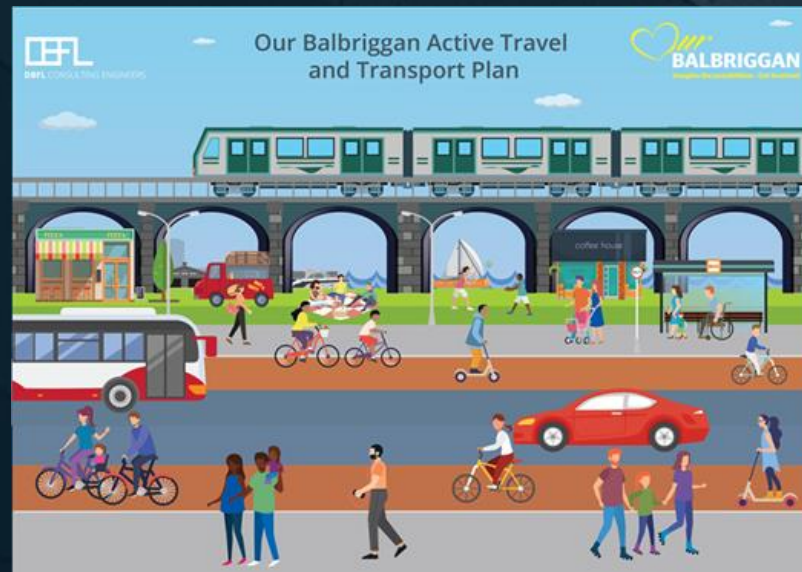
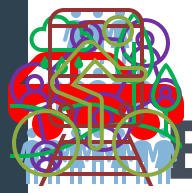


Our Balbriggan Active Travel and Transport Plan





Balbriggan Today...

21,722 people living in Balbriggan (CSO, 2016). Fastest growing town in Ireland with a young and multi-cultural population.

Strategically located on the Dublin-Belfast Economic Corridor and in proximity to Dublin Airport.

Direct rail connectivity to Dublin City Centre, with a centrally located rail station. However, poor interchange with bus and other modes of transport.

Important natural and built environment assets including the Harbour, Mill Pond Park, historic town core, etc.

Car dominated town centre with a lot of public space dedicated to the movement and parking of cars, and a legacy of heavy highways engineering.

Overall poor quality environment for pedestrians and cyclists, including poor wayfinding and legibility, street clutter and hostile junction design.



Existing Travel Patterns in Balbriggan

50% of **all commuter journeys** (employment and education) are done **by sustainable modes**, with the other half by private car.

46% of **journeys to school are done by walking and cycling**, with significant potential to further increase this number with Safe Routes to School interventions.

9% of **journeys to work are by walking and cycling**, and a further 19% by public transport.

18% of **households** in Balbriggan **do not own a car**. This indicates that there is a cohort of residents who depend on walking, cycling and public transport to get around.



Narrow / Missing Footpaths



DBFL CONSULTING ENGINEERS

Poor Junction Design for Peds & Cyclists



Drogheda Street / Cardy Rock



Dublin Street / Harry Reynolds Road Roundabout



Drogheda Street / Brick Lane



Drogheda Street / Oakleigh

Healthy Streets Check



- Virtual Healthy Streets Check
- Sample group comprised a mix of ages and genders
- Focused on Drogheda St/Bridge St/Dublin St and Quay St areas
- Using each of the 10 indicators, a rating was applied from:

- 0 – Poor
- 1 – Good
- 2 – Excellent

“Fresh eyes” corroborated and identified same issues as ‘Our Balbriggan’



Main Street – Healthy Streets 5/20



■ Easy to Cross – 1

- ☐ Regular intervals of signalised crossings
- ☐ Lack of dropped kerbs
- ☐ Parked cars block sight lines

■ Shade and Shelter – 0

- ☐ Lack of street trees, awnings
- ☐ Few doorways – private space

■ Places to Stop and Rest – 0

- ☐ Narrow footpaths
- ☐ Lack of formal/informal seating areas
- ☐ St. George's Square – exception – bare

■ Not Too Noisy – 0

- ☐ Noise from traffic (revving stop/start) – car dominated space
- ☐ No "soft" landscaping/greening to mitigate noise

■ People Feel Safe – 1

- ☐ Mix of daytime and night-time activity
- ☐ Car dominated – 50kph speed limit
- ☐ Narrow footpaths in places

■ Ppl Choose to Walk, Cycle, PT – 1

- ☐ No cycle provision (except cycle parking at St. George's Square)
- ☐ Not a pleasant environment to walk or cycle

■ Things to See and Do – 1

- ☐ Shops, services, library, etc.
- ☐ Limited things to see and do for all ages/interests

■ People Feel Relaxed – 0

- ☐ Car dominated space
- ☐ Lack of space to stop and linger
- ☐ Narrow footpaths

