



# GREYSTONES PEDESTRIAN AND CYCLE IMPROVEMENT SCHEME

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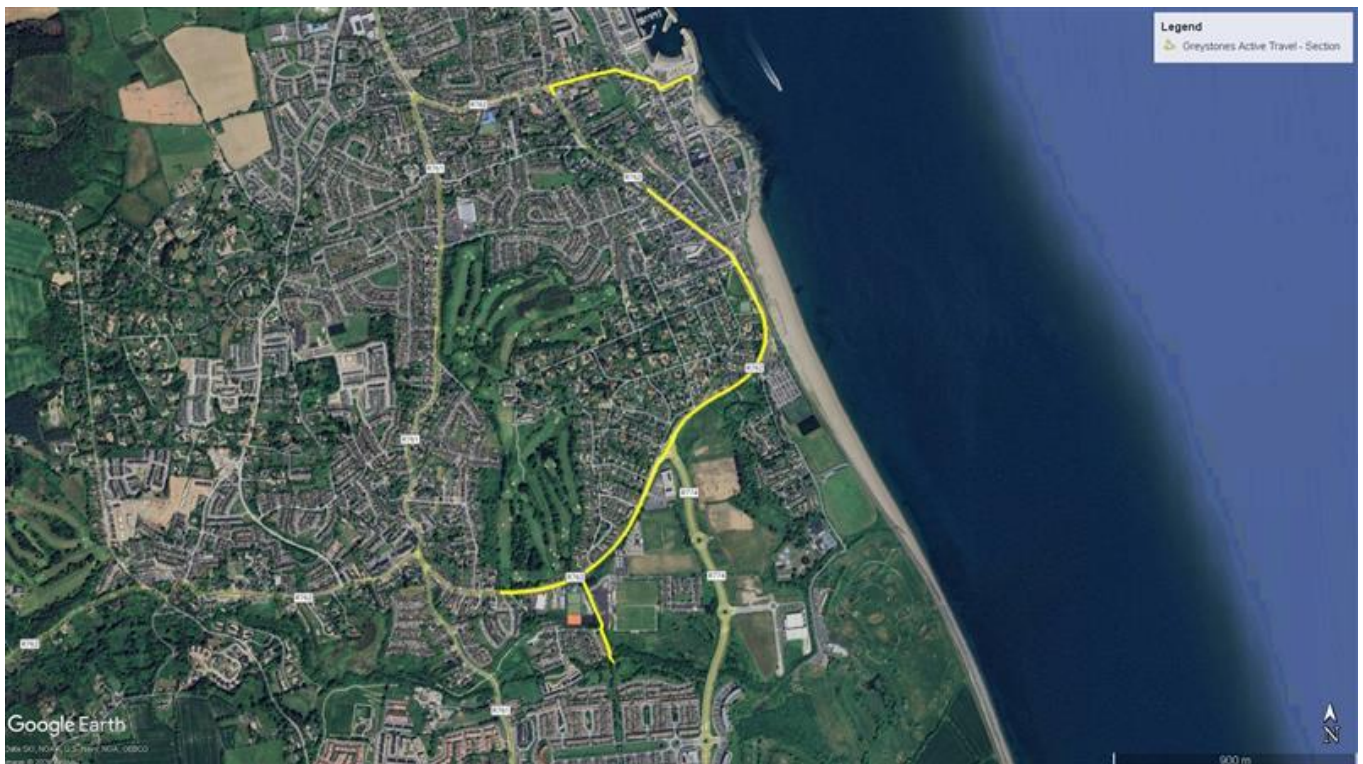
# 1. Introduction

## 1.1 Background

Wicklow County Council (WCC) appointed AtkinsRéalís (the Consultant) to deliver engineering-led, multidisciplinary consultancy and design services for the Greystones Pedestrian and Cycle Improvement Scheme, covering Phases 4 to 7. As part of this commission, a Planning Report has been prepared for the scheme.

The objective of the scheme is to provide safe, attractive, and accessible active travel infrastructure that encourages greater use of sustainable transport modes for journeys to work, education, and recreational destinations.

The proposed corridor is described below and illustrated in the accompanying Figure 1-1 below.



**Figure 1-1 – Greystones Active travel Corridor**

## 1.2 Project Aims & Objectives

The aim of the proposed project is to provide the highest level of feasible walking and cycling infrastructure along the designated corridors to encourage more people to choose walking and cycling in support of Greystones active travel mode split goals.

The project objectives of the project are as follows:

**Table 1-1 – Project Objectives**

| <b>Category</b>                    | <b>Project Objective</b>                                                                                                                                                          |
|------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Economy                            | To maximise the economic benefit of the Scheme including health, mode shift, journey time, journey quality and recreational benefits.                                             |
|                                    | To minimise scheme cost.                                                                                                                                                          |
| Environment                        | To minimise impacts to environmentally sensitive areas and habitats.                                                                                                              |
| Safety                             | To provide a safe and consistent pedestrian and cycle route designed in accordance with best practice and providing the highest feasible level of service.                        |
|                                    | To design traffic calming provisions on adjacent roads to reduce excessive speeds.                                                                                                |
| Accessibility and Social Inclusion | To accommodate the greatest variety of walking and cycling users possible regardless of age or ability.                                                                           |
| Integration                        | To integrate the scheme with the built environment in terms of planning and land use.                                                                                             |
| Physical Activity and Health       | To promote active lifestyles by directly or indirectly facilitating links between residential, employment, transport, amenity, and sports land uses, institutions and businesses. |

## 2. Existing Transport Network

### 2.1 Road Network

Work Package consisting of Four sections from Phase 3 report Greystones Harbour to La Touche Place, Greystones Town Centre, Mill Road and Burnaby lawns.

#### Section 1 Greystones Harbour to La Touche Road:

Section 1 of the scheme begins at Cliff Road near the coastline. The existing cycle facility extends along the Greystones shorefront to Greystones Harbour, where a recently developed public plaza with high-quality paving, seating, street furniture and trees is located north of Victoria Road. There is also parking and a taxi set-down area where Cliff Road meets Victoria Road/Trafalgar Square. The route continues along Victoria Road, which has footpaths on both sides except at the Irish Rail overbridge. This overbridge is a constraint, providing only about 10 m of clear width. Two-way traffic passes underneath, with a narrow footpath on the north side and none on the south. The carriageway is generally 7.5–8 m wide. West of the bridge, the road widens with green space and street trees to the north. On the south side is a pedestrian access to St. Patrick's National School and an uncontrolled crossing. A height-restriction barrier is also present.

The route then turns onto Church Road at a large staggered four-arm junction (Victoria Road/Church Road/New Road/Rathdown Road). Church Road has a 6–7 m carriageway, grass verges with trees, and footpaths on both sides. There are multiple residential accesses, St. Patrick's Church, the school entrance, and several raised zebra crossings. This section ends at the junction with La Touche Place.

There are currently no dedicated cycle facilities along the Victoria Road and Church Road.

#### Section 2. Greystones Town Centre

The Greystones Town Centre section runs along Church Road from La Touche Place through the centre of the town. Here, the carriageway narrows to about 6.5 m, with footpaths on both sides and no grass verges. Businesses line both sides of the street. Footpath widths vary from under 2 m to around 8 m at shopfronts where temporary outdoor seating is provided. Recent reallocation of road space using flexible bollards and planters has created additional pedestrian areas now used by cafés and restaurants.

Greystones DART Station is located in the middle of this section, with a bus stop lay-by, a wide pedestrian area and bike racks. Limited on-street parking is available, including designated spaces for mobility-impaired users, along with several loading bays serving local businesses.

There are no dedicated cycle facilities within Section 2 of the scheme.

#### Section 3. Mill Road

This section starts at the southern edge of Greystones beside Burnaby Park. Mill Road is initially wide, with on-street parking and a nearby car park, before narrowing to about 12 m with 2 m footpaths. South of the South Beach entrance, on-road cycle lanes are provided.

Mill Road generally has a wide cross-section (up to 16 m) with footpaths, cycle tracks or lanes on both sides, grass verges and a generous carriageway. Two-way cycle tracks run on both sides for about 150 m before the Mill Road Roundabout. The roundabout has two-lane entries, two circulating lanes and several pedestrian crossings, including a toucan crossing. Southwest of the roundabout, wide cross-sections continue with cycle tracks and footpaths on both



sides, bus-stop bypass layouts, and multiple pedestrian crossings. The eastbound cycle track diverts around a grass verge at Burnaby Lawns.

Segregated cycle tracks continue to just east of Carrig Mill. Between Carrig Mill and Carrig Villas, there are no cycle facilities, only footpaths of varying width and residential accesses along the carriageway.

#### **Section 4. Burnaby Lawns**

This section begins at the junction of Mill Road and Burnaby Lawns. Burnaby Lawns is about 13 m wide, with a footpath and grass verge on the west side and a short footpath on the east up to Burnaby Mill. There are no existing cycling facilities on this road.

At the southern end, a housing estate borders an open green area. South of this estate, the Three Trout Stream runs east–west. There is no formal crossing, though informal crossing activity is evident. Beyond the stream lies an existing park area with footpaths connecting to the northern edge of the Charlesland estate.

## **2.2 Pedestrian and Cycle Facilities**

Section 1: Footpaths exist on both sides of the road, except under the railway bridge. At the moment road is shared space with cyclists.

Section 2: Footpaths on both sides range from 2 m to 8 m, particularly wider in front of shops. No dedicated cycle facilities in this section.

Section 3: Footpaths approximately 2 m wide on both sides. This section includes two-way segregated cycle tracks.

Section 4: Footpaths are present, but no dedicated cycling facilities exist.

## **2.3 Rail**

Travel by rail is accommodated by DART services operating from Dublin to Greystones via the coastal route departing from Tara station with the Greystones being the last stop on this route. Services depart every 30 minutes and operate every day.

## **2.4 Bus Routes and Stops**

Greystones bus service routes connectivity:

L1 – Local route linking Newcastle Hospital ↔ Bray Station, serving key Greystones stops including Church Road and Mill Road.

L2 – Local service between Newcastle (Sea Road) ↔ Bray Station, also stopping at Church Road and Mill Road.

L3 – Greystones town loop covering southern estates; serves Mill Road and areas near The Haven / Mill Park.

X1 – Express commuter bus from Greystones to Dublin, stopping at Mill Road.

X2 – Express service from Newcastle/Kilcoole → Dublin, passing through Mill Road.



# 3. Policy context

## 3.1 National Transport Policy

### 3.1.1 Project Ireland 2040

The Project Ireland 2040 document, published in 2018, is the government’s long-term strategy to build a more resilient and sustainable future, in order to provide an improved country for all. The policy vision is to provide a comprehensive social, economic and cultural infrastructure for all people with the aims to achieve ten strategic outcomes around the main themes of wellbeing, equality and opportunity, outlined in Figure 3-1.

