stride Scheme and facilities in Skerries for those who live outside the town. Students also proposed the idea of promoting Park & Stride on Wednesdays and recommended labelling it ‘Walk on Wednesdays’.

Connectivity

Connections to neighbouring villages for walking and cycling including Rush and Loughshinny were also cited by the students as ways of improving Active Travel connections in the town, supporting school goers in these areas to travel actively to school in Skerries. The need for Active Travel connections to attractions such as Ardgillan Castle were also put forward.

Pedestrian Crossings

Throughout the workshop, students noted opportunities for additional crossing points around Skerries. They commented that many of the roads are unsafe to cross due to the lack of safe pedestrian crossings. The students stated that this prevents them from actively travelling to school or extracurricular activities.

The students highlighted the need for safe pedestrian crossings at Millers Lane, Shenick Road, Barnageeragh Road, Balbriggan Road, Holmpatrick Street, Church Street and Dublin Road.

Traffic Management

It was said that at many of the traffic lights, cars get the priority over pedestrians. The students noted that it makes getting a lift by car easier and quicker than using active travel modes.

Many students requested traffic calming and speed reduction measures to be taken in Skerries. Shenick Road and Hoar Rock were said to be roads where drivers drive too fast & suggestions such as speed bumps were asked to be put in place.

3.3.15 Communications, Education and Behaviour Change



Not every action suggested to support Active Travel requires physical infrastructure. Suggestions were received in respect of non-tangible actions such as educational initiatives, communications activities, and campaigns to influence behaviour change.

Ensuring better availability of community information, such as updates on Active Travel initiatives and information on bike rental was suggested; and the organisations of cycle days as a means of encouraging Active Travel was also suggested.

Respondents said in the feedback that there is a general atmosphere of 'car is king' in Skerries, which hampers Active Travel. It was suggested that measures be taken to prevent a 'them vs us' attitude between drivers and cyclists, and to encourage respect between all road users. Campaigns were also suggested to raise awareness amongst drivers of pedestrians and particularly children and the hierarchy of road users. Respondents also proposed initiatives to disincentivise car use, encourage shared transport, and to reassure businesses on the benefits of Active Travel.

With regard to education, proposals were also included to develop education programmes for primary and secondary schools in Skerries on the importance of helmet wearing, bike maintenance, and cycling skills.

It was also put forward that interactive information boards for visitors might be considered as a way to encourage walking around the town, and that a themed walking / cycling trail such as a heritage trail would also incentive walkers. It was also proposed that improved town edge signage would serve to enhance the visitor experience.

The ESRI report suggests that “Pre-bunking” misperceptions of the effects of Active Travel with accurate information delivered by identifiable, accountable sources is likely to be more effective than attempts to correct these conceptions once formed.

It also suggests that while delivering infrastructure should be prioritised over information campaigns, but that behaviourally informed communications can increase the effectiveness of infrastructure changes.



4 SUGGESTIONS RECEIVED FROM EACH LOCATION

Across all submissions, over 2,000 suggestions were submitted in response to this public consultation. Many remarks related to Active Travel generally, such as requests for the provision of more cycle lanes and footpaths, however, a significant amount of feedback provided specific suggestions for how an area can become more conducive to Active Travel.

Suggestions relating to specific locations are recorded in the table below. It should be noted that some proposals may contradict each other and that this table is for informational purposes only, reporting the feedback received to this consultation. This does not imply the feasibility of these suggestions and does not represent any of Fingal County Council's plans at this time. In the event that a suggestion made is unintentionally omitted from this table, the report writers wish to assure readers that all submissions are being considered by Fingal County Council in addition to their consideration of this summary report.

Table 1 - Submissions Received by Location

Location	Examples of suggested actions
Ardgillan	<ul style="list-style-type: none"> • Cycle and pedestrian route from Skerries • Footpath from Balbriggan Road • Improve road surface • Investigate an Active Travel route from Skerries • Widen footpath along coast to Ardgillan
Balbriggan Road	<ul style="list-style-type: none"> • Address bad corners on the road • Coastal cycle path • Complete footpath • Cycle lane uninterrupted by roads • Cycle route extending to Balbriggan • Double yellow lines to prevent parking on one side • Improve safety at night • Installation of signs to alert drivers of pedestrians crossing Balbriggan Road to Kelly's Bay • Make safer for cycling • One-way traffic • Proper, lit pedestrian path • Reallocated road space to Active Travel • Repair potholes • Segregated Active Travel to Ladies Stairs • Signage to inform drivers of walkers on road • Speed bumps or road markings to slow drivers down • Two-way cycle lane • Widen footpath at White Cottages bus stop • Widening and resurfacing of footpath
Balbriggan Street	<ul style="list-style-type: none"> • Bike parking • Bus stop at Barnageeragh • Improve streetscape • New road layout to improve traffic flow • One-way traffic • Reduce space taken by rental bikes • Reduce vehicle traffic • Remove utility poles in middle of paths • Stop/go system to accommodate a wider footpath • Street parking on one side only
Ballast Pit	<ul style="list-style-type: none"> • Biodiversity preservation • More public seating • Out of town parking • Upgrade to foot and bike path
Ballygossan	<ul style="list-style-type: none"> • Active Travel route connecting to Hillside, Barnageeragh Cove and Hamilton Hill

	<ul style="list-style-type: none">• Connect open green areas• Double-yellow lines at pedestrian entrance to prevent parking• Extend rental bikes to estate• Improve permeability between Ballygossan and Hillside estates• Pedestrian crossing across the Golf Links Road
Baltrasna Road	<ul style="list-style-type: none">• Resurface path at Ardla cemetery• Investigate potential of road to provide Active Travel link to Ardgillan• Investigate old mass paths
Barnageeragh Beach	<ul style="list-style-type: none">• Improve access for buggies and wheelchairs• Improve access to beach for walkers and cyclists• Improve beach facilities and beach cleaning• More bins on beach• More public seating• Safer entrances onto beach
Barnageeragh Cove	<ul style="list-style-type: none">• Add a bus stop• Bike locking facilities• Bike parking• Exclusive walking and cycling routes• Extension of bike rentals to estates• Improve safety for pedestrians• Pedestrian and cycle link to town centre• Provide access path to the beach• Reduce speed limit• Safe and accessible walking routes• Safer road crossings• Widen footpath• Wider and smoother footpaths
Barnageeragh Road	<ul style="list-style-type: none">• Additional landscaping• Address footpath deficit to southern side of Skerries point• Bike parking• Create formalised parking for train station to address all-day parking on the road• Cycle lane from Townparks estate to Skerries Point• Cycle lane via train station to village• Cycle way from Skerries Point to train station• Double yellow lines to prevent parking• Remove on-road parking• Flashing speed signs at junction with Dublin Road• Give priority to cyclists and pedestrians• Install continuous bike lane on Ballast Pit side of road using grass verge• Install speed bumps• Interactive information board for visitors• Introduce traffic calming• Lighting on walkway through Ballast Pit to train station• Mirror at Ardgillan junction to allow pedestrians crossing to see cars• More [sheltered] bus stops• Move pedestrian crossing to other side of Skerries Point entrance to match desire line• Redirect bus route• Regular safe pedestrian and bicycle crossings• Remove speedbump at Skerries Point• Rental bikes• Reroute bus down this road• Review pedestrian crossings at junction with Dublin Road• Safe crossing at Northcliffe Heights• Sheltered bus stops• Stop cars further back at junctions

	<ul style="list-style-type: none">• Traffic lights at major junctions• Two-way cycle lane and footpath on length of road• Two-way cycle route• Two-way segregated cycle lane
Church Street	<ul style="list-style-type: none">• Connect street to other cycle routes• Contra-flow bike lane• Ensure footpaths are accessible• Improve footpaths• Install bike parking• Introduce traffic calming measures• More public seating• One-way traffic• Resurface road to make suitable for cyclists• Upgrade surface of Tennis Court Lane• Zebra crossing at roundabout
Coast Road / Holmpatrick	<ul style="list-style-type: none">• Better street lighting• Bike parking across from Rugby Club• Crossing to bus stop on Shenick Road• Cycle lane from Rugby Club to South Strand• Double-yellow lines to prevent parking• Introduce 30 km per hour speed limit• Match pedestrian crossing to footpath• One-way traffic• Open access to South Strand• Permeability between housing estates on road• Priority to pedestrians and cyclists• Raised table crossing• Reallocate lane to walkers and cyclists• Reduce car speeds• Remove on-street parking near Rugby Club• Safe crossing point• Safe walkway• Segregated cycle lane• Speed bumps at graveyard• Toilet at Rugby Club• Widen footpaths
Community Centre	<ul style="list-style-type: none">• Change location of crossing point to Little Theatre• Cycling and walking paths through the car park• More direct walking and cycling routes to centre• More public seating
Dowling's Corner	<ul style="list-style-type: none">• Additional public seating• Pedestrian crossing• Review junction• Roundabout to aid traffic flow
Downside	<ul style="list-style-type: none">• Open access to nearby green area• Pedestrian crossings• Repair walking and cycling links from Golf Links Road
Dublin Road	<ul style="list-style-type: none">• Better sign posting at roundabout• Compete footpaths at both sides of road• Continue Barnageeragh Road cycle lane onto Dublin Road• Continue footpath after Martine Court• Develop cycle route aimed at families• Improve safety for cyclists / scooters going to schools• Improvement of footpaths• Improvements to road surface• Introduce traffic calming measures

	<ul style="list-style-type: none">• One-way traffic• Park and Ride feeder bus• Pedestrian crossing at fire station• Pedestrian crossing linking town / Skerries Mills to Train Station• Provide footpath up Toughen Hill• Reduce speed limit on road to 30 km per hour• Safe crossing point• Segregated cycle lane• Traffic lights at junction of Barnageeragh Road
Educate Together	<ul style="list-style-type: none">• Lighting for outdoor classroom• Open access from Kelly's Bay• Pedestrian crossings• Safe cycling and walking paths to school
Golf Links Road	<ul style="list-style-type: none">• Consider the need for Active Travel in the context of new developments on the road• Develop footpath and cycle lane• Double yellow lines along footpath from Downside estate• Improve pedestrian access to Ballygossan• Introduce traffic calming measures• Permeability between nearby estates• Replant flowers at signpost• Review junction with Shenick Road• Safe pedestrian crossing
Greenlawns	<ul style="list-style-type: none">• Safe pedestrian crossings needed
Hamilton Hill	<ul style="list-style-type: none">• Bike locking facilities• Bike parking• Connect to town, schools, and other estates via Active Travel Route• Extension of bike rentals• Improve footpaths• Install a bus stop• Introduce traffic calming• Introduce traffic calming measures• Pedestrian and cycle link to town centre• Reduce speed limit• Safer road crossings• Wider and smoother footpaths
Harbour Road	<ul style="list-style-type: none">• Boardwalk to Red Island• Continuous footpath from Quay Street• Convert laneway to South Strand to a disabled parking space• Expand space for pedestrians• High quality street furniture• Improve laneways to South Strand• Improve road layout at toilets• Install footpath from sailing club to lifeboat station• Introduce 30 km per hour speed limit on road• Introduce traffic calming• Limit access to commercial vehicles• Make pier safe for swimming• Make traffic island a suitable surface for all users• More public seating• No parking on seaward side during summer months• Pedestrian access from North Strand• Pedestrian crossing at the Lifeboat Café• Pedestrianise road• Pelican crossing at toilets• Pelican crossing from Strand Street and Quay Street

