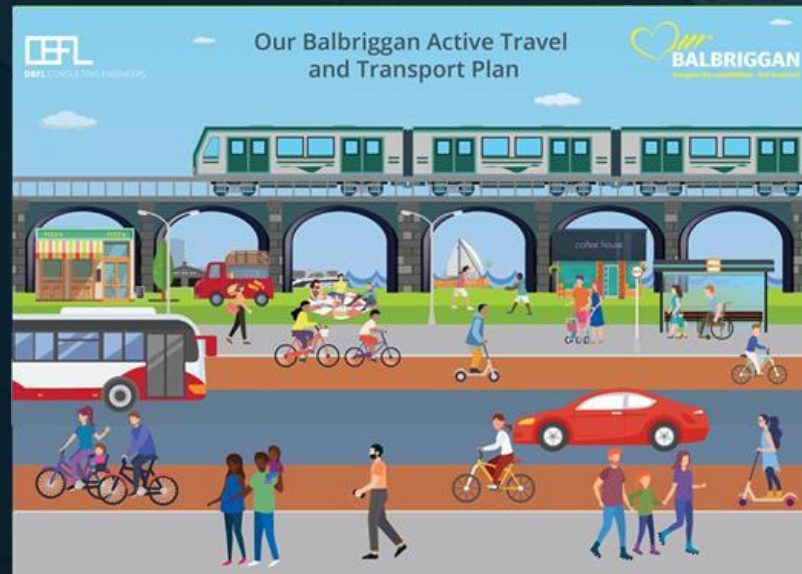


# Our Balbriggan Active Travel and Transport Plan



# 'Our Balbriggan' Transport Objectives



"La ville du quart d'heure" - The 15-Minute City. Source: paris.fr

1. Provide a **multi-modal transport plan** to identify interventions to encourage a transition to sustainable and **low carbon** transport modes.
2. Apply the **15-Minute Town** concept where the majority of Balbriggan residents' living needs are met within a 15-minute safe walk or cycle from their homes.
3. Identify **Safe Routes to School** opportunities to ensure that more children can travel safely to school by walking and cycling.



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# 'Our Balbriggan' Transport Objectives

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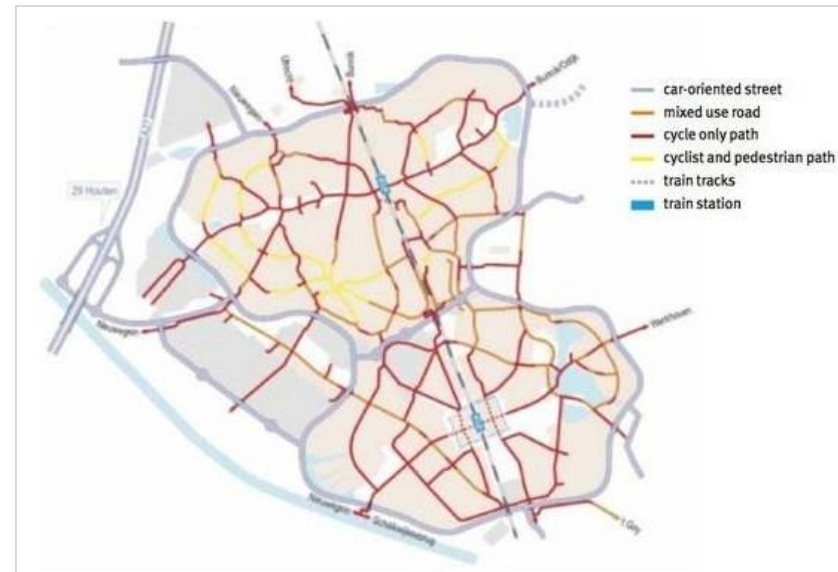


3. Maximise the ability of Balbriggan's **natural and built environment** assets such as Mill Pond Park and the Harbour to facilitate safe and permeable walking and cycling.
5. Enhance the **vibrancy, accessibility and liveability** of Balbriggan through **place-making** and a better balance of public space.
6. Improve the **air quality and noise levels** of Balbriggan town centre and its environs utilising a **Healthy Streets approach**.