The National Planning Framework and the National Development Plan 2021 – 2030, mentioned in the following sections, combine to form part in the Project Ireland 2040.

Figure 3-1 – Ten Strategic Outcomes of Project Ireland 2040



### 3.1.2 National Planning Framework 2025

Project Ireland 2040 – National Planning Framework (NPF) provides a high-level strategic planning framework to guide development and investment. The NPF notes that Greystones is located in the Eastern and Midland Region which has experienced population growth at more than twice the national rate. A population of 2.85 million is forecast by 2040 in the Eastern and Midland Region; 500,000 more people than the population that lives there at present.

The following policy objectives are relevant to Greystones Pedestrian and Cycle Improvement Scheme:

- National Policy Objective 12: Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- National Policy Objective 34: Continue to facilitate tourism development and in particular the Strategy for the Future Development of National and Regional Greenways, and a Blueways and Peatways Strategy, which prioritises: A coordinated approach to the sustainable management of outdoor recreation sites; Projects on the basis of their environmental sustainability, achieving maximum impact and connectivity at national and regional level while ensuring their development is compliant with the National Biodiversity Action Plan, the national climate change objective and requirements for environmental assessments.
- National Policy Objective 37: Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.
- National Policy Objective 93: Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions

### 3.1.3 National Development Plan, 2021 – 2030

The National Development Plan 2021-2030 (NDP) sets out the investment priorities that will underpin the successful implementation of the NPF. The NDP steers planning policy and guides investment decisions at a national, regional, and local level. Relevant priorities identified in the NDP are summarized below.

- NSO 2 Enhanced Regional Connectivity: The NDP lists the strategic investment priorities with active travel being the most important, followed by public transport, and finally national roads. In line with this prioritisation, the plan highlights the need to deliver high-quality greenways and additional walking and cycling infrastructure across Ireland to support the shift to active travel modes
- NSO 4 Sustainable Mobility: The NDP puts the highest priority for mobility investment on active travel. It notes that increasing modal share of walking and cycling is critical in ensuring Ireland meets its climate action goals
- NSO 8 Transitioning to a Climate-Neutral and Climate-Resilient Society: The NDP commits to encouraging a significant modal shift away from fossil-fuel based transport. A key part of this is the provision of cycling and walking routes to provide sustainable transport options.

### 3.1.4 National Investment Framework for Transport in Ireland (NIFTI)

The National Investment Framework for Transport in Ireland (NIFTI) defines the Department of Transport's priorities for the future investment in the transport network to support the implementation of the National Development Plan. NIFTI defines the investment priorities for transportation in Ireland as:

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



**Figure 3-2 - NIFTI Four Investment Priorities (source: gov.ie/transport)**

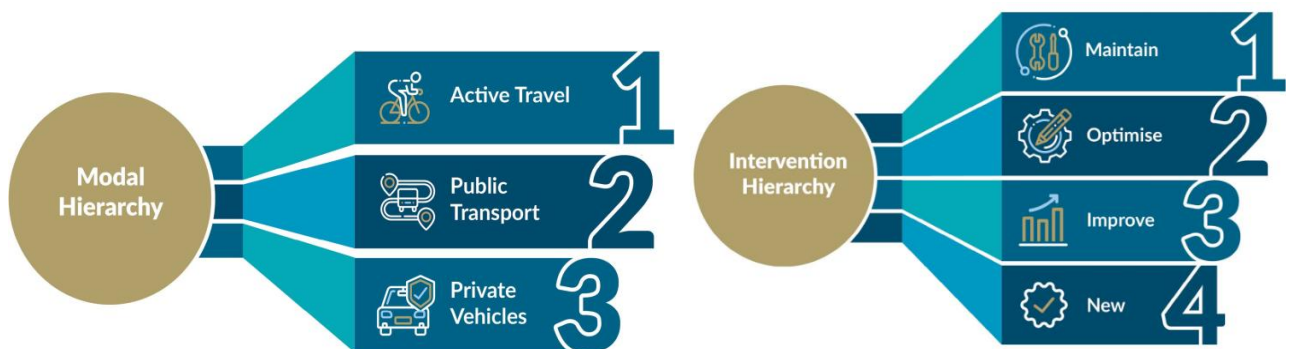


To achieve these goals, NIFTI defines the modal hierarchy and transportation investment priorities. NIFTI gives the highest modal priority to active travel followed by public transport and finally private vehicles. This means that, when possible, active transport options should be considered first when attempting to achieve the stated investment priorities.

In addition to modal priority, NIFTI also defines an intervention hierarchy. This hierarchy states that investments should be made in the following order:

1. Maintenance of existing infrastructures and assets
2. Optimisation of the existing network and infrastructure
3. Improvements to the existing infrastructure
4. Construction of new infrastructure.

**Figure 3-3 - NIFTI Modal and Intervention Hierarchies (source: gov.ie/transport)**



### 3.1.5 National Sustainable Mobility Policy 2022-2030

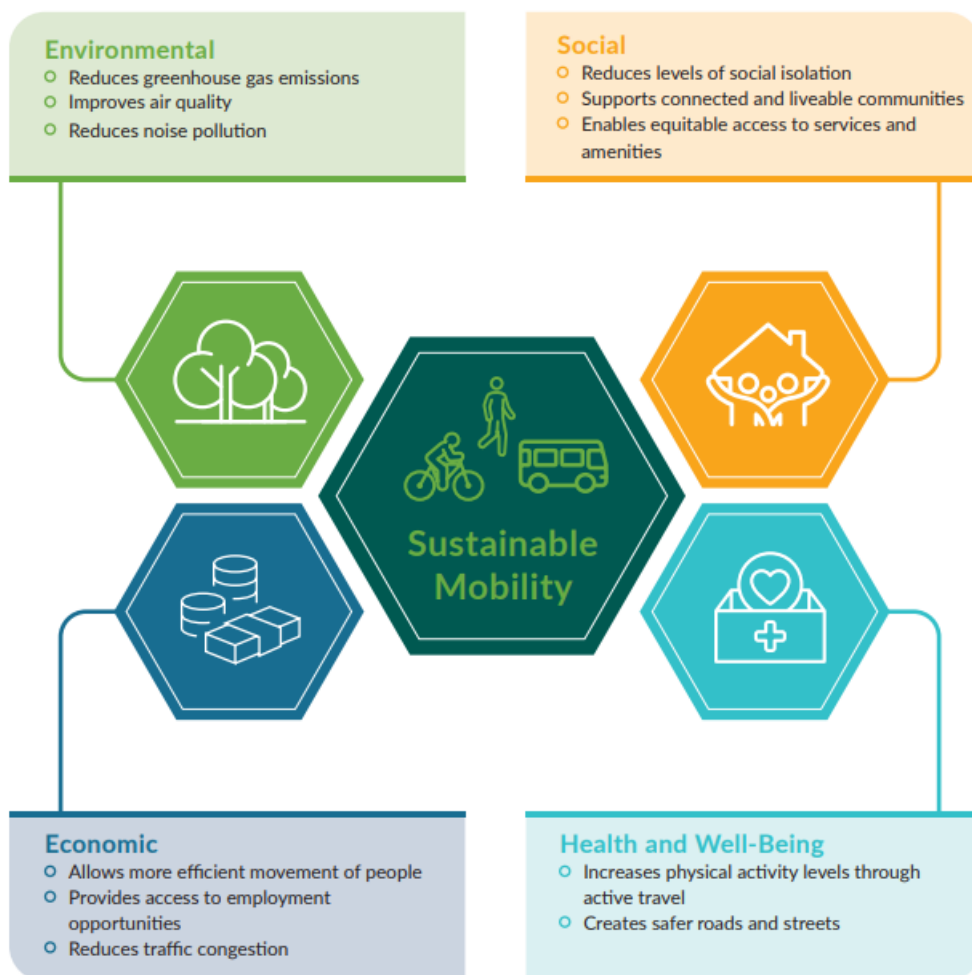
The Department of Transport published the National Sustainable Mobility Policy in April 2022. The Policy sets out the policy framework for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030. The new policy primarily focuses on measures to promote and facilitate active travel and public transport for all, thereby encouraging less private car usage nationally to support the Government's climate commitment.

The policy outlines a set of actions to increase active travel infrastructure provision and improve public transport capacity and services across the country. These will be supported by behavioural change and demand management measures to make sustainable modes the preferred choice for as many people as possible. The Climate Action Plan sets out additional measures to promote other complementary transport mitigation measures such as the switch over

to electric car usage and greater use of renewable fuels for transport. The Greystone Pedestrian and Cycle Improvement Scheme is in alignment with this plan and would contribute to the implementation of several key actions identified in the plan.

Figure 3-4 below illustrates the benefits of sustainable mobility which will be achieved by delivering the Greystones Pedestrian and Cycle Scheme.

**Figure 3-4 - Benefits of Sustainable Mobility**



### 3.1.6 Climate Action Plan, 2025

The Climate Action Plan sets out a course of action over the coming years to address climate disruption, which is acknowledged as having diverse and wide-ranging impacts. The document outlines the aims for each sector of industry in Ireland. Electricity, Industry, Built Environment, Transport, Agriculture and Land Use have all been assessed to reduce the greenhouse emissions by 51% until 2030 and to reach net zero nationally by no later than 2050.

As part of the plans for a significant cut in transport emissions, the CAP25 key targets include a significant increase in sustainable modes of transport and modal share, which aims to reduce the total kilometres travelled by 20% and a 50% reduction in fuel usage.

A specific action identified in the plan that relate to the Greystones Pedestrian and Cycle Improvement Scheme is listed below.

- **Action TR/25/7:** Advance roll-out of walking/cycling infrastructure in line with National Cycle Network and CycleConnects plans.

### 3.1.7 Healthy Ireland Strategic Action Plan, 2021 – 2025

The vision of the 'Healthy Ireland Strategy 2021-2025' is to create a healthy Ireland, where everyone can enjoy physical and mental health and wellbeing to their full potential, where wellbeing is valued and supported at every level and is everyone's responsibility.

This policy is developed to encourage walking and cycling by developing physical activities into daily life and decreasing dependency on private cars. Replacing these private car trips with cycling and walking will also improve local air quality and overall population health. The document sets out four central goals for improved wellbeing and outlines clear routes and strategies to achieve these goals. These goals are as listed below:

- Increase the proportion of people who are healthy at all stages of life;
- Reduce health inequalities;
- Protect the public from threats to health and wellbeing; and
- Create an environment where every individual and sector of society can play their part in achieving a healthy Ireland.