	<ul style="list-style-type: none"> • Prevent cars blocking lifeboat station in summer • Raised table crossing • Redesign junction with Strand Street to encourage Active Travel • Reduce on-street parking • Remove all on-street parking • Remove on-street parking on seafront side of road • Remove on-street parking that disrupts views • Remove parking from Sailing Club side • Remove roundabout at Harbour • Safe pedestrian crossing point • Segregated cycle lane • Speed bumps • Tidal swimming pool • Underground overhead cables • Widen footpath
Harrison Bay Road	<ul style="list-style-type: none"> • Develop safe paths to the Educate Together school • Increase pedestrian crossing points • Lighting in green areas • More dishd kerbs • One way traffic to Barnageeragh Cove / Hamilton Hill • Pedestrian crossing at Barnageeragh Road junction • Reroute traffic • Safe crossing at end of off-road path • Safe crossing points • Segregated cycle lane • Sheltered bus stops • Two-way cycle lane and footpath
Hillside	<ul style="list-style-type: none"> • Connect to town, schools, and other estates via Active Travel Route • Improve permeability between housing estates • Investigate opening railway path behind estate as a recreational walkway / Active Travel route • Lights to limit traffic under bridge to one-direction • Make it clear that it is a two-way road • More dipped footpaths • Permeability between green areas and playground in Ballygossan • Safe pedestrian crossing at Railway Bridge • Safe pedestrian crossings for Dublin Road and Miller's Lane • Sheltered bus stops
Hoar Rock	<ul style="list-style-type: none"> • Improvements to public realm • Install footpath from Hoar Rock Hill to White Cottages • Introduce 30 km per hour speed limit • One-way traffic • Speed bump to slow traffic • Stop or Yield sign to protect pedestrians • Two-way cycle lane • Widen footpaths
Kelly's Bay	<ul style="list-style-type: none"> • Address anti-social behaviour • Create cycle lane connecting to one on Barnageeragh Road • Cycle lanes • Improve permeability to different estates • Lights or pedestrian crossing at Barnageeragh Road junction • More lighting • Playing pitch in green • Remove the cul-de-sac to create permeability between Kelly's Bay and Educate Together school • Speed bumps at entrance
Lusk Road	<ul style="list-style-type: none"> • Complete footpaths

	<ul style="list-style-type: none"> • Cycle lane extending to Lusk • Segregated cycle lane
Lusk	<ul style="list-style-type: none"> • Complete walking and cycling links to Skerries
Martello Tower	<ul style="list-style-type: none"> • Open museum / café / activity centre • Redevelop as amenity
Mill Pond	<ul style="list-style-type: none"> • Dry walking route
Millers Lane	<ul style="list-style-type: none"> • Address blind crossing at Shenick Road • Crossing at Mill Pond Green • Dipped footpaths • Introduce 30 km per hour speed limit • Introduce traffic calming measures • More crossing points to access schools • More seating in cemetery • More speed bumps at the graveyard • One way system • Raised table crossing • Reduce on-street parking • Repair footpath to Sherlock Park • Safe pedestrian crossing / zebra crossing • Segregated cycle lane • Signage alerting drivers to children and telling them to slow down • Traffic lights • Upgrade junction at Holmpatrick
Millhill Park	<ul style="list-style-type: none"> • Cycling and walking paths connecting to town park • Safe pedestrian crossing
Mourne Estate	<ul style="list-style-type: none"> • Double yellow lines to prevent parking • Formalise desire lines • Lighting in Green Areas • Off-road cycle track • Pedestrian crossing at Mourne View • Resurface roads into estate • Two-way cycle lane and footpath
Northcliffe Heights	<ul style="list-style-type: none"> • Sheltered bus stop
Pump Lane	<ul style="list-style-type: none"> • Continuous footpath • Pedestrian crossing from Skerries Community College • Reverse direction of traffic flow
Quay Street	<ul style="list-style-type: none"> • Add footpaths where there are gaps • Better route from north beach to harbour • Change the crossing time at lights • Contra-flow bike lane • Improve parking for residents • Limit parking to residents only • One-way traffic • Pedestrian crossing at the 'shed' • Pedestrian crossing to Strand Street • Pedestrianise the street • Rationalise parking • Safe crossing point
Red Island	<ul style="list-style-type: none"> • Additional lighting • Create a safe looped walk incorporating Harbour Road • Cycle path • Cycle route to Rugby Club along South Strand • Down lights on path to South Strand • Electric car charging • Examine barriers to close car park when at capacity • Examine electronic parking signage to inform drivers when car park is full

	<ul style="list-style-type: none">• Improve access to Harbour Road• Improve public realm at swimming areas• Introduce traffic calming• Lighting• Limit parking to elderly and disabled space users• Make car park bigger• More bins• Prevent cars parking on grass• Public toilet• Reduce car traffic• Reduce street clutter• Repair footpaths• Resurface car park for wheelchair / mobility aid users• Segregated cycle lane• Timed bollards to limit access• Upgrade swimming facilities• Widen footpaths
Rush Road / Loughshinny	<ul style="list-style-type: none">• Complete footpaths to make continuous• Cycle lane• Develop a coastal walkway connecting the towns• Improve footpaths• Improve road safety at Curkeen Hill• Introduce traffic calming• Introduce traffic calming measures• Path to Skerries from Ballyhavl Lane• Pedestrian Path to Skerries• Provide bus service connecting Loughshinny and Skerries• Raised table crossing• Safe pedestrian crossing point
Seacrest	<ul style="list-style-type: none">• Off-road cycle path
Shenick Road	<ul style="list-style-type: none">• Crossing point to Golf Link Road and Sherlock Terrace• Cycle lane• Improve footpaths• Improve pedestrian crossing points• Improve safety for pedestrians• Improve safety of junction with Miller's Lane• Introduce traffic calming• Introduce traffic calming measures• More bicycle parking• One-way traffic• Raised table crossing• Reengineer road layout at Golf Links Junction• Repair bike rack• Replant flowers at signpost• Resurface and repaint road markings• Segregated cycle paths• Sheltered bus stops• Signage alerting drivers to children and telling them to slow down• Zebra crossing to the C&T
Sherlock Terrace	<ul style="list-style-type: none">• Improve footpath quality• Improve path to Holmpatrick Church• Introduce 30 km per hour speed limit• New pedestrian crossing• Signage alerting drivers to children and telling them to slow down
Skerries Mills	<ul style="list-style-type: none">• Cycling / walking routes to Church Street (Supervalu) through Town Park• Cycling and walking paths through car park• Electric car charging points

	<ul style="list-style-type: none">• Expand visitor parking• Improve pedestrian and cycle access at entrance• Install upstairs access for wheelchair users• More public seating• Open car park late in summer• Remove pebbledash paths to improve accessibility• Repair footpaths• Safe pedestrian and cycle access• Tourist bus loop• Upgrade path from Sherlock Park
Skerries Rock	<ul style="list-style-type: none">• Make pathways and kerbs accessible• Off-road cycle track• Provide complete footpath connecting to Skerries Community College
South Strand	<ul style="list-style-type: none">• Ban cycling on path• Better access for prams and wheelchairs on path• Bike parking• Boardwalk on beach• Boardwalk on beach to facilitate wheelchair / buggy access• Ensure there are no blockages on the footpath• Improve access to beach for wheelchair users• Include on tourist loop• Install lighting• Install showers• Investigate potential for use for festivals and entertainment• Lighting on path to Red Island• More seating• Move lights to other side of toilets• Reduce street furniture• Reinstate beach wheelchair service• Reinstate wrought iron bins• Repair holes on walking path• Safe and secure bicycle parking
South Strand Street	<ul style="list-style-type: none">• Expand parking• Introduce 30 km per hour speed limit• Introduce parking fees• Pedestrian crossing to beach• Pedestrianise street• Reduce obstacles on footpaths• Reducing on-street parking• Safe crossing point• Segregated cycle lane• Sheltered bus stops• Two-way bike lane• Widen footpaths
St Patricks Close / Station Road	<ul style="list-style-type: none">• Upgrade walkway from cul-de-sac to shared pedestrian / cycle path• Improve safety for pedestrians
Strand Street	<ul style="list-style-type: none">• Add cycle lanes• Bike parking including for cargo bikes, e-bikes, and scooters• Change traffic flow on connecting side streets• Close to traffic Saturdays 9am -12pm• Connect to cycle routes• Drop off area at Garda Station• Drop off area at Gerry's• Improve footpath / road surface at traffic lights• Improve parking layout• Improve street lighting

	<ul style="list-style-type: none">• Introduce traffic calming measures• More parking at Gerry's• More parking at Olive Café• More public seating (including at the Monument)• Move parking spaces at EBS closer to road and install bike parking• New zebra crossing• One-way traffic• Open the back of Floraville to improve permeability• Pedestrian crossing at Gerry's• Preventative measures around church / library to stop drivers on footpaths• Raised table crossing• Restrict parking to designated areas• Resurface road• Review car parking situation at bus stop• Safe crossing points• Speed bumps• Two-way cycling and walking route• Upgrade side lanes onto street• Widen footpaths
The Green / The Kybe	<ul style="list-style-type: none">• Footpath• Link to path at Mill Hill Park• Two-way cycle lane
The Mews	<ul style="list-style-type: none">• Lighting• Pedestrian footpath• Secure parking options
The Square	<ul style="list-style-type: none">• Improve crossing to Quay Street• Improve footpath quality• Improve quality of road surface• Improve sight lines• Limit parking to residents only• User 'build out' as amenity such as a Parklet
Thomas Hand Street	<ul style="list-style-type: none">• Bicycle parking• Bike parking• Enforce parking rules• Improve footpaths to increase accessibility• Introduce traffic calming• More seating at junction with Church Street• One-way traffic• Reduce on-street parking• Remove parking on one side of the road• Widen corner at Keane's Bar for pedestrians
Town Park	<ul style="list-style-type: none">• Addition of a 5-a-side pitch• Better connectivity from housing estates• Better football pitches• Complete internal paths• Cycle / Walking route connecting Mill Car Park, Millhill Park, Tennis Court Lane, Community Centre• Cycle lanes and footpath for playing fields• Cycling and walking paths• Enforce rules on dog owners• Formalise desire lines• Lighting to allow walking in the evening / night• More bins• More toilets• Network of paved paths• Path to Bowling Club

- Path to Marine Court
- Pave path at playing fields to allow walking from the Community Centre
- Pedestrian Access from Railway Bridge Roundabout
- Remove kissing gate at The Kybe
- Segregated pedestrian path at car entrance
- Sheltered seating area
- Widen paths

Train Station	<ul style="list-style-type: none">• ‘Park and Stride’• Cargo bike parking• Cycle route to Ardgillan• Dedicated cycle and walking route to station• Expand car parking• Increase connectivity and permeability from station• Local looped bus service meeting at train• More bike parking• More parking for commuter use• Parking for shorter periods• Provide cycle lane from Kelly’s Bay• Reduce parking costs• Re-paint zebra crossing• Strengthen the pedestrian link to the town
Weldon’s Lane	<ul style="list-style-type: none">• Lighting• Pedestrian footpath
Wild Cat Lane / Tennis Court Lane	<ul style="list-style-type: none">• Resurface path• Walking and cycling paths
Realt na Mara	<ul style="list-style-type: none">• Safe School Zone
Station Road	<ul style="list-style-type: none">• Traffic lights at junction with Dublin Road

5 RESPONSE TO THE PUBLIC CONSULTATION FROM FINGAL COUNTY COUNCIL

5.1 Acknowledgements

Fingal County Council would like to extend our thanks to all who participated in this consultation process. We are grateful to everyone who came out to meet us in Skerries on our Active Travel launch day in October, responded to our surveys, participated in the school and community workshops, and those who took the time to make a written submission to the consultation.

We are delighted with the level of interest that has been displayed in response to this consultation process, and with the range and number of suggestions received for actions that can be taken to make Active Travel easier and more accessible to those living, visiting, studying, and working in Skerries.

