

Wicklow to Greystones Public Consultation Portal		
No.	Submission	Created On
1	Good evening, I support the route chosen and look forward to the stage and development of the project. Regards,	13/02/2026 22:30
2	The project passes environmentally sensitive marsh and wetland. The route could adversely impact on the mammals and birds that live in the area. Fragile habitats are already under pressure in Ireland. We don't need any additional disturbance to nature. The route would impact on habitats by fragmenting them, it would cause disturbance from footfall, litter, dogs (escaping into the marsh and causing harm to deer as well as disturbing breeding birds), and it would impact on hydrology. It could likely cause further flooding or if raised would further disturb the natural habitat. A very thorough and transparent environmental assessment is needed and convincing evidence it would not harm nature and habitats before going ahead. the area is beautiful as it is and internationally important for breeding birds. Let's conserve it. There are already many places humans can enjoy in Wicklow.	13/02/2026 21:26

<p>3</p>	<p>Firstly, I would like to say I wholeheartedly support the development of this project. I believe the Wicklow to Greystones Greenway Project has the potential to greatly enhance the lives of the people of Wicklow as well as visitors to the area. Myself, my wife and our family travel by bike as part of our everyday lives on most days, all year round. We see ourselves as keen future users of the facilities provided by this project. I'd like to address the following points in my submission: - Conflict points on the proposed route and design of the Greystones seafront section - Connection to key services - Integration into the transport network - Design for everyday use and inclusion - Maintenance</p> <p>Conflict points on the proposed route</p> <p>Section through Greystones Marina. Most of this section passes through an area that is currently pedestrianised and has large numbers of people using it, it would be good to see careful thought given to highlight the priority of pedestrians in this area. This should go beyond placing signage and thought should be given to the geometry of the route and the route's surface.</p> <p>Section through Greystones Marina carpark. The road layout at the entrance to the carpark in its current state is very complicated. Within 50m of either side of the carpark entrance, there is the entrance to another carpark, a taxi rank, a junction, on-street parking, and a traffic island to facilitate pedestrians crossing the road. There are often high numbers of pedestrians in the area crossing the car park entrance and crossing the road. Adding a greenway through this area is likely to add to this complexity and introduce a number of conflict points with pedestrians and traffic including buses. Careful consideration should be given to the design of this space to minimise conflict and enhance the public space here.</p> <p>Section along Greystones seafront - Cliff Road and Marine Road There is an existing cycle lane here but it is not suitable for use as part of a greenway. This is the busiest section of the route for pedestrians, wheelchairs, buggies and dog walkers. The pavement space is insufficient for the numbers using it and people naturally use the cycle lanes as additional space. Add to this the complicated design of the cycle lane, the lane directions having been switched, and the cycle lanes frequently just end at pinch points. I suggest that the length of Cliff road and Marine road be redesigned to a 'fietsstraten' type standard as in the Netherlands, with provision for bicycles travelling both directions. This would provide a high quality route for the greenway. It would also provide additional pavement space for people using the area. Vehicle traffic in the area is generally slow moving already so this would not be a significant negative impact.</p> <p>Section through tunnel under railway line. This is a particularly awkward area to navigate by bicycle at the moment. The combination of the narrow tunnel, steep gradient, 90 degree turns to enter and exit the tunnel, people on foot using the tunnel and proximity to the main road and pedestrian crossing can be very hard to navigate, particularly for children, older people and cargo bikes. Careful consideration should be given to using the tunnel into the South Beach carpark. There is space here to adjust the geometry of the route, there isn't a significant change in levels and entering into the carpark allows separation from the main road.</p> <p>Section past South Beach carpark Again this is a section likely to introduce conflicts, particularly with the vehicles including trucks and buses on the main road, entering/exiting the South Beach car park and Park & Ride. Traffic in this area is likely to increase with the increasing numbers using the Dart as a commuter route, the proposed primary care centre on this junction. Consideration should be given to routing the greenway through the carparks to minimise these conflicts. As the capacity of the Park & Ride is a key consideration here, thought should be given to adding capacity lost through the addition of a parking structure and other facilities to enhance use of the</p>	<p>13/02/2026 17:34</p>