### 3.1.8 NTA Cycle Network Plan (Greater Dublin Area) 2022

The NTA Greater Dublin Area Cycle Network Plan was compiled to identify and determine in a consistent, clear, and logical manner, the urban cycle network at the primary, secondary and feeder levels in the greater Dublin area. Unlike area-based plans prepared previously by Local Authorities, this Cycle Network Plan is to be consistent across county boundaries such that there is continuity of route networks across these administrative boundaries. In Greystones following existing facilities were noted:

Greystones Harbour to La Touche Road: Footpaths exist on both sides of the road, except under the railway bridge. At the moment road is shared space with cyclists.

Greystones Town Centre: Footpaths on both sides range from 2 m to 8 m, particularly wider in front of shops. No dedicated cycle facilities in this section.

Mill Road: Footpaths approximately 2 m wide on both sides. This section includes two-way segregated cycle tracks.

Burnaby Lawns: Footpaths are present, but no dedicated cycling facilities exist.

The NTA Cycle Network Plan sets out to develop a detailed understanding of cycling demand over a 10-year horizon period in the greater Dublin area. Over this 10-year period the demand for cycling in the GDA is forecast to increase due to two factors – population growth and the changes to the cycling mode share. The GDA Cycle model, developed as part of the Cycle Network Plan, provides a comprehensive representation of existing and projected future cycling demand patterns in the Greater Dublin Area. Trip assignment and route choice in the model is based on trip distance alone to provide a strategic plot of cycling desire lines on the network. The target is to provide the highest level of service, regardless of the volume of demand.



## 3.2 Regional Policy Level

### 3.2.1 Greater Dublin Area Transport Strategy 2022-2042

The overall aim of the Greater Dublin Area Transport Strategy is to provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth.

The strategy identifies the following objectives that are relevant to the Greystones Pedestrian and Cycle Scheme:

- To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, reducing car dependency, and increasing walking, cycling and public transport use
- To enhance the health and quality of life of our society by improving connectivity between people and places, delivering safe and integrated transport options, and increasing opportunities for walking and cycling
- To support sustainable economic activity and growth by improving travel for work or business along with facilitating the efficient movement of goods
- To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

The following Measures identified in the transport strategy are relevant to the Greystones Pedestrian and Cycle Improvement Scheme:

- **RPO 5.3:** Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.
- **RPO 5.8:** Support the promotion and development of greenway infrastructure and facilities in the Dublin metropolitan area and to support the expansion and connections between key strategic cycle routes and greenways as set out in the NTA Greater Dublin Area Cycle Network Plan.
- **Measure CYC1 – GDA Cycle Network:** It is the intention of the NTA and the local authorities to deliver a safe, comprehensive, attractive and legible cycle network in accordance with the updated Greater Dublin Area Cycle Network
- **Measure CYC2 – Cycle Infrastructure Design:** It is the intention of the NTA to ensure that cycle infrastructure in the GDA provides an appropriate quality of service to all users, through the implementation of the design guidance contained in the latest version of the National Cycle Manual
- **Measure CYC4 – Maintenance of Cycle Infrastructure:** The local authorities will maintain the cycle network to a high standard, ensuring that it is safe, comfortable and attractive to cycle

### 3.2.2 Eastern and Midland Regional Spatial and Economic Strategy (RSES) (2019 – 2031)

The Regional Spatial and Economic Strategy is a strategic plan and investment framework to shape and manage growth in the Eastern and Midland Region. The RSES provides a roadmap for effective regional development identifying key strategic assets, opportunities and challenges and sets out policy responses to ensure the people's needs are met.

The document delivers a combination of response, design, and innovation in how the Eastern & Midlands Region does business, delivers homes, builds communities and values land-use – creating healthy places and promoting sustainable communities. The RSES introduces the concept of a Growth Framework to achieve this integration as it is considered that regional growth cannot be achieved in linear steps.

The report highlights the North-South corridor as one of the principal growth corridors within the Dublin Metropolitan Area, supported by major sustainable transport investments such as DART+ and the proposed Luas extension to



Bray. The strategy promotes compact development in locations with strong public transport accessibility and reduced car dependency. Within this corridor, Greystones is recognised, together with Bray, as a Strategic Employment Development Area.

The continued enhancement of public transport, active travel infrastructure, and regional cycling networks along the North–South Corridor creates opportunities for projects such as greenways, which can improve local and regional connectivity, support sustainable population growth, and contribute to the decarbonisation and quality-of-life objectives set out in the regional strategy.

### 3.2.3 Wicklow County Development Plan 2022–2028

The Wicklow County Development Plan 2022–2028 sets out the overall strategy for the proper planning and sustainable development of the County for the plan period and beyond, promoting a sustainable development model focused on reducing car dependency, enhancing active travel, and integrating land-use planning with transportation.

The plan supports compact growth in locations that are well served by public transport, encourages walking and cycling for everyday journeys such as commuting, education, and recreation, and prioritises investment in Active Travel infrastructure, including cycleways, greenways, and safe pedestrian connections between communities. It also seeks to develop an interconnected and accessible sustainable transport network that links active mobility routes with public transport services. Through these measures, the plan aims to reduce carbon emissions, improve public health, enhance accessibility, and contribute to the achievement of national and regional climate objectives.

## 3.3 Local Level Policy

### 3.3.1 – Greystones - Delgany & Kilcoole Local Planning Framework (2026)

In 2026, The Greystones–Delgany & Kilcoole Local Planning Framework (LPF) was published to provide the local implementation of the strategic objectives set out in the Wicklow County Development Plan 2022–2028, translating county-level policies into a more detailed framework for the future development of these settlements.

The **LPF 2026** adopts a development strategy centred on sustainable growth, compact urban form, and the creation of connected communities, placing a strong emphasis on active travel as a key element of future mobility. The framework promotes the development of safe and attractive walking and cycling networks that connect residential areas with schools, employment centres, public transport hubs, community facilities, and recreational destinations, reducing dependence on private cars and encouraging healthier travel choices

While the County Development Plan establishes overarching goals related to sustainable growth, climate action, active travel, and integrated land-use and transport planning, the LPF applies these principles at the local level by identifying specific opportunities to improve walking and cycling connectivity, strengthen links to public transport, enhance public spaces, and support compact urban development.

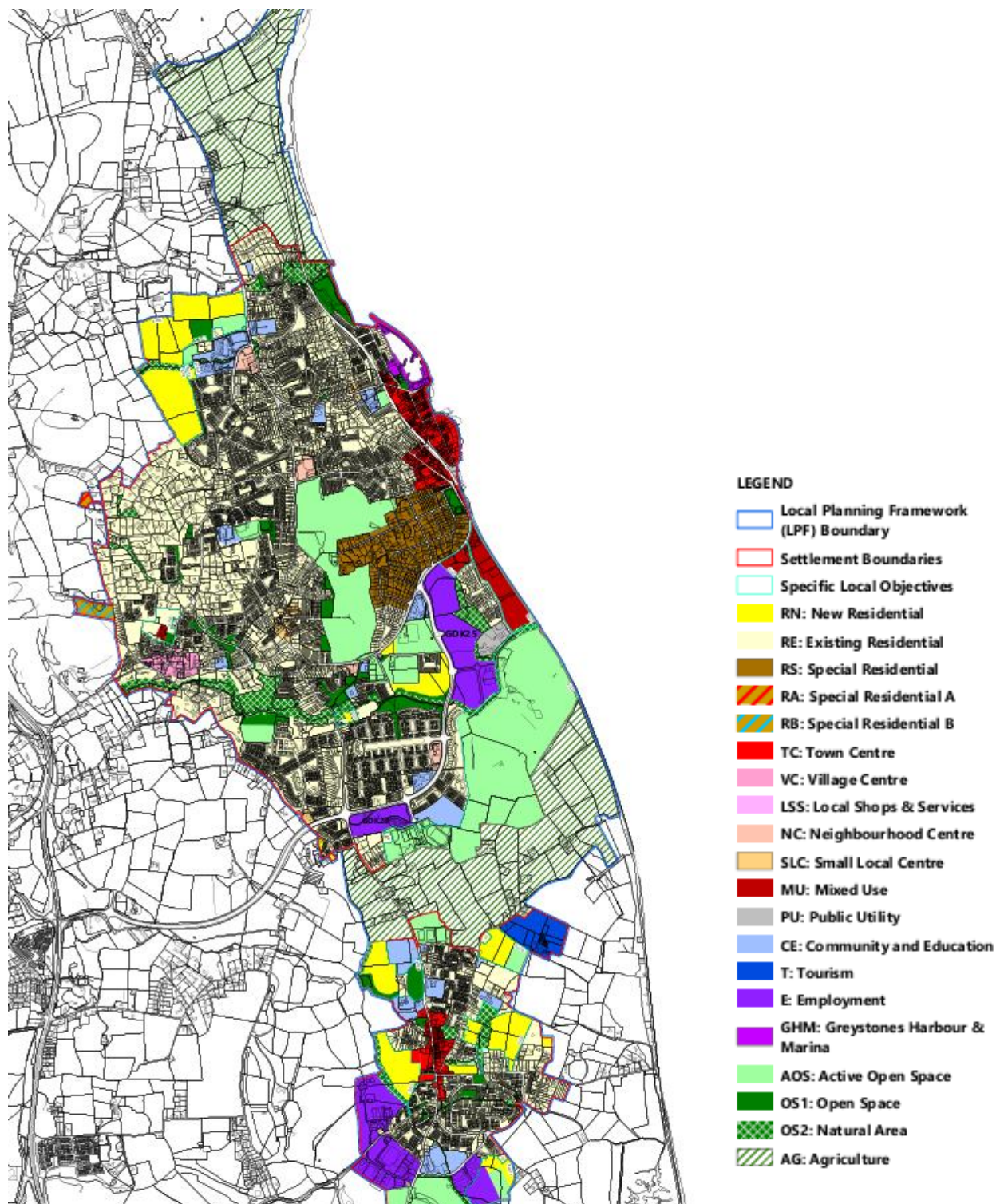
The County Development Plan sets out a wide range of infrastructure objectives that will apply directly in Greystones-Delgany and Kilcoole. The following objectives identified are relevant to the Greystones Pedestrian and Cycle Improvement Scheme:

- GDK60: To support and facilitate the implementation of local projects which improve pedestrian and cyclist permeability, safety and access to schools and public transport
- GDK61: In order to facilitate the delivery of improved pedestrian / cyclist safety, public realm enhancement programmes and vehicular movement improvements in the LPF area.



The land use Map (Figure 3-5) indicates the boundary of the LPF. All lands located outside the settlement boundary are considered to be within the rural area. Within the rural area planning applications shall be assessed having regard to the relevant objectives and standards set out in the Wicklow County Development Plan. The purpose of land use zoning objectives is to indicate the Council's intentions for land uses in the town.