We also wish to express our thanks to the ESRI for their work on the delivery of a report which has reviewed national and international examples of behavioural evidence to inform design and implementation of Active Travel infrastructure. We are pleased to see the close correlation between the findings of their report and the outcome of this public consultation, demonstrating that there is clear precedence for the Active Travel suggestions identified by the public.

5.2 Summary of Feedback Received

Responses received to the public consultation have illustrated the breadth of actions that can be undertaken to improve Active Travel in Skerries, from small interventions to long term development. The overwhelmingly positive response to this public consultation has illustrated the appetite for Active Travel in the town, a strong sense of community, and a real desire for a change in how people move about the town, whilst considering the needs of all its residents. The broad range of suggestions received illustrate that Active Travel goes beyond providing walkways and footpaths, and includes better public realm and streetscape, connectivity across the town, and better integration of Active Travel with services and amenities.

The strong support for walking and cycling infrastructure and prioritisation of vulnerable road users received as feedback demonstrates the level of uptake there would be for Active Travel, particularly in making it safer for children and older people to move around the town safely and independently and reducing the reliance on a car through better provision of Active Travel infrastructure, changes to improve accessibility, and better lighting of public areas. The need for Active Travel initiatives to be developed to support independent travel for children and older people between their homes, amenities, services, and schools were particularly of note in the responses.

It is clear from the feedback received that a lack of or inadequate pedestrian crossings is an impediment to Active Travel, and a situation that is seen as easily remedied. Housing estates and key amenities are cited as being easy to connect to each other and to the town for walkers with safe pedestrian infrastructure, greater permeability, and regular crossing points, to give residents the confidence to walk to their nearby destinations. Pedestrian crossings are seen as a means of increasing connectivity and permeability, shortening journeys by foot.

Respondents have also recognised the need for a lower level of vehicle traffic in the town to facilitate residents and businesses, and while some submissions were received calling for pedestrianisation of some streets, there were significant calls for the rationalisation of traffic and parking throughout the town by implementing one-way systems instead, increasing the space available for Active Travel, without banning cars or reducing existing pedestrian space, and introducing measure to prioritise pedestrians, cyclists and other vulnerable road users. Providing town edge parking was also suggested as a means of reducing the cars travelling into the town centre.

Climate change, air quality, environmental protection, road safety, a better public realm and higher fuel costs are all cited as drivers behind the need for change, and respondents praised Fingal County Council for their decision to undertake public consultation before commencing the process of developing the Active Travel Plan, as their experiences and local knowledge can best identify the needs of the town.

The results of this report, and all submissions received to the consultation, will be used by Fingal County Council, to inform the next steps in developing Active Travel for Skerries.

This consultation process has illustrated that Active Travel goes beyond cycle lanes and walking and includes every element of public space and amenities. It is about making it easier to choose to make journeys without a car, making Skerries a more pleasant place to be, making it safer to make short journeys by car or foot, and rationalising traffic movements.

The response to the public consultation from residents in neighbouring settlements such as Rush or Loughshinny demonstrates that the influence of Skerries extends beyond the immediate town boundaries, and that the needs of these citizens also need to be considered within the context of an Active Travel Plan for Skerries.

The number of submissions classed as Category 1 activities, indicating actions which could be delivered in a shorter timeframe, show that implementing Active Travel measures may not need to be lengthy, drawn out or costly, and that there can be immediate action taken while medium- and longer-term plans are considered and developed. Calls for closer cooperation between the Active Travel team and other sectors of Fingal County Council such as planning, communications and operations – as well as with third parties such as public transport providers – have emphasised the holistic nature of Active Travel.

We are committed to delivering actions in an integrated and meaningful way, to ensure that any changes are suitable for the long term and match the long-term vision for the town.

5.3 Next Steps

We are now considering the contents of this report and all submissions made to this consultation. We wish to assure the public that we will be using the feedback received, combined with the findings of the ESRI report to inform any future actions taken in respect of the development and implementation of an Active Travel plan for Skerries, which will form the basis for a programme of activities to be undertaken in the months and years ahead to support walking, cycling, and all other forms of Active Travel in Skerries.

Based on the volume of Category 1 'Quick Wins' and Category 2 'Medium Term' suggestions received, Fingal County Council are considering ways to implement some key actions through existing Council services. We will also consider how we can integrate communities located outside of Skerries with the town, using Active Travel, to better support the wider catchment and sustainable transport systems which can build connectivity and accessibility.

Our next step will be to continue the process of appointing an integrated design team to support the development of a plan. Any integrated design team appointed by Fingal County Council will be instructed to ensure that the feedback from the public and best international practice is at the heart of the design and decision-making process, by incorporating the feedback received to this consultation, along with the recommendations and key findings of the ESRI report to ensure an integrated and considered approach is taken.

The integrated design team will consider the submissions and suggestions made to this consultation, assess their feasibility, and use a multi-criteria analysis to determine their suitability. The expertise of the ESRI will also be sought at this stage to assess any proposed projects against national and international behavioural evidence for the implementation of Active Travel infrastructure.

When a draft plan or programme of activities has been developed, Fingal County Council will undertake another period of public consultation, to get feedback on proposal from people who work, live, visit and learn in Skerries. This public consultation will be promoted widely and will provide another opportunity for the public to shape Active Travel in Skerries.

Following this process, Fingal County Council will investigate funding opportunities, from sources such as the NTA, to support implementation of these projects, and work to implement the suggestions made by the public.

We hope to see a repeat of the level of interest and constructive, informative feedback to the next phase of consultation, and hope that participants in this consultation will have the opportunity to see their suggestions come to life in the months and years ahead.