■ Clean Air – 0

- ☐ Pollution associated with car traffic/congestion/HGVs

■ Pedestrians from All Walks of Life – 1

- ☐ Evidence of older adults, parents with children

Quay St./Harbour – 6/20



■ Easy to Cross – 1

- Lack of formal/informal crossing provision would prevent those with mobility or visual impairments/older adults/vulnerable pedestrians from crossing easily/safely
- However narrow section of Quay St/low traffic volumes may be easier for some

■ Shade and Shelter – 1

- Archways and some trees in the park

■ Places to Stop and Rest – 1

- Picnic bench, seating in the park, low walls and built in benches along the Harbour
- Poor maintenance of these

■ Not Too Noisy – 1

- Noise from traffic/train station (whistle, braking), harbour activity

■ People Feel Safe – 0

- Feelings of isolation/desolate space, esp at night-time
- Downward lighting – causes shadowing on face at night time
- Shutters on Quay St.
- Little natural/passive surveillance – no “eyes on the street”

■ Ppl Choose to Walk, Cycle, PT – 0

- Little evidence of people walking or cycling

■ Things to See and Do – 1

- Limited things to see and do for all ages/interests
- Recreational opportunities - playground, park, harbour and beach

■ People Feel Relaxed – 0

- Not at night – feelings of isolation/desolate space

■ Clean Air – 1

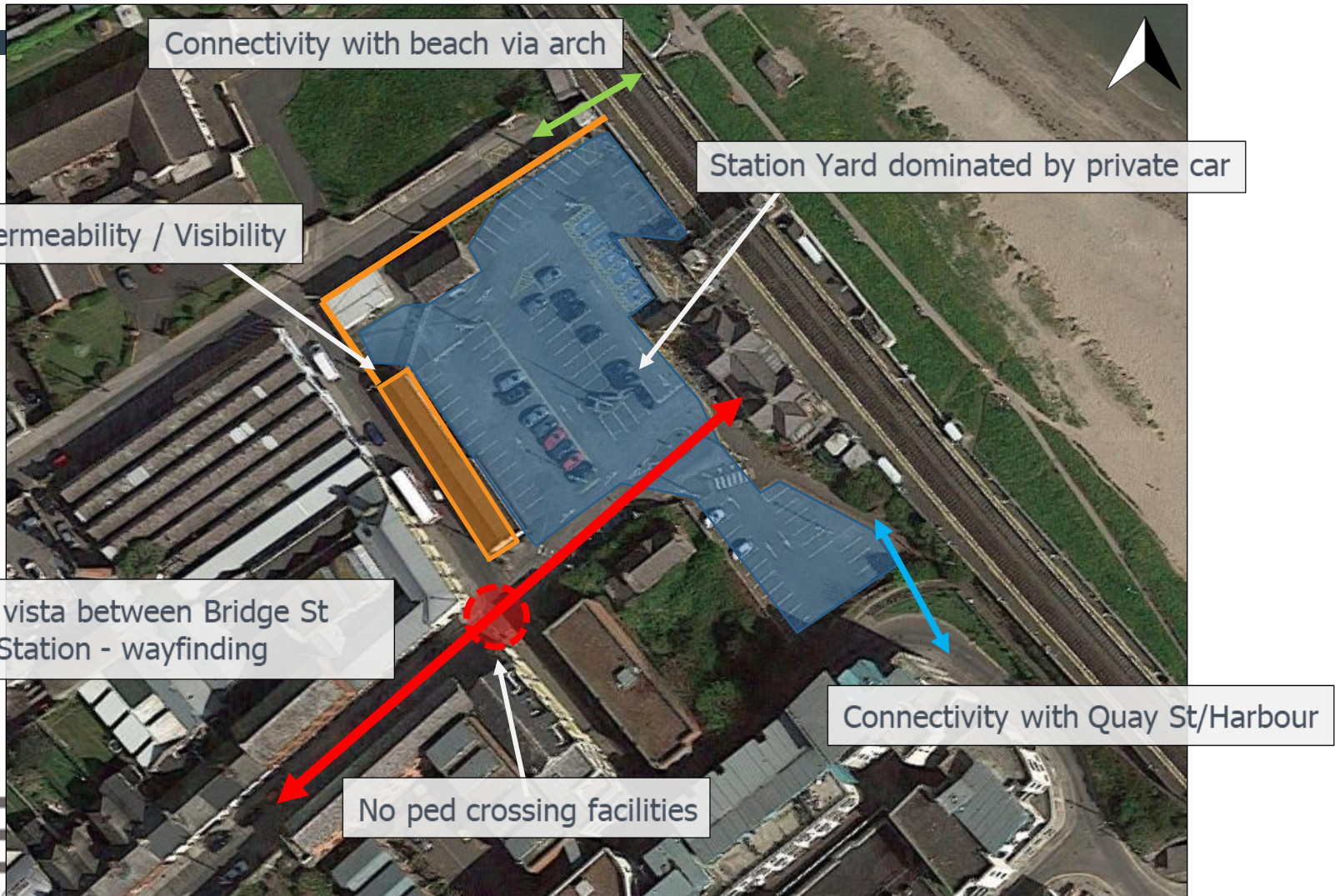
- Emissions from traffic/train station/harbour activity – diesel engines
- Coastal location/nearby green space may mitigate some of this