**Figure 3-5 - Land Use Zoning Objectives**



## 4. Preliminary Design

### 4.1 Design Guidance

The following standards are those relevant to the design of the scheme.

#### 4.1.1 Design Manual for Urban Road and Streets (DMURS)

The Design Manual for Urban Road & Streets (DMURS) was updated in 2019 by department of Transport, Tourism and Sport. This document provides guidance regarding the integrated design approach for urban roads and streets focused on balancing the needs of all users and creating places that people want to live and spend time.

DMURS seeks to put well-designed streets at the heart of sustainable communities and supports boarder government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve:

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

DMURS also supports Government policies on climate change by facilitating more sustainable forms of transportation such as walking, cycling and public transport so the need for car-borne trips is minimised in order to reduce greenhouse gas emissions and promote healthier lifestyles.

#### 4.1.2 Cycle Design Manual

The Cycle Design Manual (CDM) was published by the National Transport Authority (NTA) in 2023 and provides guidance on the design of both on-road and off-road cycle facilities for both urban and rural locations. The CDM is to be used for the design of all new or improved cycle facilities in Ireland unless otherwise agreed with the relevant oversight body (e.g. NTA, TII, DoT, Local Authority).

The CDM outlines the context of designing cycle facilities in Ireland and the increased emphasis on segregation of facilities from motor traffic and provides information on what designers need to be aware of in regard to every aspect of cycle infrastructure design.

The CDM outlines the five main requirements for a cycle-friendly infrastructure, which are: safety, coherence, directness, comfort and attractiveness. These requirements shall be followed to attract new users and to fulfil the needs of existing cyclists.

#### 4.1.3 Other Relevant Design Guidelines

In addition to guidelines from above mentioned documents, the following documents were also referred for the analysis:

- Traffic Sign Manual by Department of Transport
- Traffic Management Guidelines by Department of Transport
- Traffic Signs Advice Note: Zebra Pedestrian Crossings by Department of Transport
- Greening and Nature-based SuDS for Active Travel Schemes by NTA



- Draft Protected Cycle Lanes by NTA
- TII Standards Publications
- Safe Route to School Design Guide by NTA
- Permeability Best Practice by NTA
- Building for Everyone by the National Disability Authority
- UK DETR Guidance on the use of Tactile Paving Surfaces.

## 4.2 Phase 3 Preliminary Design

### 4.2.1 Section 1 Greystones Harbour to La Touche Road:

At the outset of the Greystones Harbour Area project, a proposed 3 m wide two-way cycle track connects to the existing cycleway via a shared path, terminating at the junction of Trafalgar Road and Cliff Road. Beyond this junction, cyclists are expected to continue within mixed traffic up to the Church Road junction.

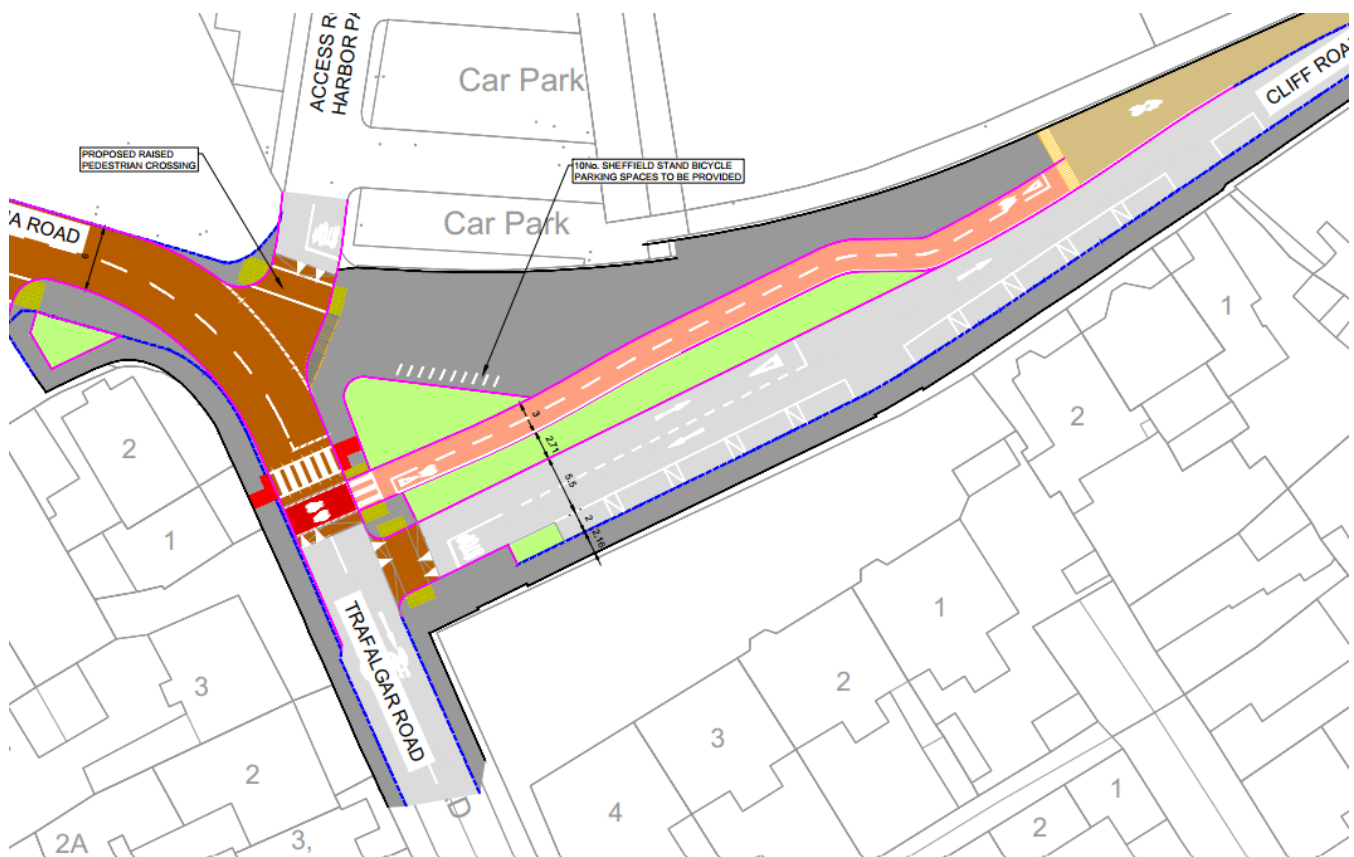
Within the harbour area, the scheme introduces a pedestrian-priority environment by raising the carriageway level from the Trafalgar/Cliff Road junction to the Beach Road junction and narrowing the roadway to 6 m. Bus stops are relocated west of the Beach Road junction, with the existing toilet building retained as is, and the boundary wall adjusted to serve a north-side stop.. The western footpath provides sufficient width for pedestrian movement, and the current uncontrolled bus stop is also moved further west. A new pedestrian crossing is introduced to accommodate high pedestrian volumes during peak periods on Beach road.

At the railway overbridge, the available width allows for a one-way shuttle traffic system, along with footpaths on both the south side and the north side of Victoria Road. The existing crossing near St. Patrick's School is upgraded to raised crossing with flashing beacons. From Railway bridge to the junction of Victoria Road and Church Road, on-street cycling is proposed, with a minimum 2 m wide footpath provided on both sides of the road. Access to car parking in front of the cinema is improved with the addition of ramps and a shared path, as shown in the design drawings.

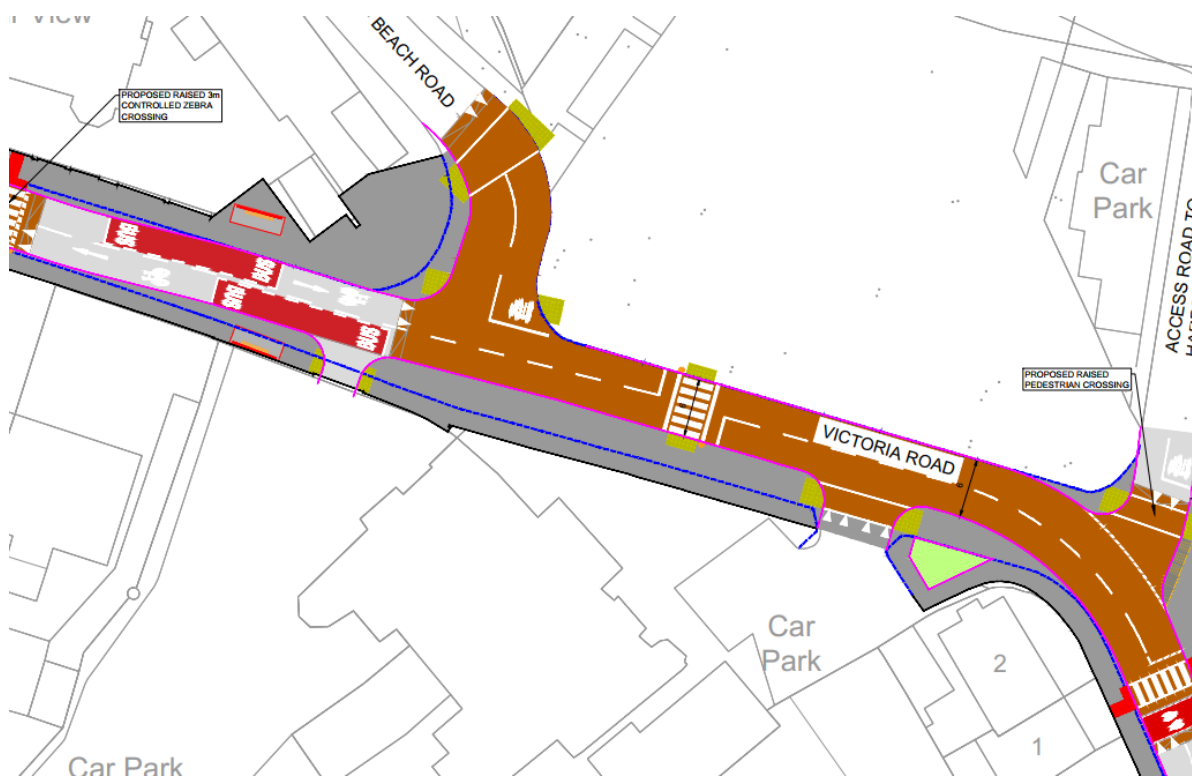
Along Church Road, the carriageway width is maintained at 6 m, with the remaining space allocated to footpaths on both sides. At the Bellevue Road junction, visibility and safety issues are addressed by upgrading the junction to a signal-controlled arrangement, with zebra crossings provided to enhance pedestrian and cyclist movement.