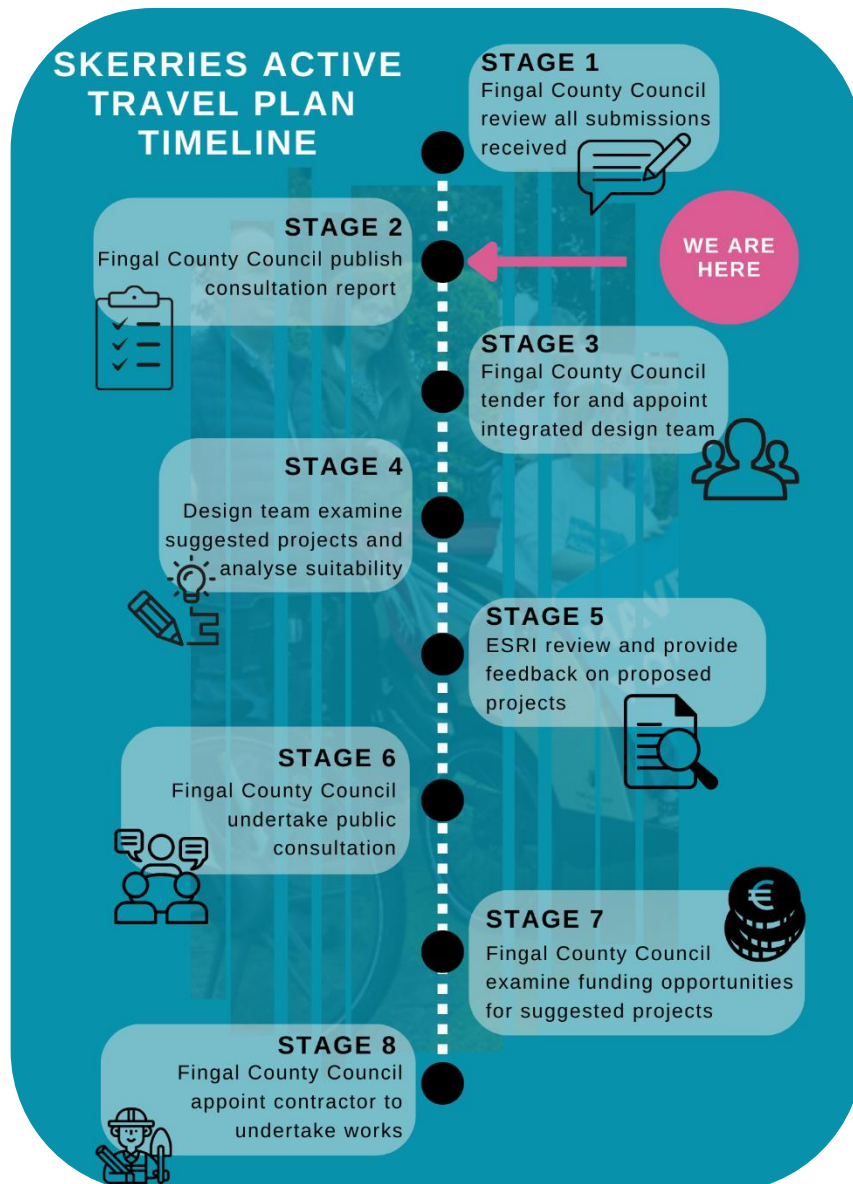
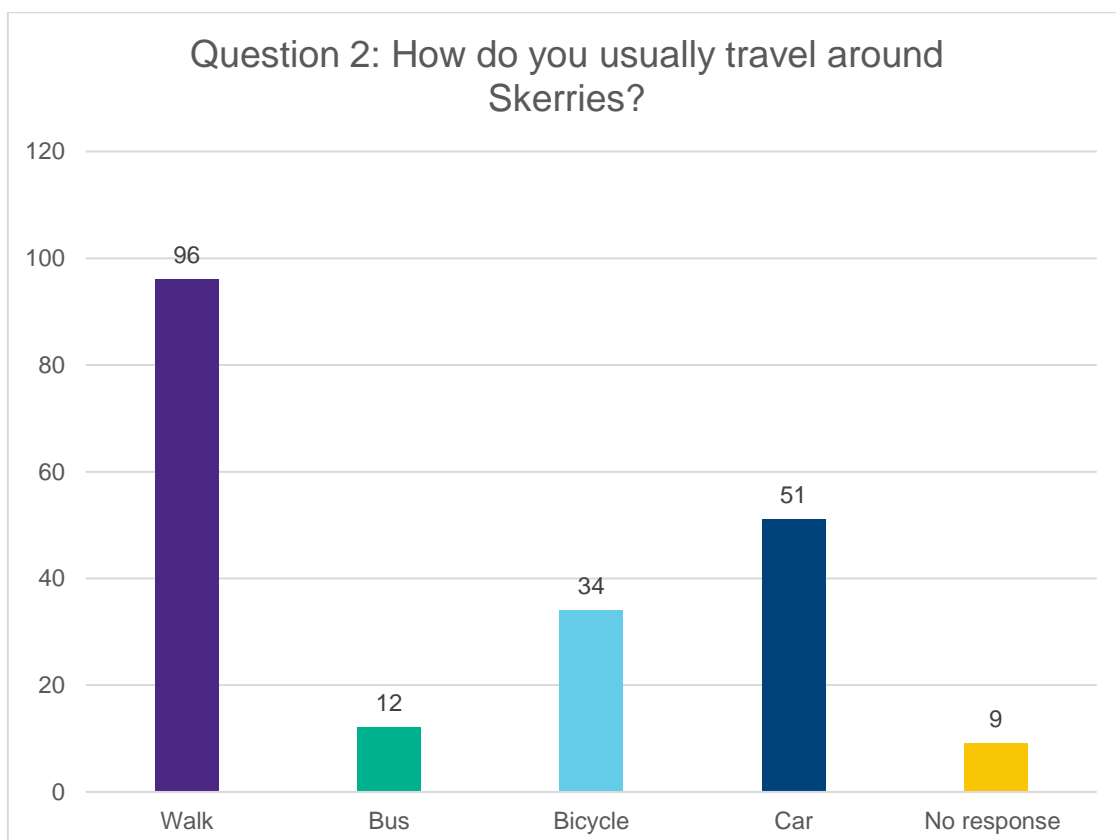
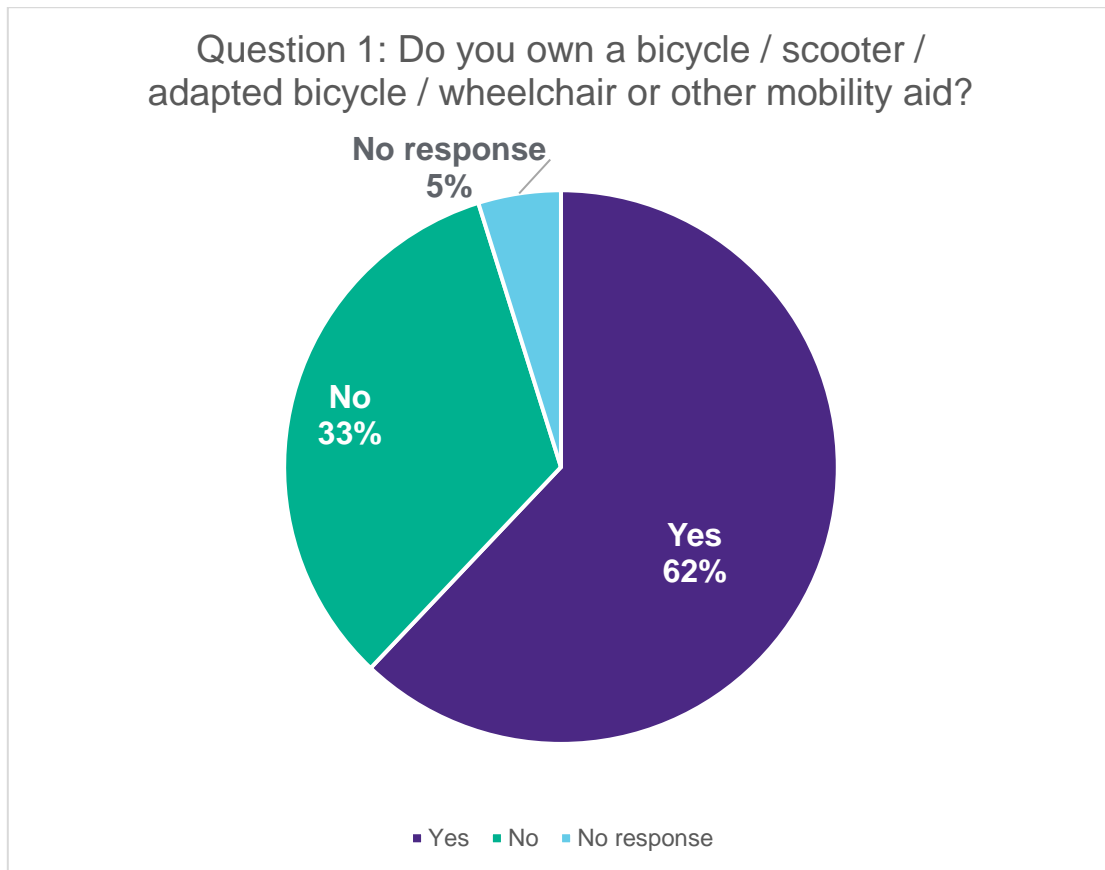
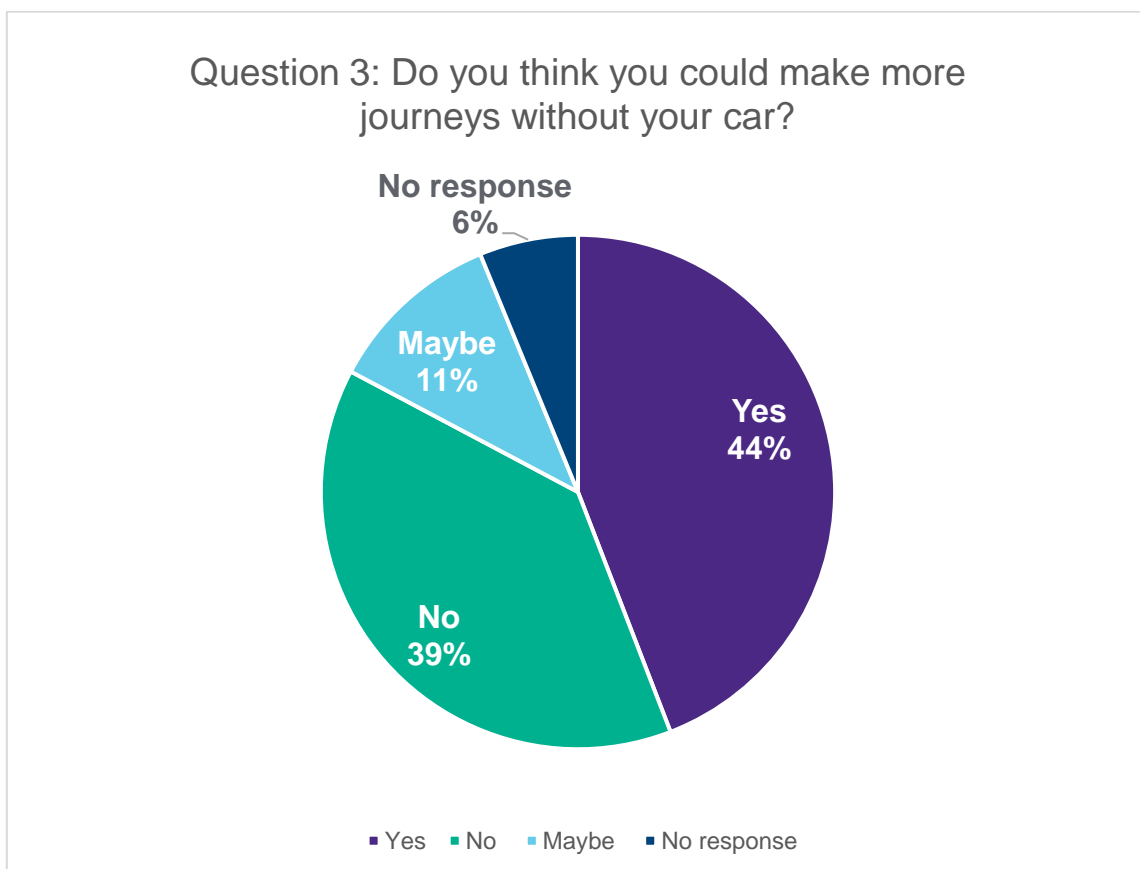
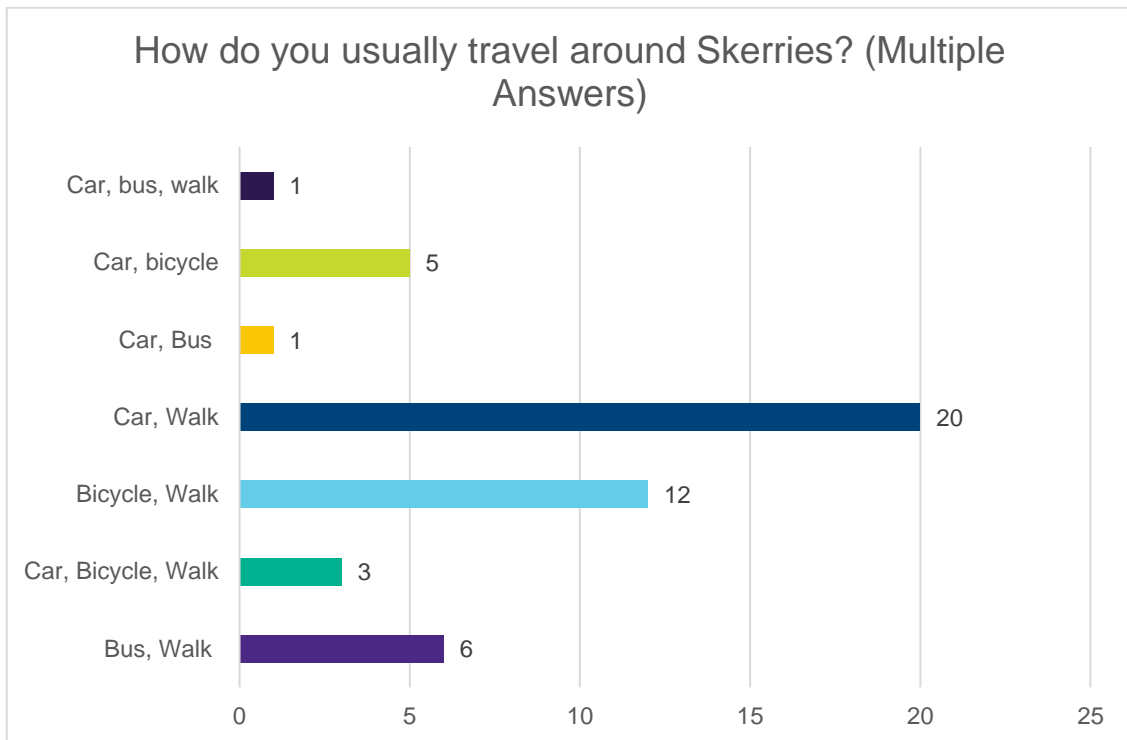


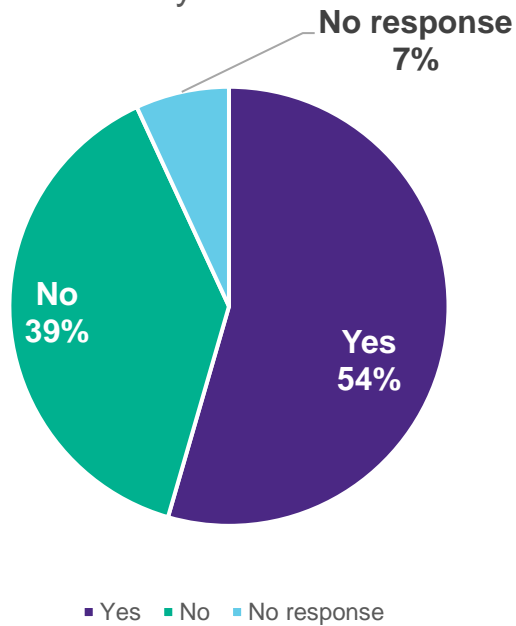
Figure 5 - Indicative Timeline for Skerries Active Travel Plan

Appendix A – On-street Survey Results

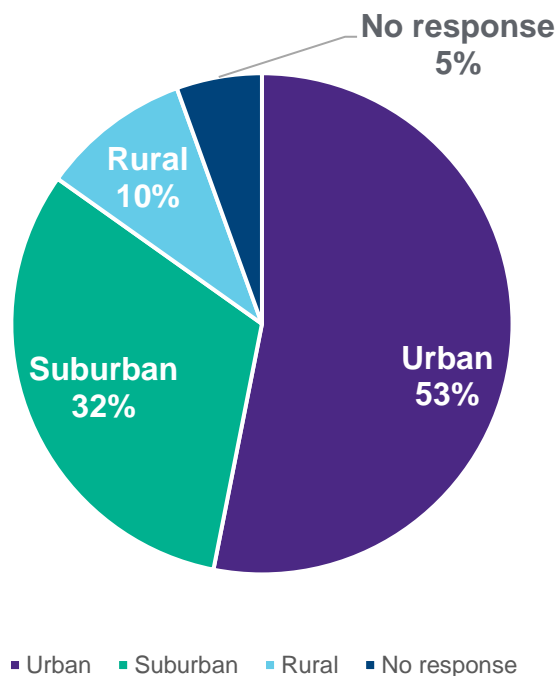




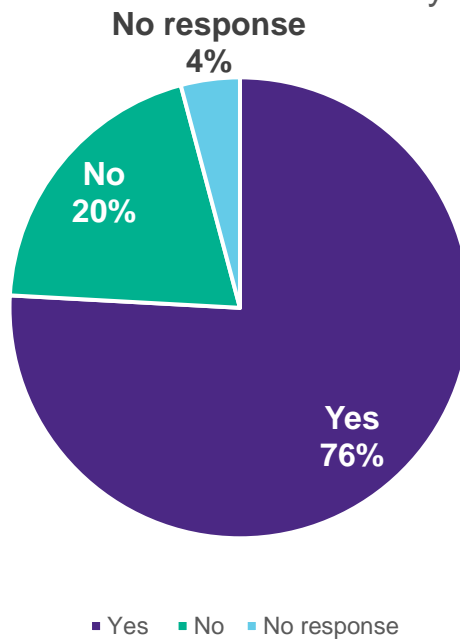
Question 4: Do you think Skerries is safe to walk or cycle in?