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	<p>greenway. Connection to key services The proposed route is well selected as it supports connection to key public services in Greystones, including sports facilities, education facilities and the proposed primary healthcare centre, as well as proposed centres of employment like the media campus. This is to be commended as the greenway will be most successful when it is used as part of people’s everyday lives. Integration into the transport network. The proposed route is well selected as it supports integration into the transport network. Continued careful consideration should be given to integrate further with the existing and proposed active travel routes across Greystones and Delgany. Careful consideration should be given to how the greenway route integrates with railway stations. In the Netherlands, train journeys frequently start and end with a bicycle trip, with roughly 40-47% of rail passengers using bikes to reach stations, forming a key part of daily, sustainable, and fast travel. Design for everyday use and inclusion As I have said above, the greenway should be designed to be used as part of people’s everyday lives, not just a tourist facility. It is important that the route and the associated facilities are designed to encourage use by the broadest spectrum of users. For example: - the provision of public toilets on the route - the provision of safe indoor bicycle parking at key locations (this has been shown to increase the numbers of women cycling in Canada) - Accomodation for a wide variety of bicycle types including hand cycles, tricycles and cargo bikes Research should be carried out to develop understanding of barriers to active travel affecting women, children, older people, low income groups, and disabled people. As part of designing for inclusion, careful consideration should be given to methods to discourage high speed training groups in bunch/peloton from dominating the use of the greenway. Maintenance As the project to develop the greenway advances, it would be good to see a considered approach for the maintenance of the greenway and associated facilities being developed and shared alongside future detailed design work. A defined maintenance approach is equally as important as the design and construction of the greenway. Consideration of maintenance at this stage, including consultation with maintenance professionals of existing greenways should inform detailed designs. Finally, I would like to thank all involved in the project to date for their efforts and continuing work on this project. Beir bua,</p>	
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<p>4</p>	<p>Very supportive of the greenway, particularly it being further in from the coast and away from nature reserves. This greenway is so important and with it, it would be great if cycle lanes on roads could be completed, so that these can join up. I live in Glenealy and cycle to Rathnew and then on to Wicklow town; the cycle path is inconsistent along this route with some very narrow pinchpoints (like under the railway bridge, just north of Wicklow town). I love the idea of being able to connect to a greenway that will change from going through green fields to alongside nature reserves, to along beaches. Would be brilliant if it could go south from Wicklow and connect to Arklow! I'm keen to find out more about the surface treatment of the proposed route and what sustainable drainage design and planting has been considered for alongside.</p>	<p>13/02/2026 16:22</p>
<p>5</p>	<p>I am strongly opposed to the Emerging Preferred Route for the Wicklow to Greystones Greenway due to the negative impact it will have on Farming and Biodiversity. Farming The Proposed Route cuts family farms in half from Kilcoole to Wicklow making them unviable. The 2018 Strategy for Future Development of National and Regional Greenways produced by the Department of Tourism, Transport & Sport states the preferred model for Greenways is to use land already in state ownership however the majority of the land being taken for the proposed route is in private ownership. It also states that severance of farms will be minimised however this route will cut long established mixed enterprise family farms in half the length of the Greenway leaving them unworkable. The Strategy document also states that using state land provides certainty in relation to insurance claims and maintenance of the Greenway which begs the question who is liable for insurance and maintenance on private lands. The Route passes through Sheep and Suckler enterprises a number of which are Organic Farms from Kilcoole to Newcastle leaving the animals almost certainly exposed to disturbance from dogs. Poaching is already a problem in this area. The Greenway will provide unrestricted access routes onto private land leaving these farms open to security risks, trespassing and rural crime which is already a significant issue countrywide. Ecology In 2019, Wicklow County Council became the first local authority in Ireland to declare a biodiversity and climate-change emergency. Wicklow Co. Co have recently published their Draft Biodiversity Plan 2025- 2030. The Emerging Preferred Greenway route that Wicklow Co. Co are promoting contradicts their own Biodiversity plan at every level. The Murrough is a 15 km