Figure 4-1, Figure 4-2 and Figure 4-3 below provide details of major changes from previous design.





**Figure 4-1 – Harbour Area**



**Figure 4-2 – Priority pedestrian zone , Relocated Bus Stop and Access to Promenade**

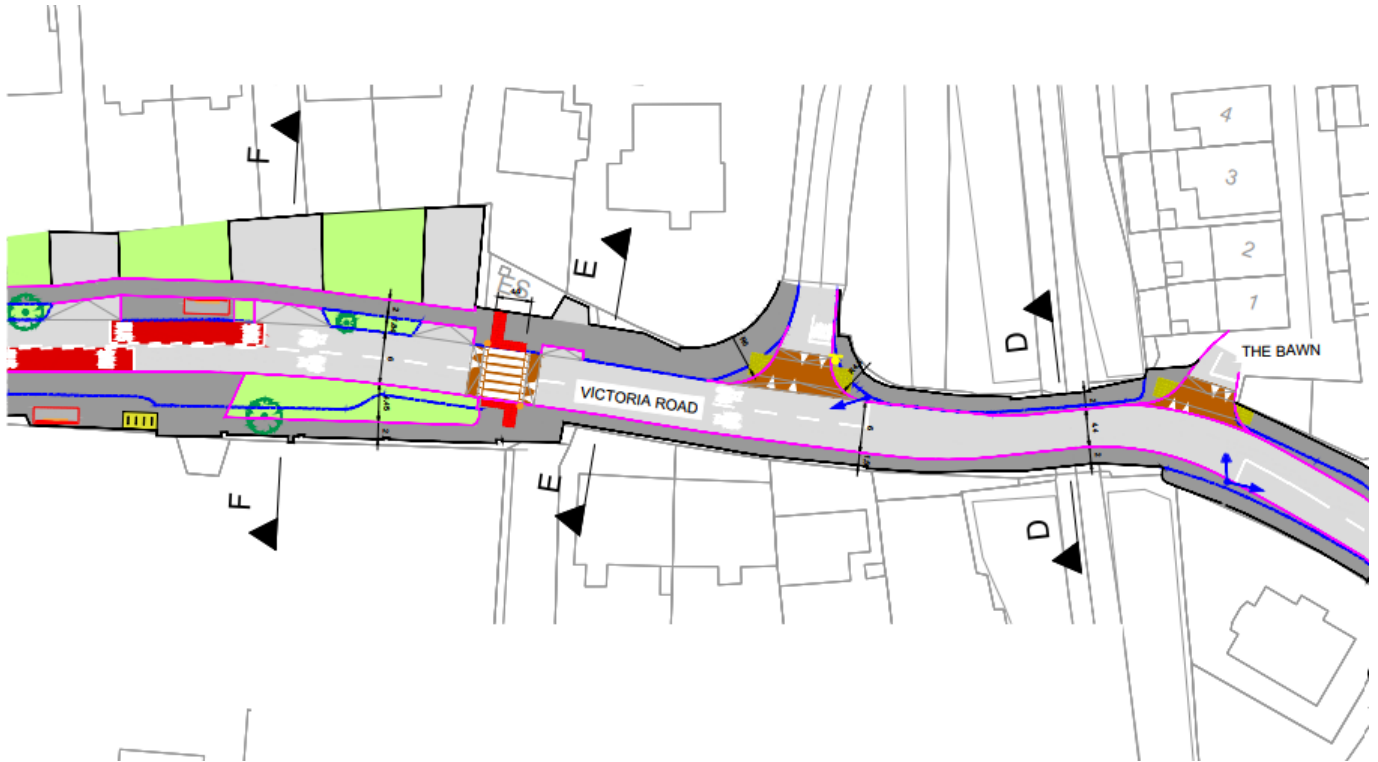


Figure 4-3 - Shuttle system at Rail bridge

## 4.2.2 Greystones Town Centre

It should be noted that the Greystones Town Centre section was designed in collaboration with a separate scheme titled “Church Road Reimagined” undertaken by HTI Consulting.

A comprehensive technical review of this town centre segment was undertaken as part of the Phase 3 Design, resulting in a series of geometric, operational, and urban-realm refinements aimed at improving pedestrian safety, multimodal accessibility, and streetscape quality. The existing carriageway is reduced to a 6.0 m two-way cross-section to support low-speed operations, with the released width reallocated to widened footpaths that enhance pedestrian level of service and create opportunities for commercial spill-out and public-realm upgrades. Public transport facilities at the train station have been reconfigured, including conversion of former bus bays to a paved area to increase passenger holding capacity during peak interchange periods. Loading bays and on-street parking have been standardised to current dimensional requirements, while additional pedestrian crossings improve route permeability and safety across the corridor. From Burnaby Mews eastwards, existing on-street parking and kerb alignments are retained to reduce construction impact and maintain local access. Given the constrained cross-section and low vehicle speeds, cycling is accommodated in mixed traffic in accordance with urban street design best practice. See Figure 4-4 & Figure 4-5 below.

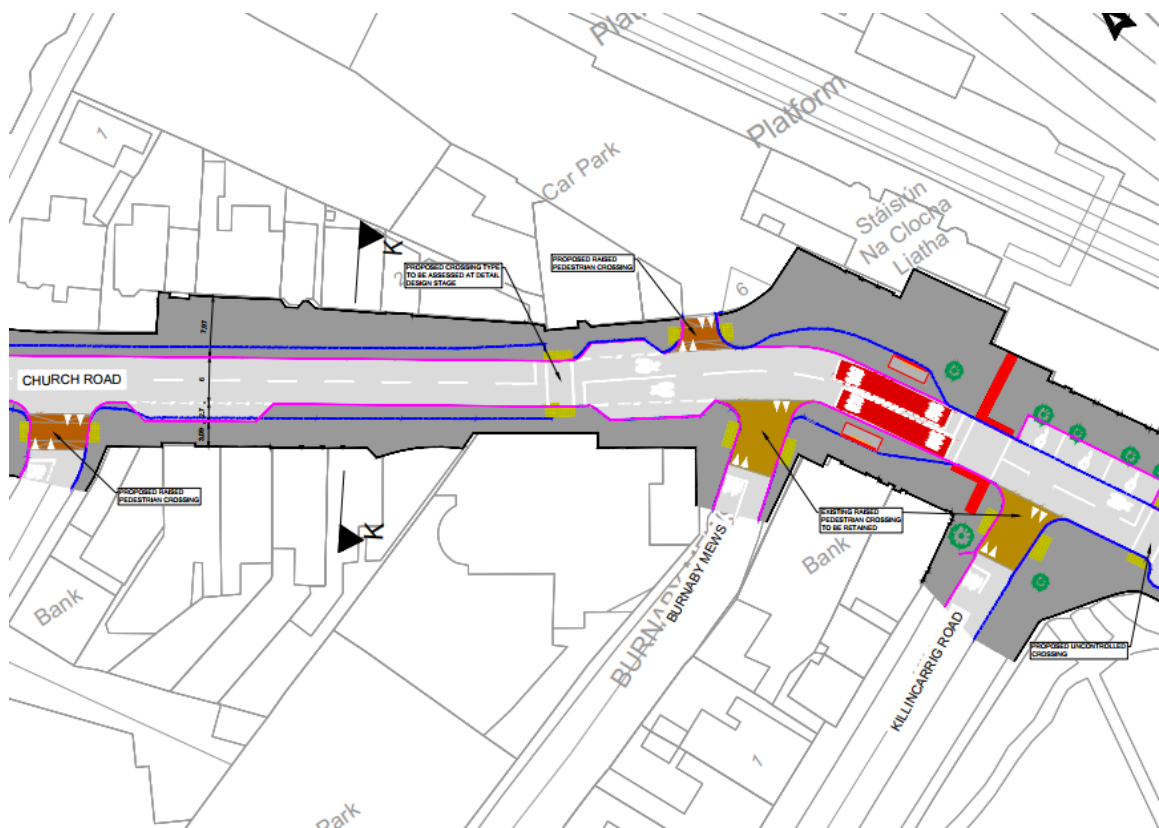


Figure 4-4 – Greystones Town Centre

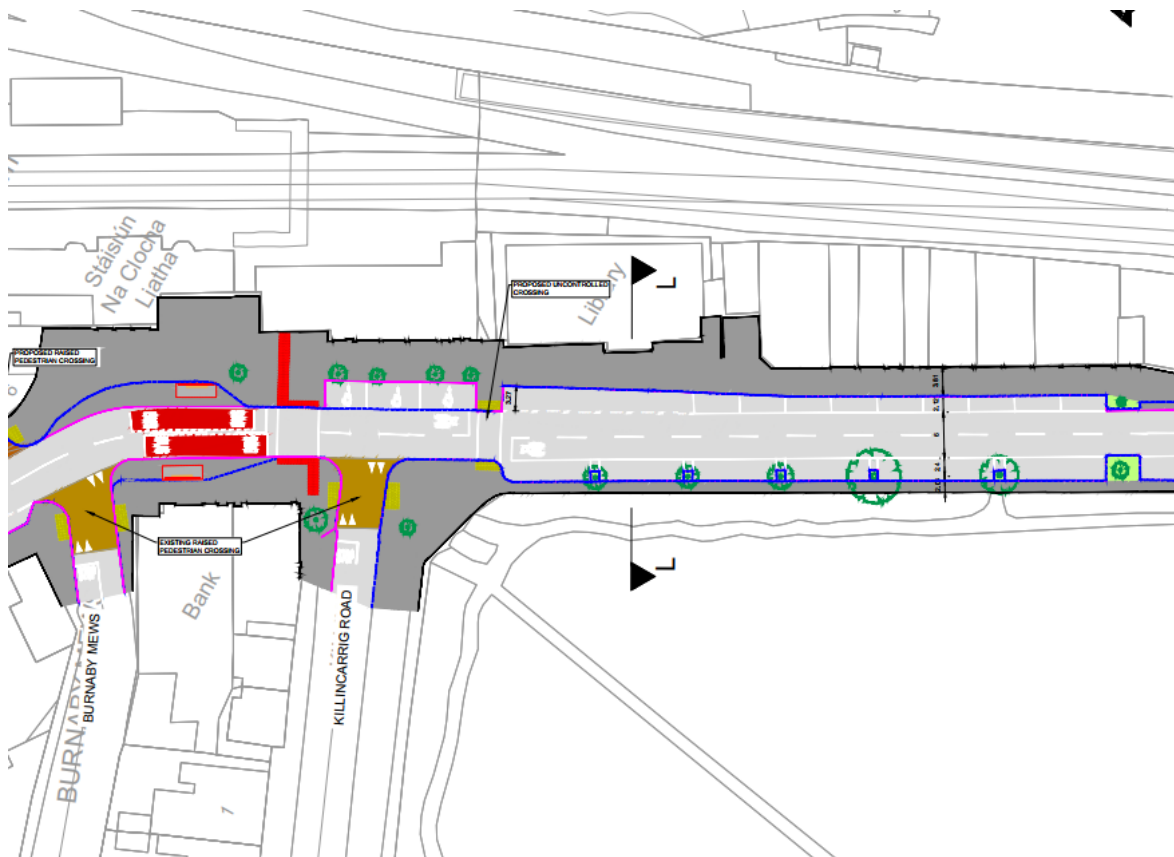


Figure 4-5 – Greystones Town Centre

## 4.2.3 Mill Road

The section commences South of the town centre at Park Lane, where 1.75 m-wide one-way cycle tracks are introduced on both sides of the existing 6 m carriageway. Bus Stops 4225 and 4282 are relocated and supplemented with Toucan crossings to provide safe, controlled crossing opportunities for pedestrians and cyclists. West of St. Vincent's Road, a dedicated south-side bus lane is incorporated alongside a retained 6 m carriageway, tying into an updated layout at the Mill Road Roundabout that reflects modifications already implemented on site.