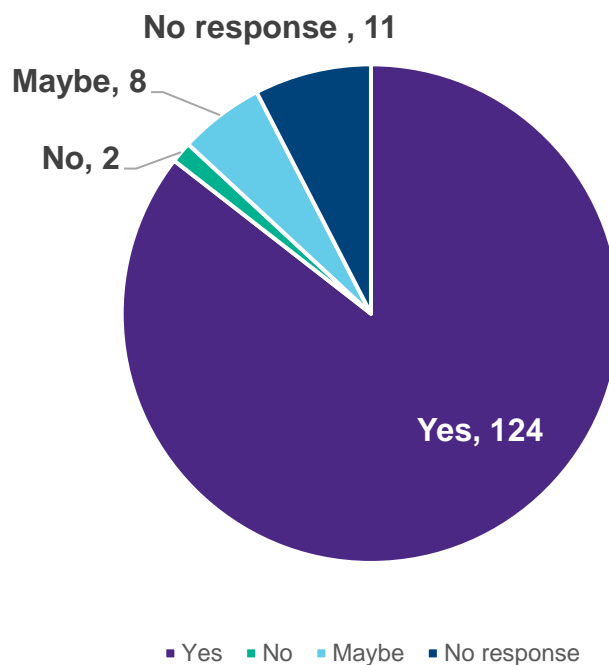
Question 5: Do you live in an urban, suburban or rural area?



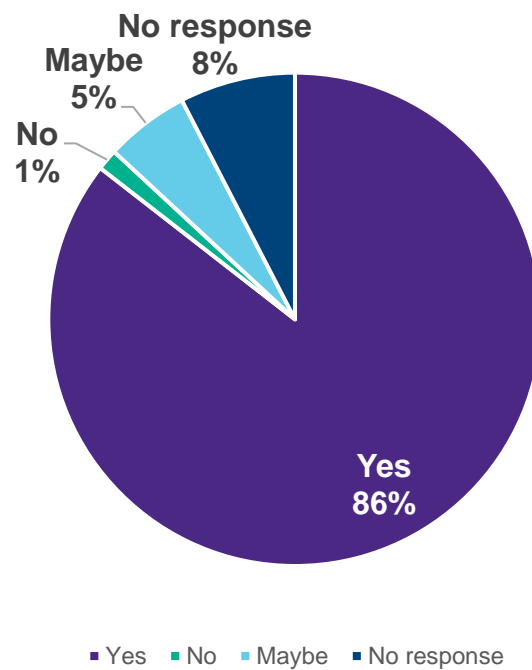
Question 6: Would it be convenient for you to walk or cycle to Skerries town centre from your home?



Question 7: Are you generally in favour of making Skerries more walkable / cycle friendly?



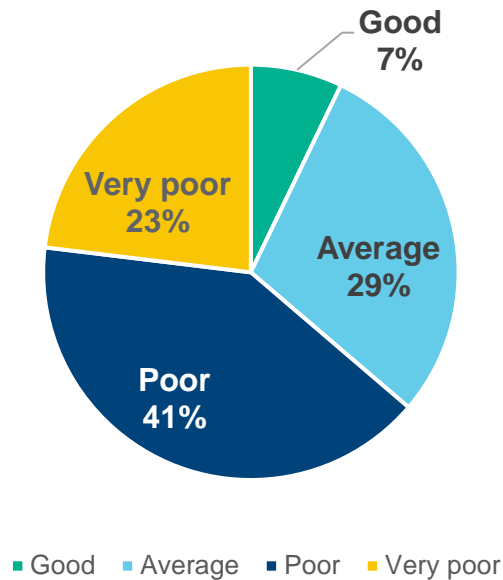
Question 8: Are you generally in favour of making Skerries more walkable / cycle friendly?



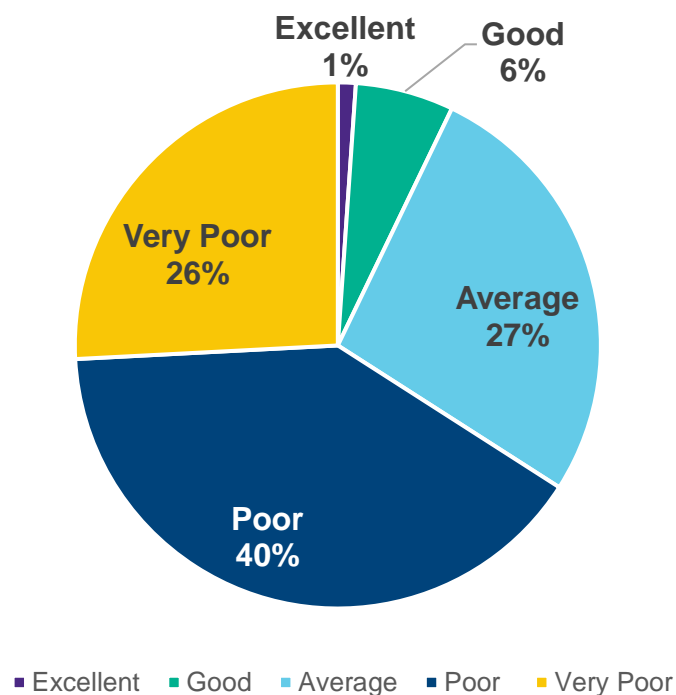
Appendix B – Online / Workshop Survey Results

Participants were asked to think about the existing situation in Skerries, and to rate the following categories from 1-5, with 1 being very poor and 5 being excellent.

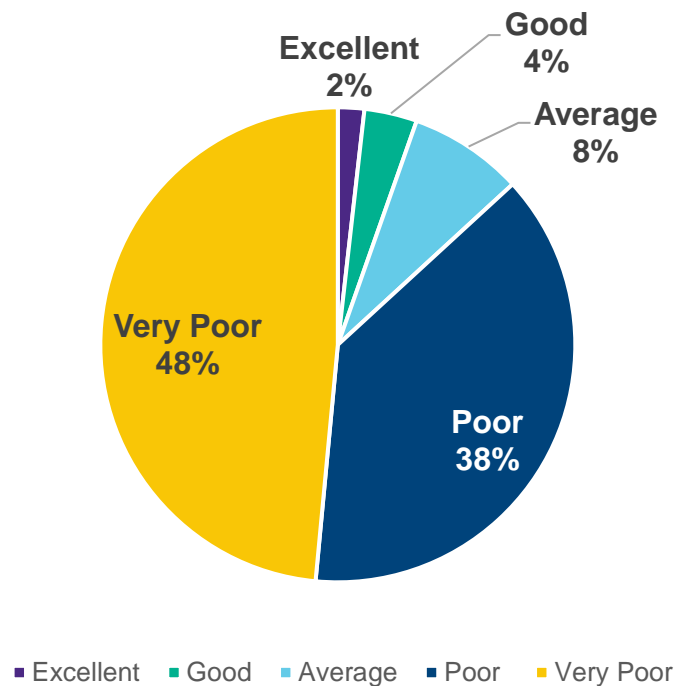
How would you rate: access for people with reduced mobility, such as wheelchair users, mobility scooter users, buggies and strollers etc.



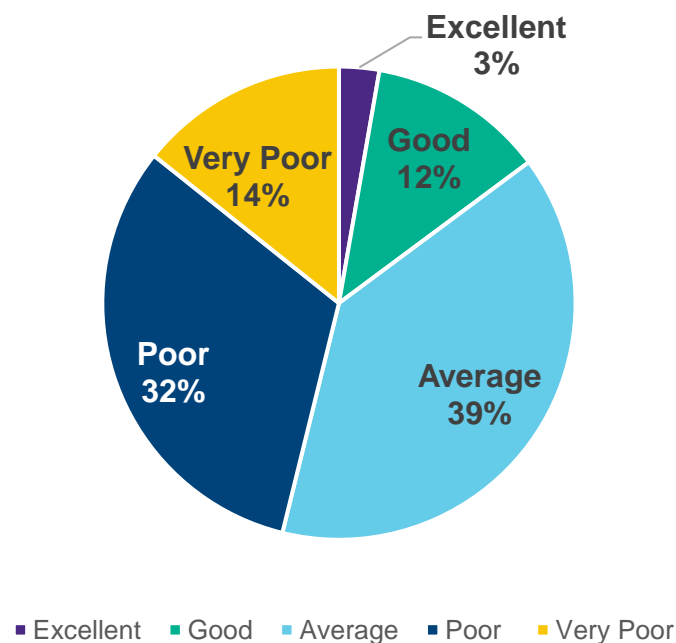
How would you rate: the current state of footpaths and pavements in the town



How would you rate: the current provision of cycle lanes in Skerries



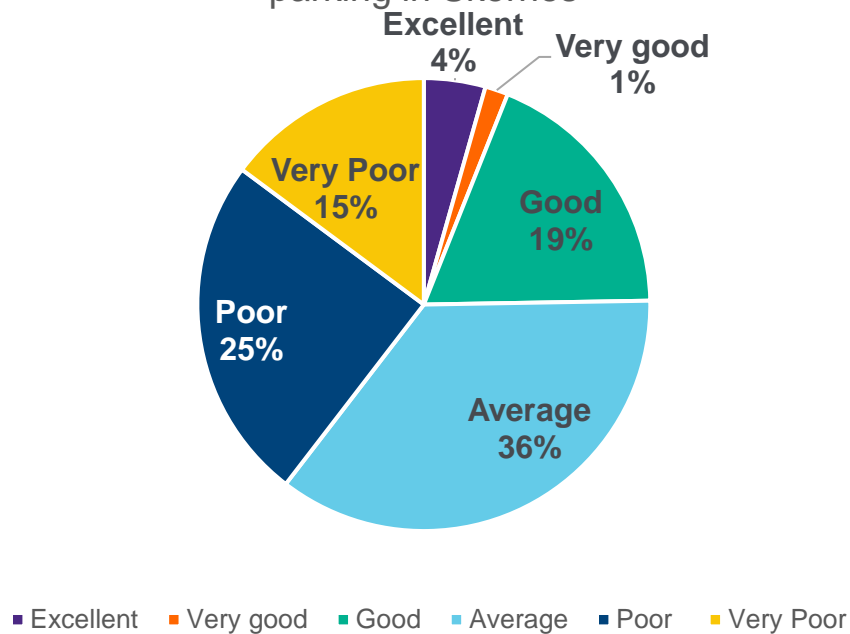
How would you rate: the current provision and locations of pedestrian crossings in Skerries