■ Pedestrians from All Walks of Life – 0

- Limited evidence at time of survey of a mix of people from all walks of life



Railway Station and Environs



S.W.O.T. Summary

Strengths

- Strong policy basis for prioritisation of sustainable transport and compact growth.
- Provisional URDF funding for the realisation of Balbriggan Rejuvenation projects.
- Natural and built environment assets incl Harbour, Mill Pond Park, etc.
- Direct rail connectivity to Dublin, with a centrally located rail station.

Opportunities

- Significant potential to transform Balbriggan's public realm to make a more attractive, vibrant and liveable town centre.
- Approx. 60% of journey to school are by sustainable modes (46% by active modes), which indicates potential to further increase this mode share with targeted Safe Routes to School interventions and improvements.

Weaknesses

- Overall poor-quality environment for pedestrians and cyclists.
- Poor wayfinding and legibility between different areas of the town.
- Poor interchange between bus and rail services.

Threats

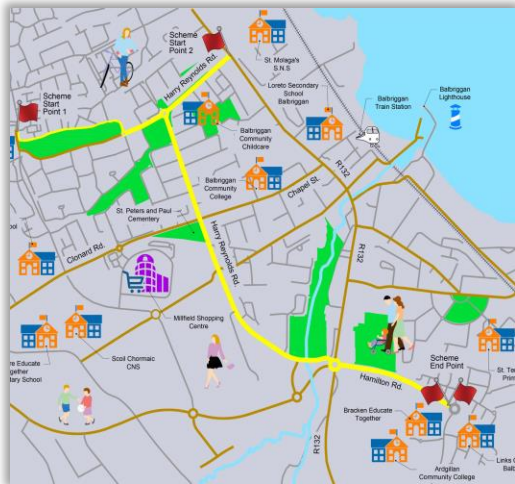
- A change in the economic outlook and political climate leading to uncertainty about required capital infrastructure funding and private investment.
- A 'Business as Usual' approach to land use, transport planning, sustainable transport provision and parking policy.

Policy and Guidance

- Strong policy mandate at a National, Regional and Local level to prioritise sustainable travel and compact growth.
- Comprehensive review was undertaken to inform development of the Plan.
- The Draft Greater Dublin Area Transport Strategy 2022-2042 was recently published for consultation, including the GDA Cycle Network Plan.



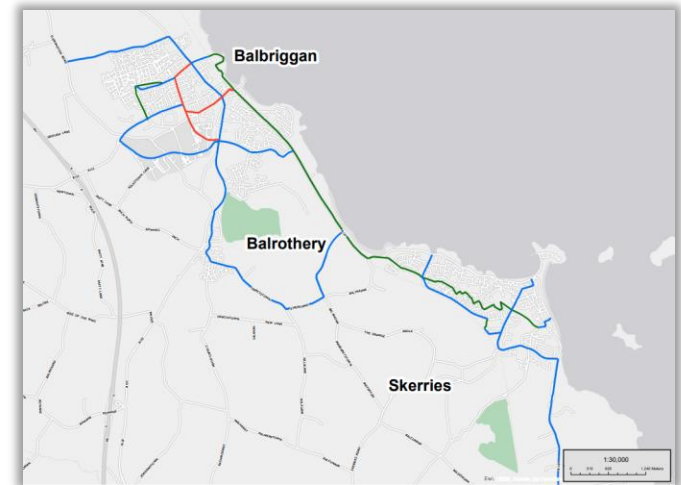
Current Transport Proposals for Balbriggan



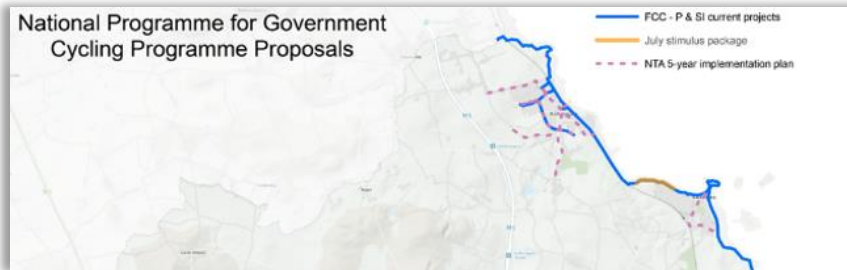
Harry Reynolds Road
Pedestrian & Cycle Route



Fingal Coastal Way



Greater Dublin Area Transport
Strategy / Cycle Network Plan



NTA 5-Year Plan