Beyond the roundabout, the existing carriageway width is maintained, with the removal of the former bus stop enabling provision of one-way cycle tracks and footpaths on both sides. The Old Mill access road is realigned to address vertical level differences and resolve a pinch-point approximately 10 m east of Manor Avenue. Further west of Burnaby Park, the carriageway is reduced to 6 m to accommodate segregated cycle tracks and footpaths on both sides, extending to Burnaby Lawns, where the right-turn movement to the south is retained. In this section, online bus stops and a Toucan crossing are provided, and the segregated active travel facilities continue westwards to Carraig Mill, after which cyclists transition to on-carriageway cycling beyond the 2 Mill View. See Figure 4-6 & Figure 4-7 below.

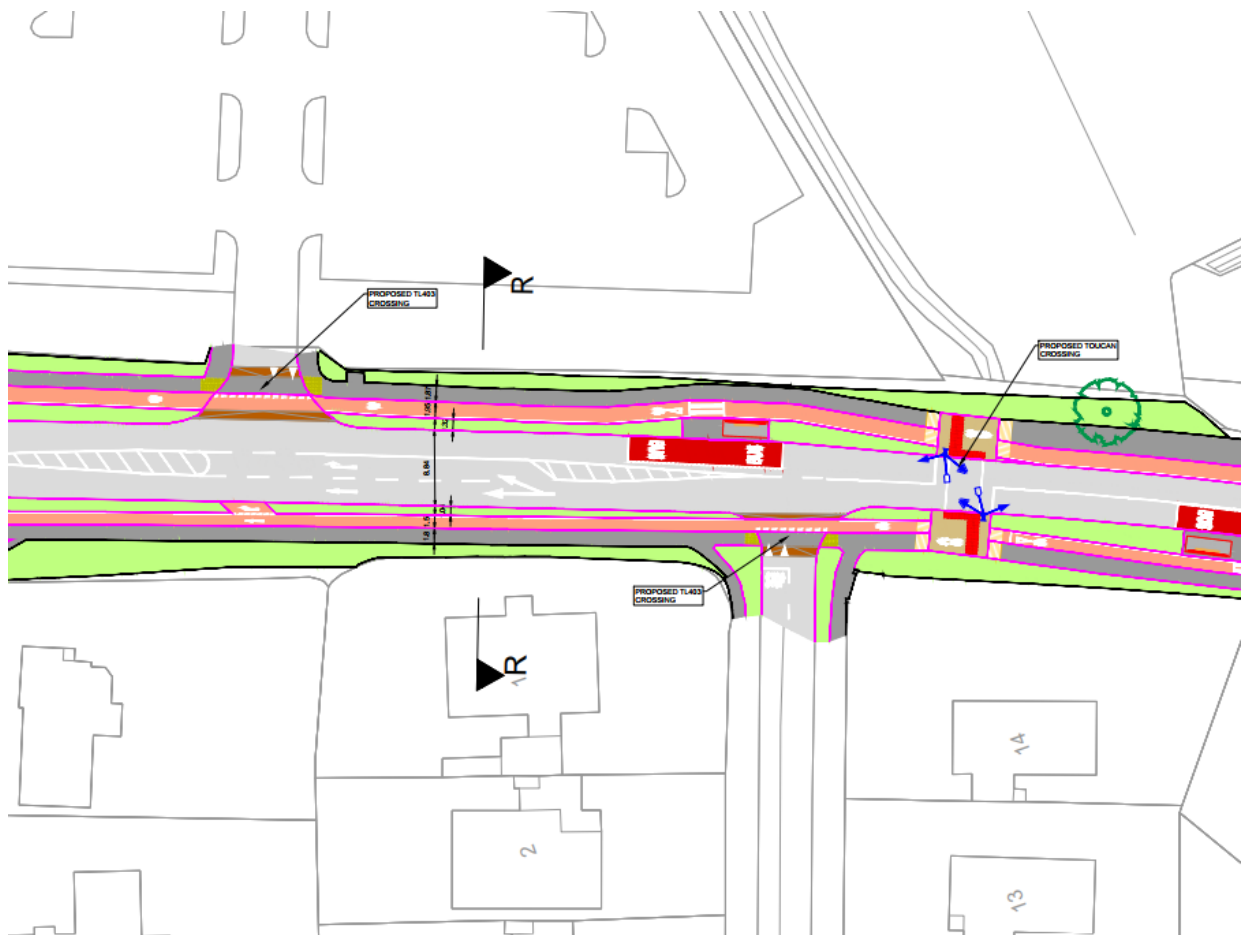
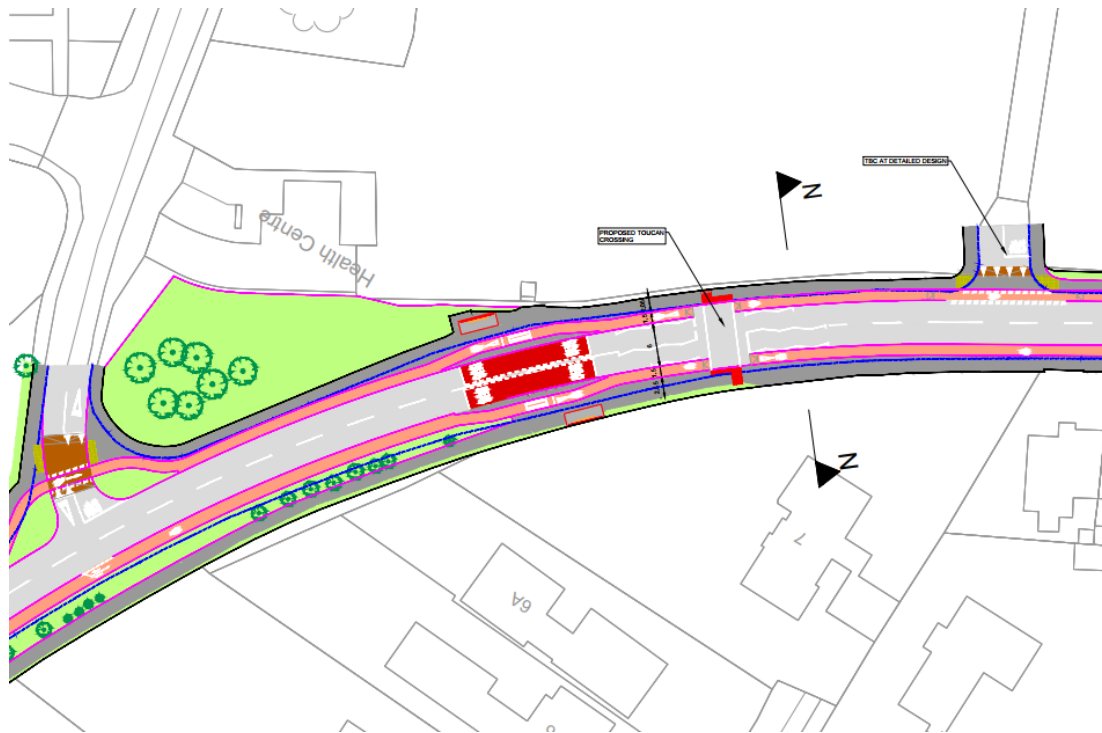


Figure 4-6 – Mill Road



**Figure 4-7 – Mill Road**

## 4.2.4 Burnaby Lawns

Along Burnaby Lawns, it is proposed to provide footways on both sides of the carriageway, together with a two-way cycle track located on the eastern side of the road. The scheme will require an encroachment into adjacent lands under the ownership of WCC to the east of Burnaby Lawns.

This two-way cycle track and footpath (6.0m wide cross section total) and 5.5m carriageway would continue through the WCC owned green area south of Burnaby Lawns and then cross the Three Trout Stream via a new bridge and connect into the green spine running north south through Charlesland. This cycleway and footpath facility would link to the toucan crossing across the R762 shown in Figure 4-8 below.