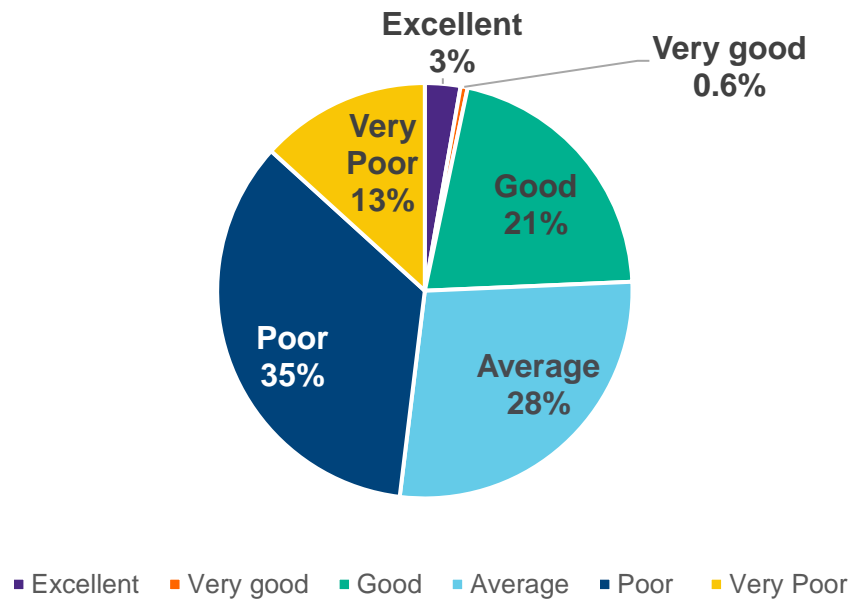
How would you rate: the current levels of vehicle traffic (cars, vans and HGVs) in Skerries



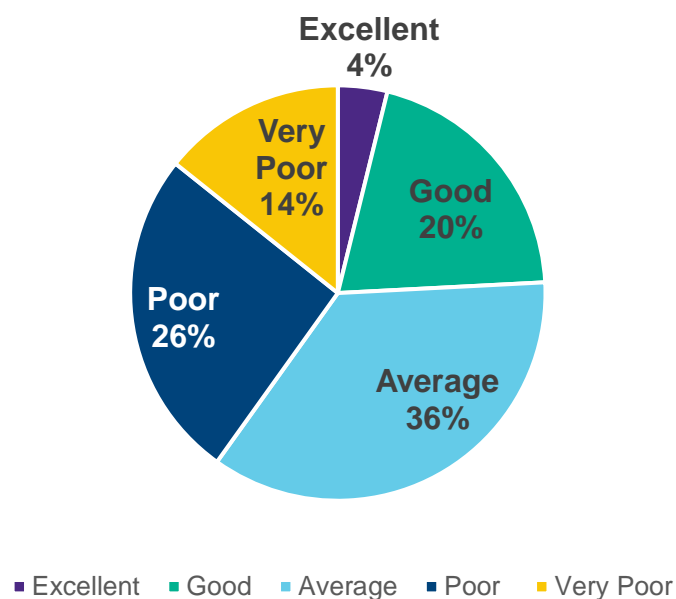
How would you rate the: current provision of car parking in Skerries



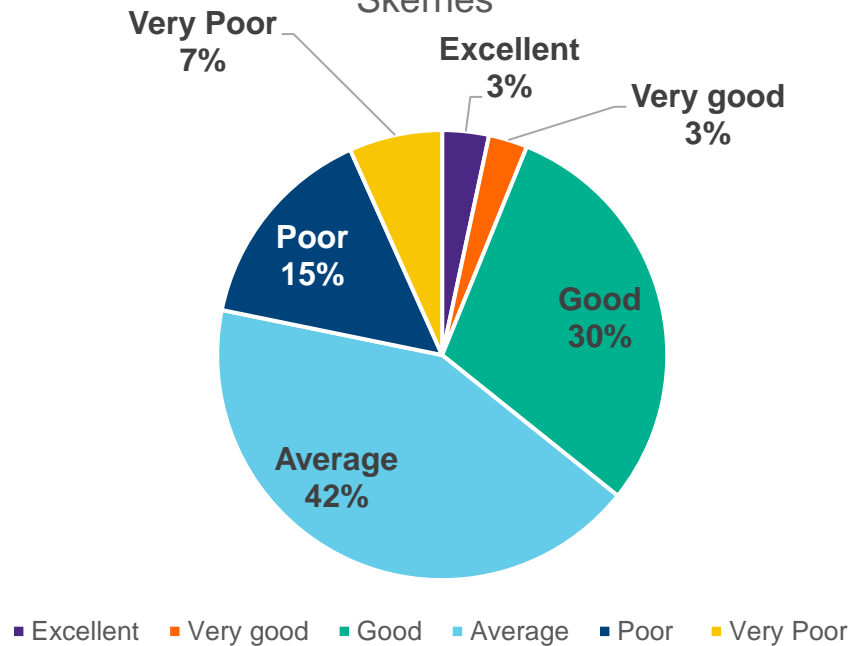
How would you rate: the current provision of bicycle parking in Skerries



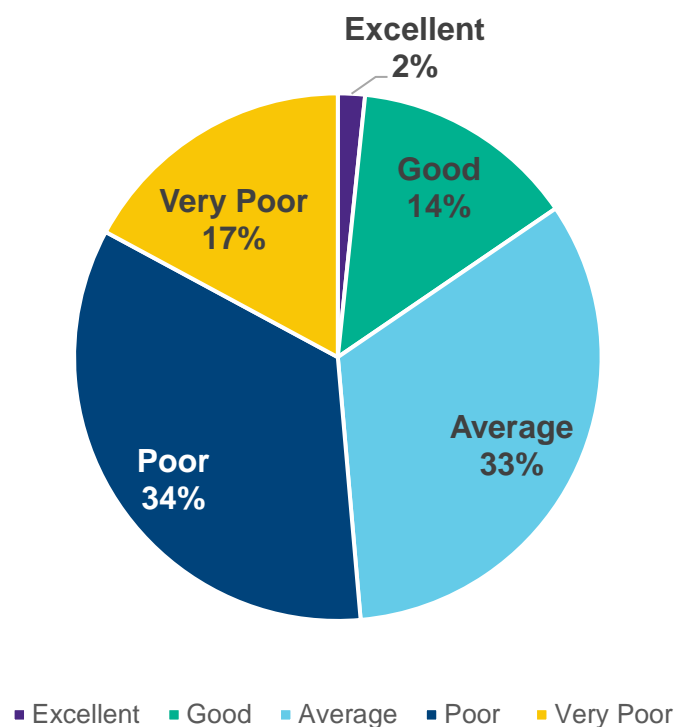
How would you rate: the vailability of places to sit and rest outdoors in Skerries



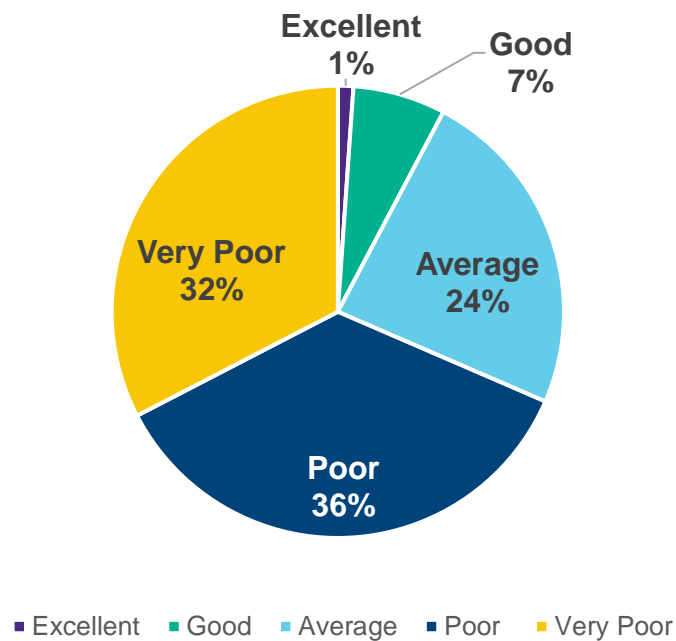
How would you rate: road safety for drivers in Skerries



How would you rate: road safety for walkers in Skerries



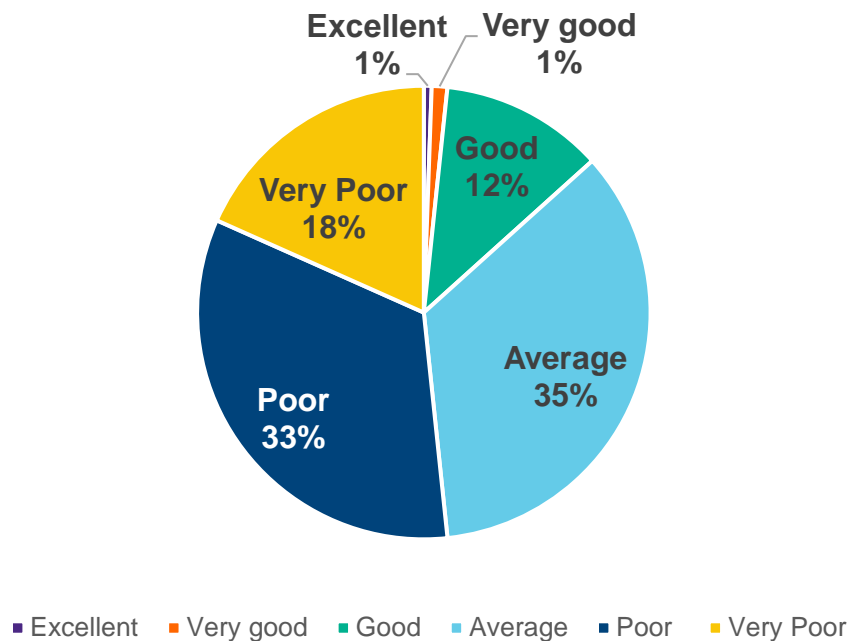
How would you rate: road safety for cyclists in Skerries



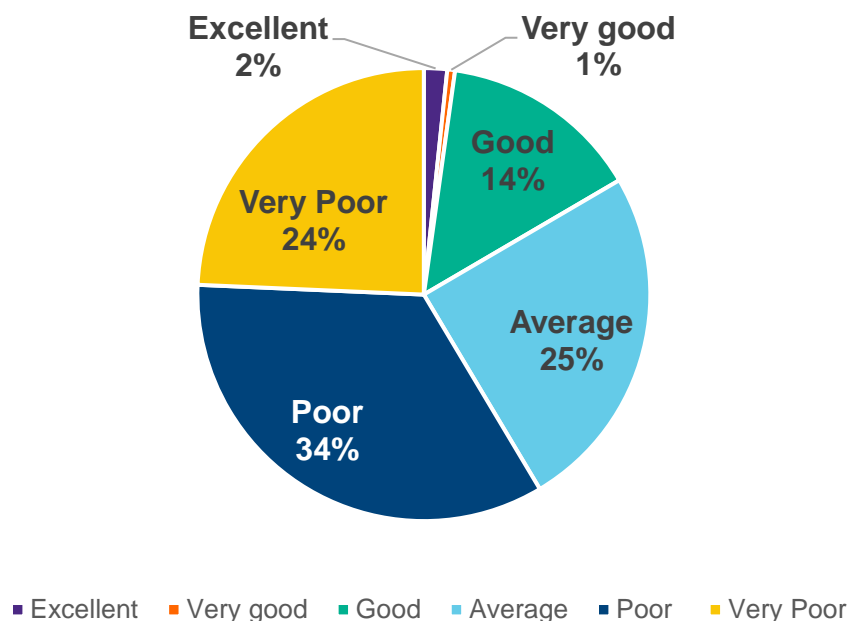
How would you rate: road safety for children in Skerries