long coastal wetland site, which stretches from Wicklow Town, north to Ballygannon just south of Greystones incorporating the Kilcoole Marshes. This area contains a rich diversity of habitats both native and migratory. A recent study has reported a decline in migratory waterbirds coming to Ireland. One of the reasons is disturbance of Habitat of these wetlands due to recreational activities. The Kilcoole Marsh Wetlands sustain many Red & Amber listed Bird and Animal species such as Lapwing, Blacktailed Godwit, Curlew, Kingfisher and Barn Owl. The Otter an EU protected species has inhabited these farms for many years. The Emerging Preferred Route of the Greenway runs along the boundary of the Special Protection Areas and Special Areas of Conservation EU protected areas the entire length of the route from Wicklow to Kilcoole. The farmland outside the SPAs and SACs are vitally important to the survival of the species that live in these areas providing hedgerows, trees, ground nesting and foraging. The disturbance created by Cyclists, Walkers, Children and dogs on the Greenway will destroy these habitats that have been successfully managed for many years. The route of the Greenway is regularly flooded. If flood defences are constructed to protect the Greenway this will detrimentally effect the wetlands and in turn the wildlife that inhabit it. In conclusion the proposed route for the Greenway will destroy productive farms and EU protected ecologically sensitive sites. The Curlew one of Irelands most iconic birds</p>	<p>12/02/2026 10:55</p>

	and extremely rare now inhabits this area in Winter and Summer. This Greenway route if constructed will be a further nail in the coffin of this very special bird.	
6	I attended the event in Wicklow library and spoke to one of the engineers working on the project. I think the Greenway is a great opportunity for Wicklow Town, Greystones and the villages between. I understand the constraints on route selection with the wetlands closer to Wicklow town and the active railway line as well meaning the route cannot go the full distance along the coast. It would be great to make improvements to cycle routes into Wicklow town in parallel with the Greenway (for example from Glenealy and Rathnew - where the cycle route terminates quite abruptly). If cycle links can be made to the smaller towns along the route that would also be beneficial. Perhaps an extension route down to Arklow could be possible in the future - even looking with the Greenway to Shillelagh. This opportunity cannot be missed!	11/02/2026 21:08
7	My main observation is that this needs to be build and built fast. There is great progress being made right around the country on greenways but nothing in Wicklow. There was a similar consultation many years ago about a route from Kilmacanogue to Bray Southern Cross and nothing has happened. Please fast track this and ignore the Irish Times propaganda.	06/02/2026 11:25
8	I am the Chairperson of Wicklow Town Team and attended yesterdays consultation in Wicklow Library. I am delighted that the project has progressed to this stage. The northern section of the route starts in the town in Greystones, but ends at the Port Road/proposed overbridge to train station at Wicklow end. It is essential that provision be made to continue the route into the town centre similar to Greystones in order that users of the route can continue into town and businesses can benefit. Similarly the preferred route should have linked access into the villages on the route (Kilcoole & Newcastle) so that walkers/cyclists can avail of local facilities.	23/01/2026 17:59

9	<p>I am a lifetime Sea Road, Kilcoole resident- I absolutely welcome the Greenway- it is a marvellous amenity and I have travelled to other counties specifically to use their Greenways and has massive potential for the area. My concerns are Kilcoole centred but in particular... 1. Parking- there are limited options to access the greenway if not at the starting or end points- Specifically, Sea Road (Kilcoole) Sea Road,(Newcastle) and I assume something near 5 mile point- parking will have to be prioritised- the Kilcoole train station car park is already at capacity during the work week and on fine days at the weekend. Residents on the road should not have to deal with people blocking their driveways and/or the road being blocked with cars- on a related note, I own a business 100metres from the Kilcoole train station employing 18 local people. Truck access is required at all times- we cannot have cars blocking the road- this WILL happen if not addressed- 2. Access- related to above and residents in Kilcoole have been banging this drum for years- the Sea Road to Kilcoole is without a footpath for the last 700/800 metres- increased traffic, increased footfall from locals to access the greenway, increased traffic / footfall to the (upcoming) upgraded and more frequent trains makes this a massive issue- this cannot be ignored any longer - it is an accident waiting to happen. 3. I would prefer more of the route to be on the east side of the track- the sea view is the real prize down there- less splitting of farm land which presumably means compensation and/or many access points for the farmers should be considered</p>	20/01/2026 20:53
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