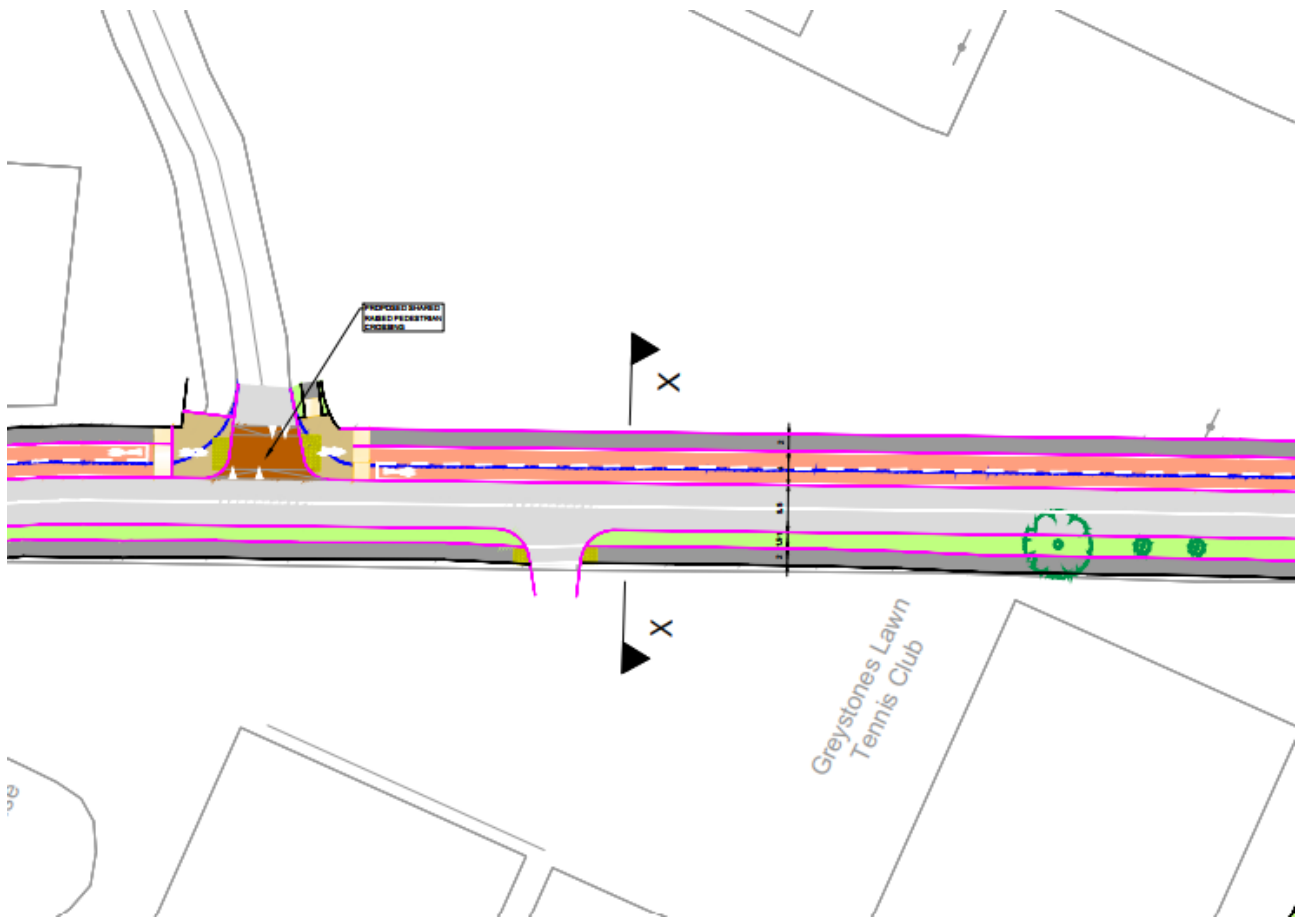


Figure 4-8 - Burnaby Lawns

## 4.3 Junction Upgrades

### 4.3.1 Roundabouts

The roundabouts considered in this package are as follows:

- Mill Road Roundabout- which tie-in with existing roundabout scheme.

The locations in the context of the overall scheme are shown in Figure 4-9 below.

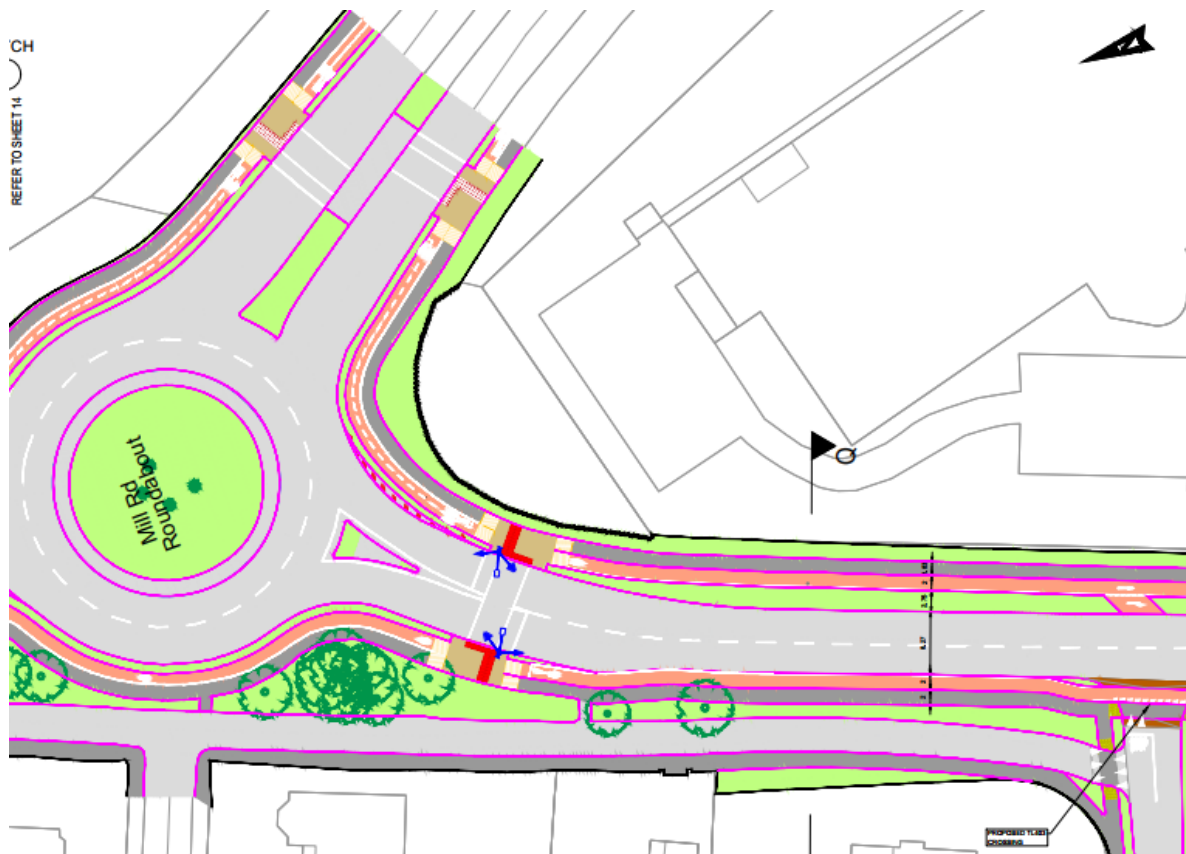


Figure 4-9 - Mill Road roundabout

## 4.3.2 Priority Junctions

The majority of the junctions within the proposed scheme are priority junctions. The preferred priority junction type for the entirety of the package is CDM detail *TL405 Stepped Cycle Track Crossing Side Road with Priority* Keeping cycle track and footpath on same level.

The main advantages of this junction in the context of this scheme are listed below:

1. This option represents the recommended priority junction type for cycle way and footpath on same level which is the preferred typology for the components of the scheme to avoid any drainage issues.
2. This option is also feasible for the rapid-build segments of the scheme, where the cycle track is anticipated to be at footpath level and raised table at junctions. For these parts of the scheme, the raised tables will be slightly lower.

## 4.3.3 Bus Stops

The bus stops that were considered for the scheme were as follows:

- TL201 Island Bus Stop
- TL202 Shared Bus Stop Landing Zone

While *TL201 Island Bus Stop* was considered to be the preferred option, this option was not possible at any location within the scheme based on space constraints. As a result, TL202 was selected as the preferred bus stop which was used throughout the scheme.

The location of all bus stops based on distances between the Junction and nearest to the existing crossing. The below Bus stop is proposed at existing buildout and crossing is shifted further South. The proposed layout is shown in Figure 4-10 below. As the proposed bus stop was required to be on-street, the CDM reference *TL202 Shared bus stop landing zone* was utilised for geometric parameters.

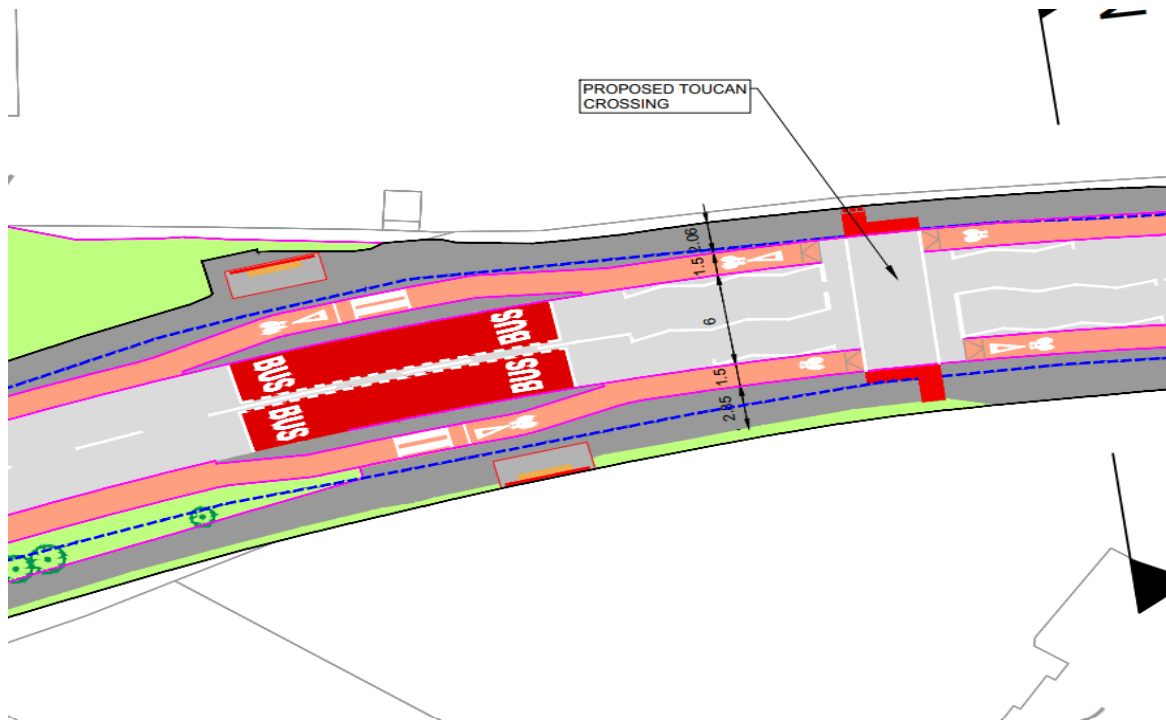


Figure 4-10 – Proposed Bus Stop Facilities

#### 4.3.4 Transitions to Mixed Traffic

As stated earlier in the report, dedicated cycleway will transition to a mixed street scenario and vice versa. The CDM detail provided to facilitate this transition is *TL302 Transition to Mixed Traffic* which is shown in Figure 4-11 below. While this transition was referenced, there was insufficient space to provide the full detail. The following layout was provided in lieu in order for cyclists to safely transition from segregated facilities to a mixed traffic scenario. The proposed layout is provided in Figure 4-12 below.