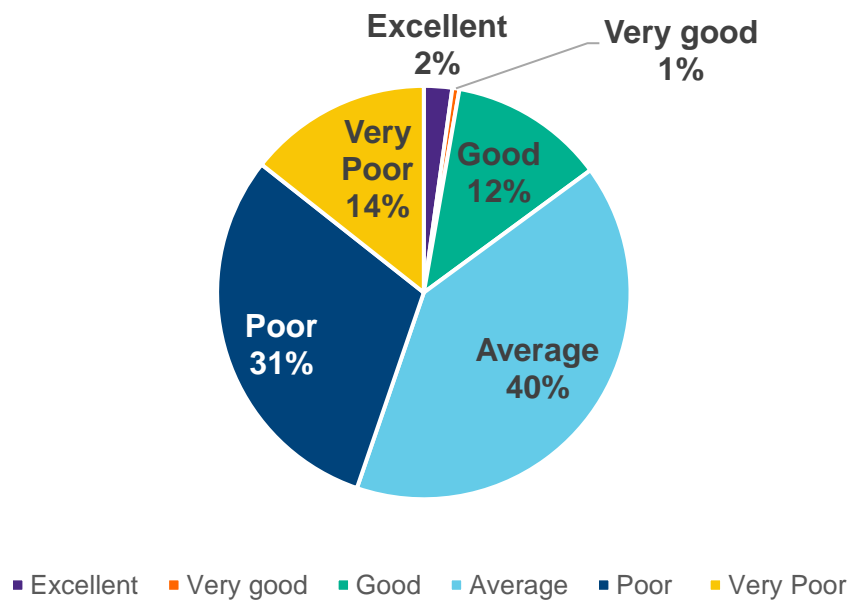
How would you rate: access by foot / bike / wheelchair to parks and green spaces in Skerries



How would you rate: access by foot / bike / wheelchair to the beach in Skerries



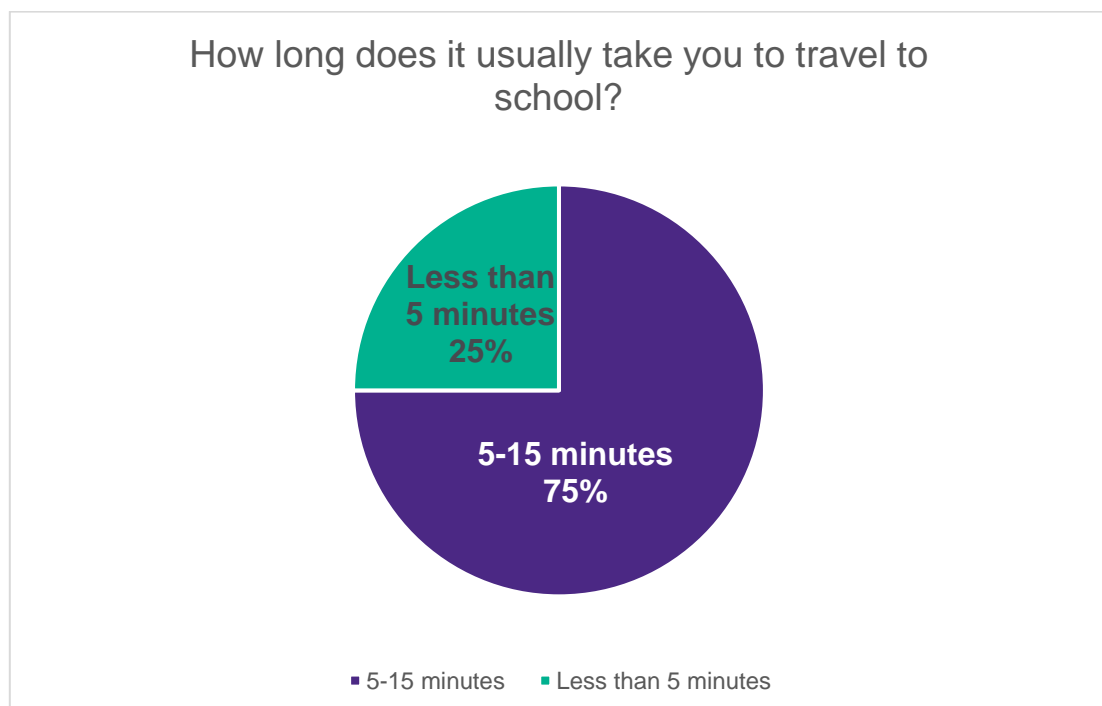
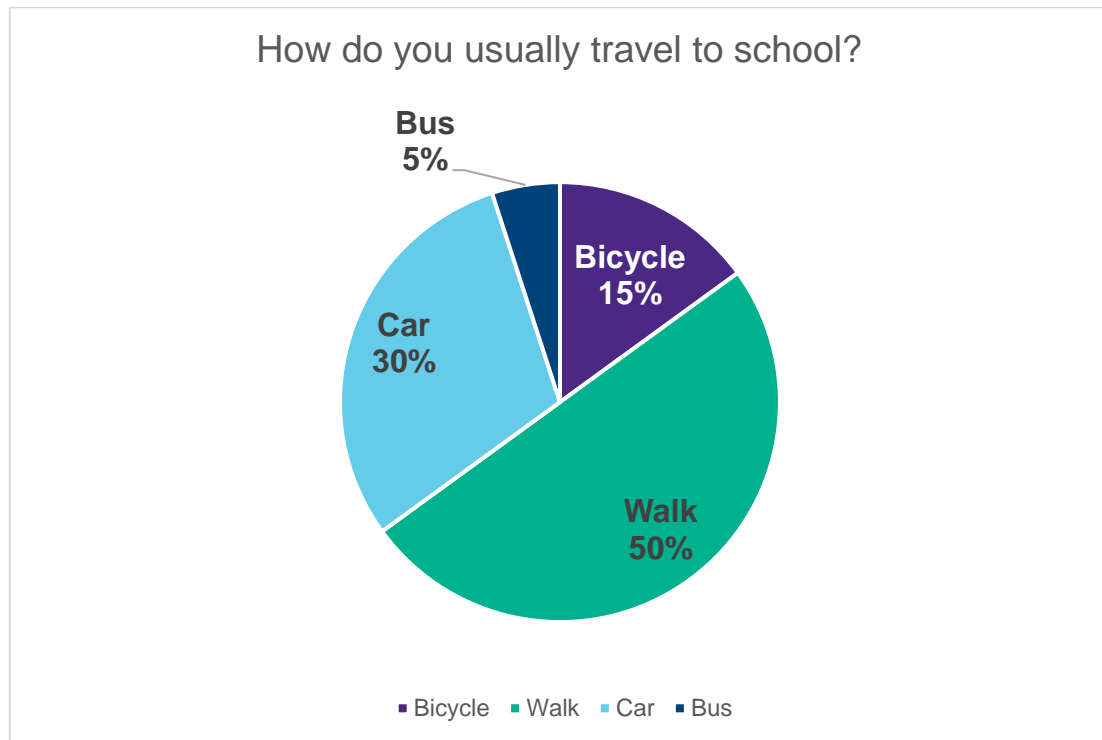
How would you rate: access by foot / bike / wheelchair to shops, restaurants and other key services in Skerries



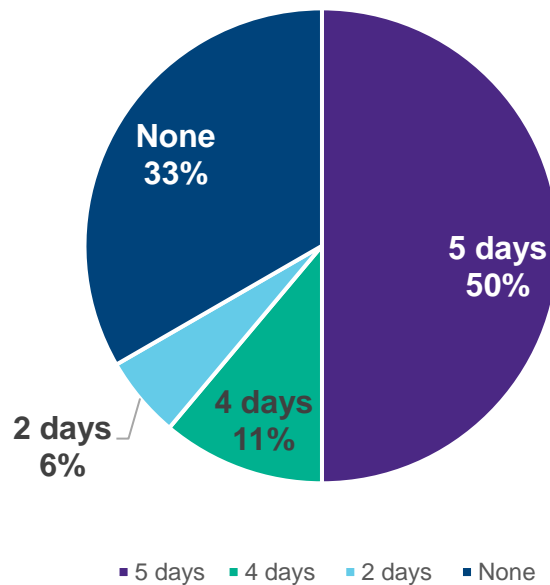
Appendix C – Transition Year Workshop Survey Results

On 17 October 2022, members of the Skerries Active Travel Plan public consultation team visited Skerries Community College to conduct a workshop with 20 Transition Year students, many of whom are members of their Green Schools committee.

The pupils were given a short survey to complete which sought to gain an understanding of their current means of travel to and from school, to see how many are already using a means of Active Travel such as walking and cycling.

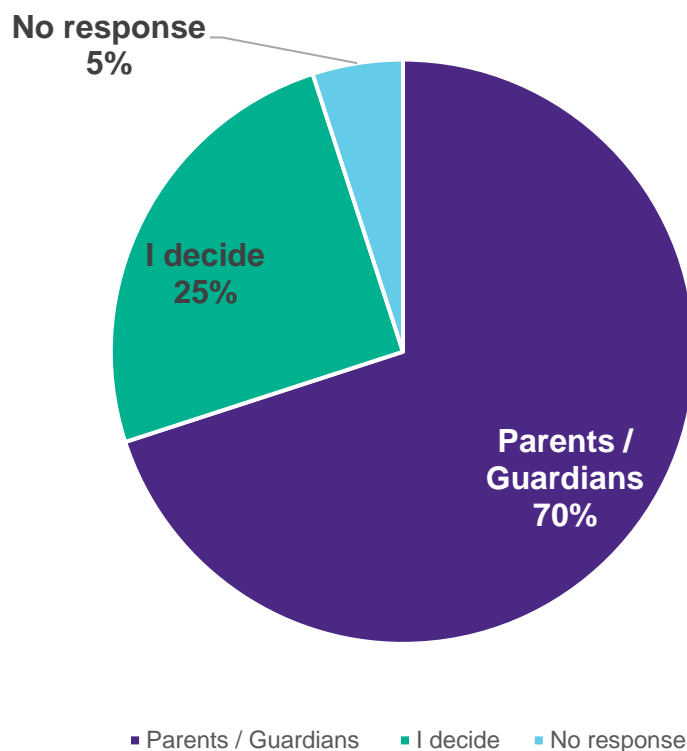


How many days did you not travel by car to school last week?

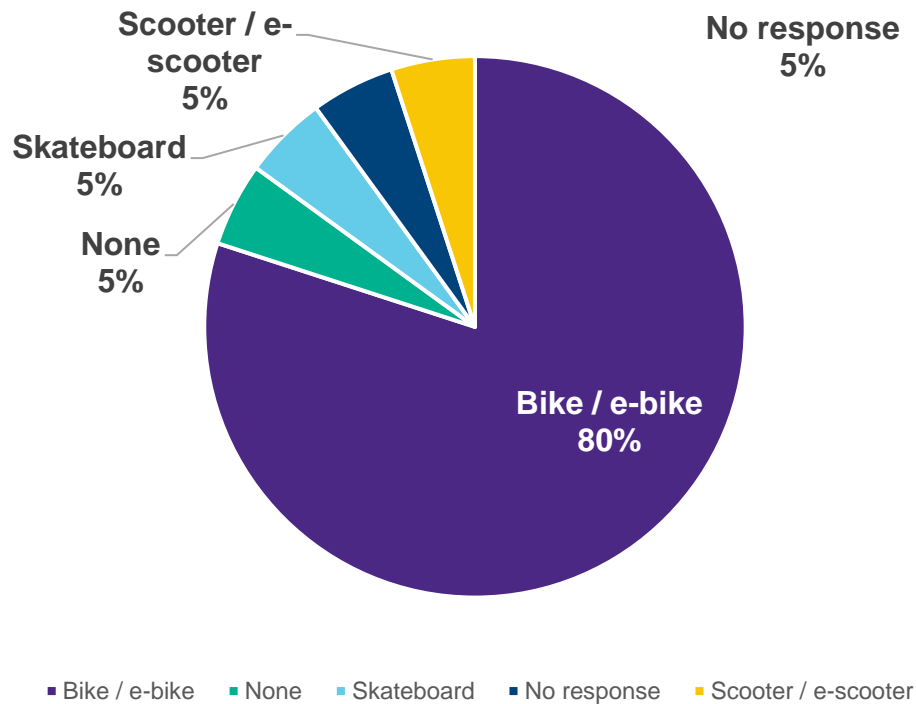


There was a variety of answers provided by students as to how they travel to school. Many of the students (7) travel to school with a friend, five students travel by themselves, three with their parents, and some with their siblings (4).