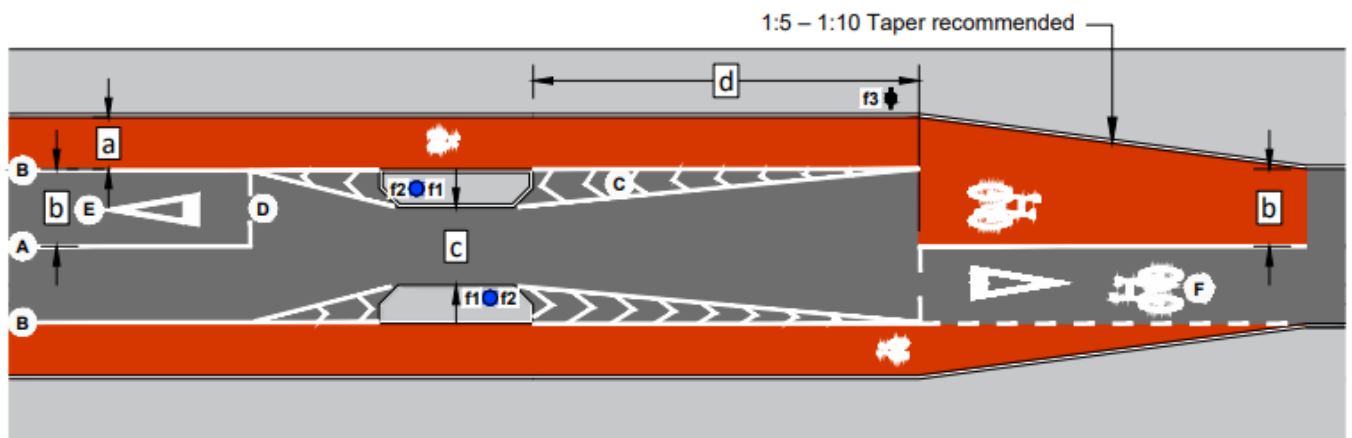


Figure 4-11 - TL302 Transition to Mixed Traffic (CDM)

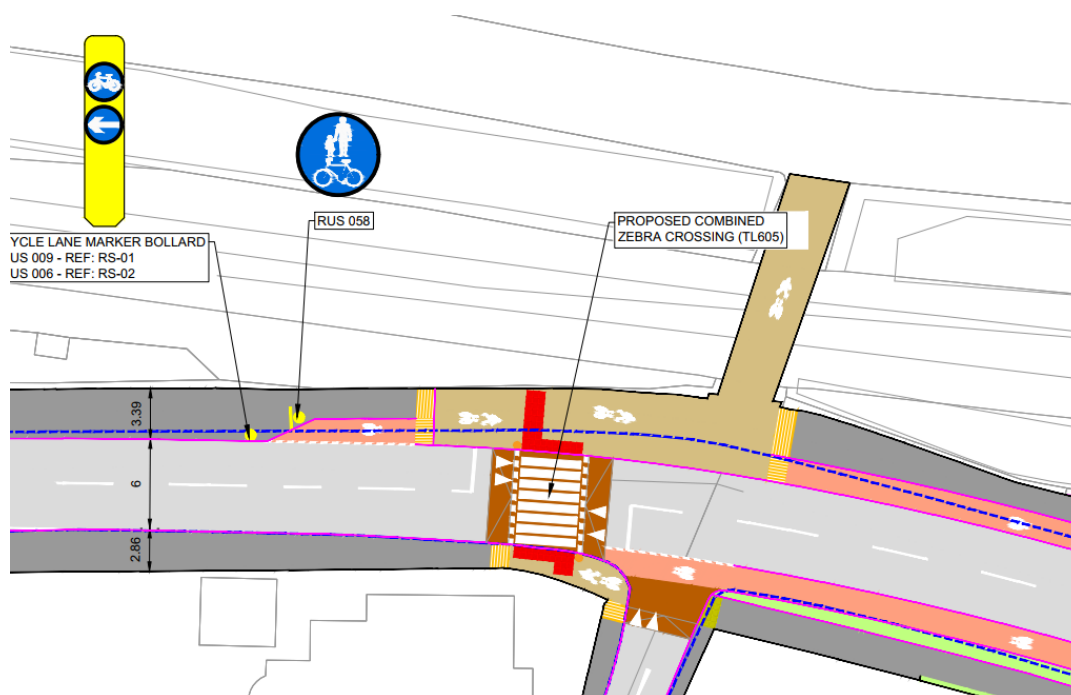


Figure 4-12 - Proposed Mixed Traffic Transition on Mill road at Park Lane Junction

### 4.3.5 Pedestrian Crossings

Throughout the scheme, all existing pedestrian crossings were retained or relocated in order to align with the overall scheme geometry. In general, the preferred option is to provide a *TL605 Combined Zebra Crossing* for all required crossings where possible. In addition, the crossings are to be raised wherever possible to improve safety.

## 4.4 Drainage

Typically, in the areas where the new footpaths and cycle tracks are proposed, drainage will be provided using new gullies (relocated to the proposed kerb positions) connecting to the existing surface water drainage system. The new footpaths and cycle tracks will generally slope towards the road in order to minimise the need for additional drainage collection measures. Alternatively, and where the proposed scheme results in a marked increase in catchment area (due to an increased hard-standing area), sections of footway and/or cycle track will be constructed using either porous surfacing; or where appropriate, the cross-fall will fall towards an adjacent grass verge (thus not discharging into the surface water network).

The details of this will be developed as part of Stage 5: Detailed Design.

## 4.5 Lighting

All footpaths, cycle tracks and roads will be lit, in line with current best practice and design guidance in relation to public lighting.

All existing lighting within the scheme will be developed as part of Stage 5: Detailed Design.

## 4.6 Pavements

In order to give the highest quality of service for cyclists, it is envisaged that a smooth asphalt surface course will be used as recommended by the Cycle Design Manual, with sufficient base and foundation layers to prevent failure. Shared spaces and footpaths are intended to be a concrete surface, to provide colour-contrast when compared to road and cycle surfaces, to aid people with visual impairments. The exact construction depth for the footpath and cycle track pavements is subject to detailed design.

## 4.7 Land Take

The proposed routes have been designed to avoid the requirement for land take, and no private land take is required.

## 4.8 Tree Removal and Proposed Landscaping

The study area is entirely within the urbanised areas of Greystones and the study area does not extend beyond the footprint of the existing road network, road verges and residential-area green spaces and therefore the potential for significant impacts on protected habitats or faunal species refugia will not occur within the footprint of the scheme.



## 5. Impact of Proposed Scheme

### 5.1 Pedestrians

The new footpath provisions will provide safe, accessible and attractive routes for pedestrians with a minimum 2m wide footpaths for all areas where new paths are to be provided, with the exception of a limited number of narrowed sections, as noted on the Preliminary Design Drawings. New and improved crossings will allow pedestrians to cross all of the roads within the scheme extents in a safe manner. The location of many of these crossings will improve access and permeability for pedestrians to the residential, recreational and retail areas within the scheme extents; and onwards to the commercial, educational and transport hubs closer to the town centre.

Facilities for those users with visual or mobility impairments will be much improved, with tactile paving, flush kerbs and raised crossings provided throughout.

### 5.2 Cyclists

The provision of improved cycling facilities will be very beneficial to cyclists travelling to the town centre or linking to the Harbour area and Mill Road. The provision of this high-quality cycle infrastructure will provide attractive routes for cyclists linking many residential, educational and commercial areas.

### 5.3 Vehicular Traffic

In general, there will be limited impacts to the existing vehicular traffic on the surrounding road network, however given the nature of the proposals (e.g. reduction in carriageway width, reduction in junction radii and an increase in pedestrian crossings) there will be a slowing of traffic speeds compared to that existing, and therefore some increase in journey time. This however is a necessity in order to provide a scheme which is safe and in line with best practice and guidelines. These proposals will help to reduce the likelihood of conflicts between all road users. The improvements to pedestrian and cycling infrastructure will encourage a modal shift away from the private vehicle, which should have a corresponding effect on reducing traffic volumes locally.

### 5.4 Environmental Impacts

The proposed scheme is located primarily within the existing urban road network and public open space areas of Greystones and has been designed to minimise environmental impacts while delivering significant active travel benefits. An Environmental Impact Assessment (EIA) Screening Report and Appropriate Assessment (AA) Screening have been undertaken for the scheme. These assessments concluded that the proposed development is not likely to give rise to significant adverse environmental effects and that the preparation of an EIAR is not required. Furthermore, the AA Screening concluded that the proposed scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on any European site.

The route passes through a predominantly urban environment comprising existing roads, footpaths, landscaped verges and public open spaces. The EIA Screening Report concluded that the project site is dominated by hardstanding surfaces and that no significant impacts on biodiversity are anticipated. While limited vegetation clearance and removal of a small number of low-value trees may be required to facilitate the proposed infrastructure, replacement planting and landscape reinstatement will be incorporated into the detailed design where practicable. Any vegetation clearance will be undertaken in accordance with relevant wildlife legislation.

There are no recorded archaeological monuments within the footprint of the scheme. Although a number of Sites and Monuments Record (SMR) features, National Inventory of Architectural Heritage (NIAH) structures and protected



architectural features occur within the wider study area, the EIA Screening Report concluded that no direct impacts on these features are anticipated due to their separation from the proposed works and the nature of the development.

During construction, temporary impacts may arise from noise, vibration, dust generation, traffic management measures and construction activities adjacent to residential and commercial properties. These effects will be localised and temporary in nature and will be managed through the implementation of a Construction Environmental Management Plan (CEMP) and adherence to industry best practice.

In the longer term, the scheme is expected to deliver positive environmental outcomes by encouraging a modal shift from private car use towards walking and cycling, improving connectivity to schools, public transport, employment centres and recreational amenities. This will contribute to reduced transport-related emissions, improvements in public health, and the creation of a safer and more sustainable transport network within Greystones.

## 6. Statutory Process

It is envisaged that the scheme will progress through a Part 8 Planning Process, in accordance with the Planning and Development Regulations. Details of the process shall be reviewed and agreed in Phase 4 (Statutory Processes).



## 7. Conclusion

The preliminary design for the scheme has been undertaken in line with the Cycle Design Manual and the Design Manual for Urban Roads and Streets, developing the updated layout outlined this report.

Overall, the proposed scheme provides high quality walking and cycling facilities throughout Harbour area, town centre, Mill road and Burnaby Mews with segregation wherever feasible so that people of all ages feel safe cycling in proximity to relatively high volumes of motor traffic.

The scheme provides active travel linkages between Greystones town centre, residential areas, Schools (St. Patrick's School), Supermarkets (Aldi and Lidl), Sports Complex (Shoreline Leisure), and businesses (in and around Town Centre).

Throughout the scheme, carriageway narrowing and additional pedestrian crossings have been proposed which is anticipated to provide an additional level of traffic calming to reduce excessive speeds.



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