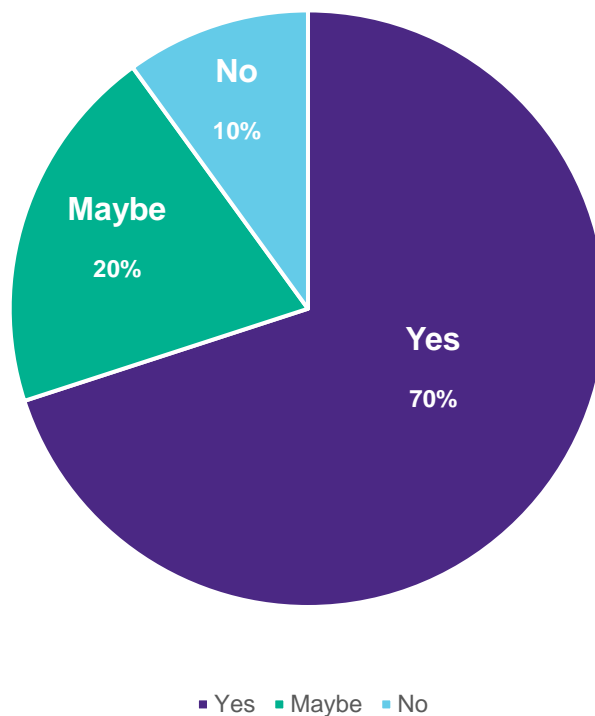
Who decides how you travel to school?

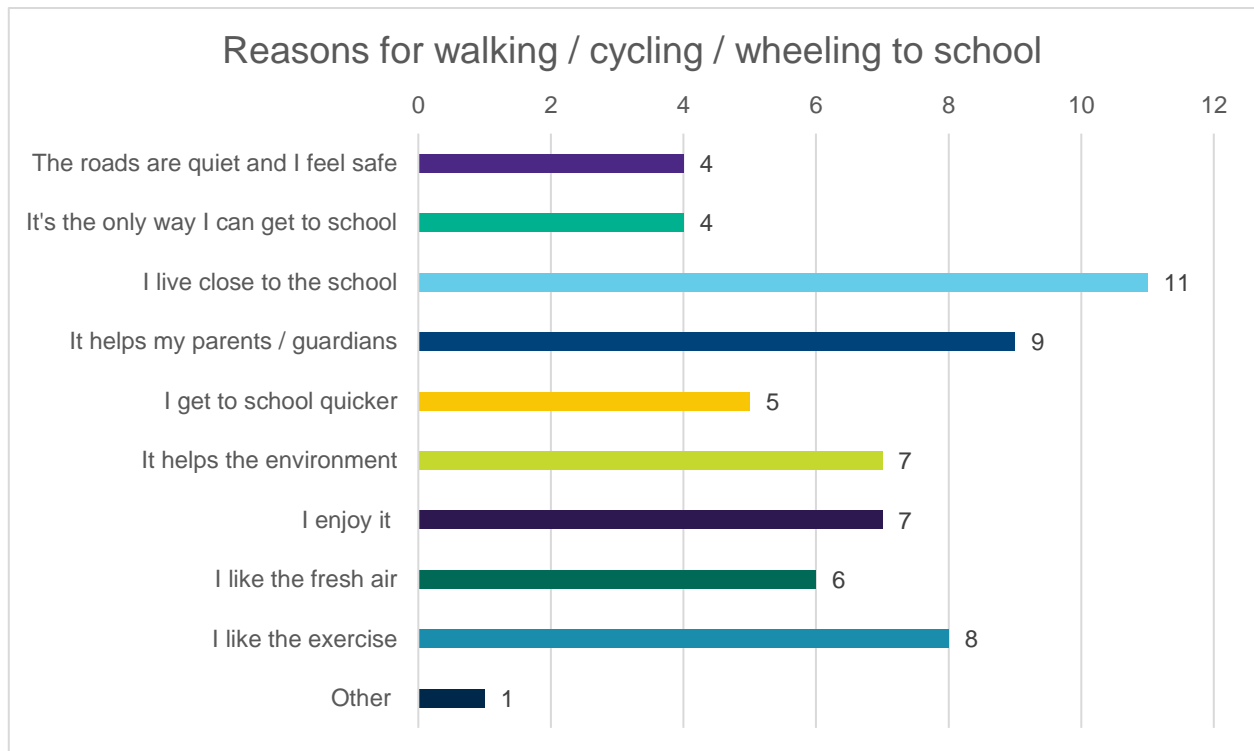


Means of Active Travel owned by students



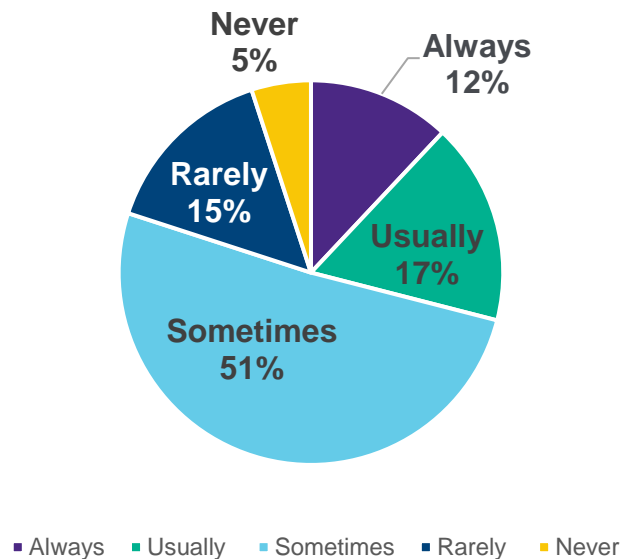
Would you like to use these to get around more often?



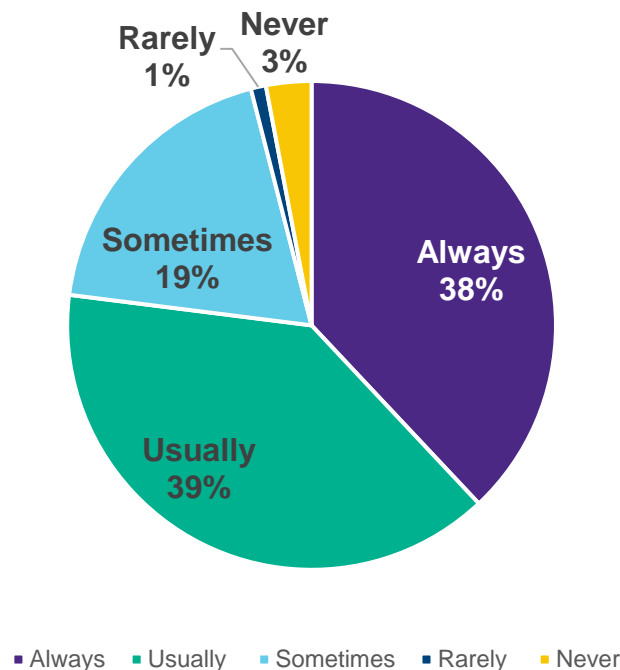


Appendix D – Survey conducted by Barnageeragh Cove and Hamilton Hill Residents Association

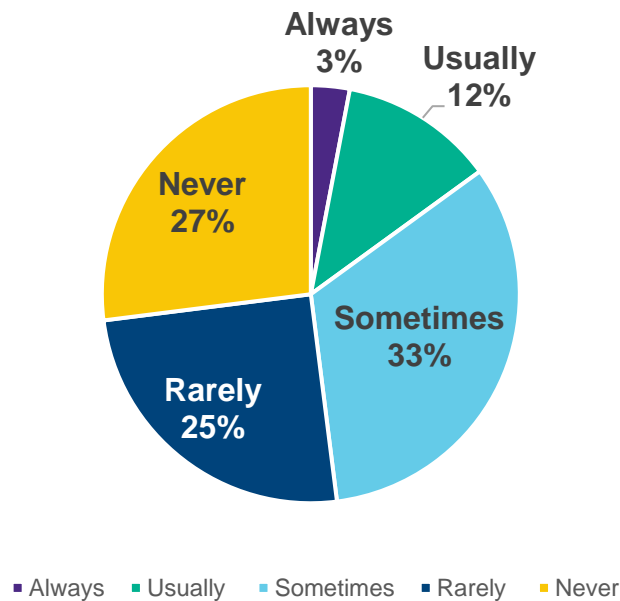
How often do you and your family walk, wheel, scoot or bring a buggy / pram to the town centre



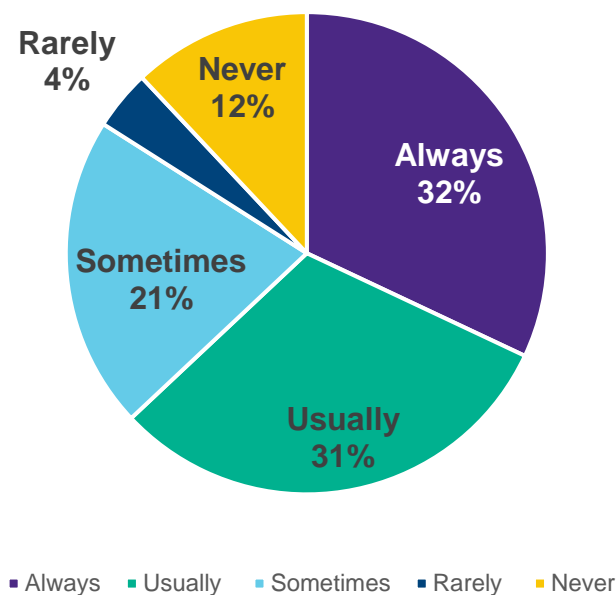
If improved pedestrian facilities were provided between our area and the town centre how often would you and your family walk, wheel, or bring a buggy / pram to the town centre?



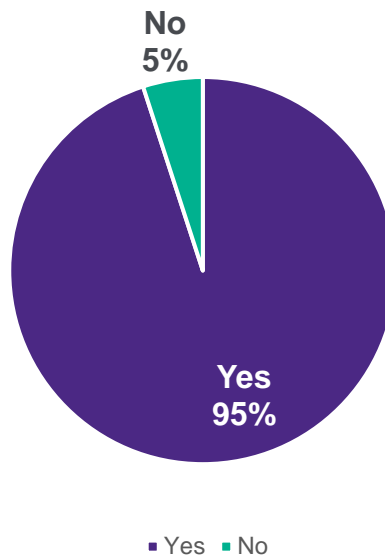
How often do you and your family cycle from your home to the town centre



If improved cycling infrastructure was provided how often would you and your family cycle from your home to the town centre?



Would you be in favour of segregated walking and biking infrastructure be provided on the coast road should it be changed to one way?



Appendix E – Location maps of consultation suggestions