# Exemplar Case Studies

Case studies chosen because of their relevance to Balbriggan incl. population size, historic street network and similar transport challenges:

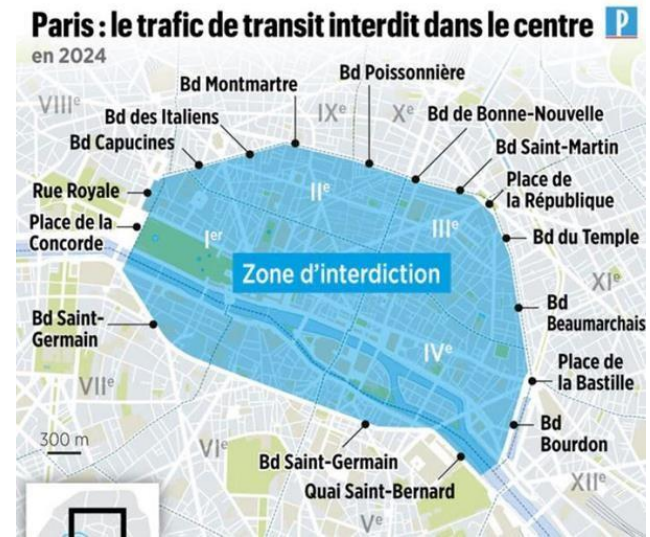
- Utrecht (Houten), Netherlands
- Deinze, Belgium
- Winchester, UK
- Dungarvan, Ireland



Ring road system in Houten helps remove unnecessary vehicular through traffic. Two central rail stations promote transit orientated development.

# Concepts & Principles

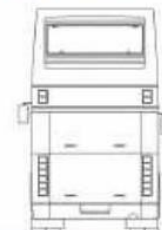
- DMURS User Hierarchy
- Low Traffic Neighbourhoods
- Healthy Streets Approach (public realm-led)
- Filtered Permeability
- Woonerfs / Home Zones
- Transit Orientated Development (TOD)
- Reallocation of carriageway space
- High-quality interchange



## MOVEMENT HIERARCHY

Pedestrians first

Cars last



Pedestrians - Cyclists - Public Transport - Private Vehicles



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# Filtered Permeability



# Home Zones, Woonerfs and Fietstraats



# Railway Station Plaza



Before

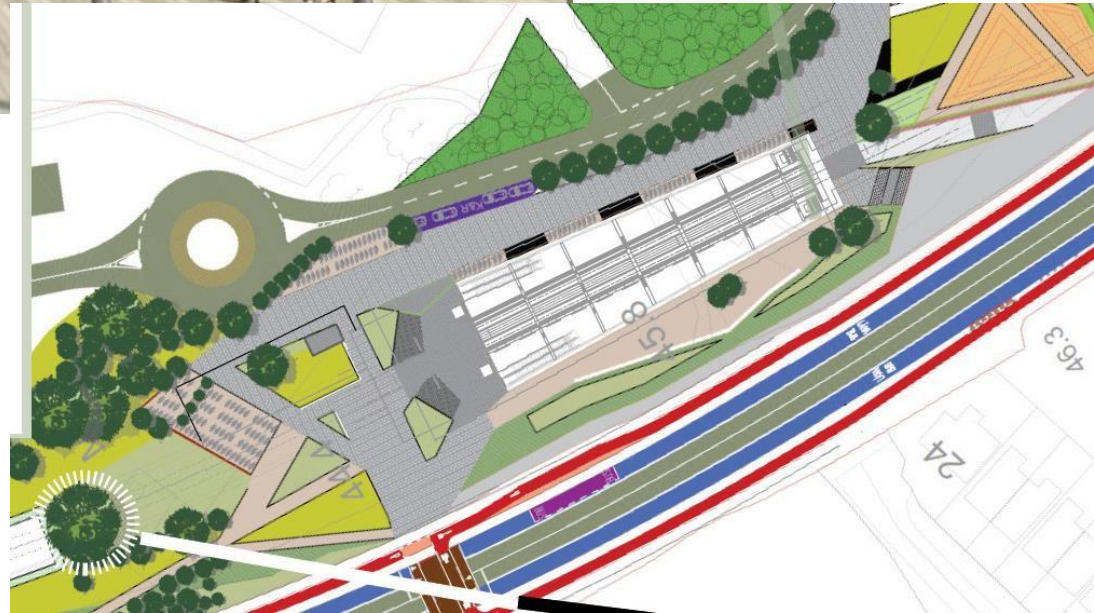


After



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# Broadstone Station, Grangegorman



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# Multi-Modal Mobility Hub

## Elements:

- Cycle parking hub
- Bike share facilities, e.g. BleeperBikes
- E-Scooters
- Car sharing, e.g. GoCar
- Real Time Passenger Information
- Bus shelter
- E.V.C.P.
- Café
- Parcel Motel / storage lockers
- Etc., etc....



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# Preliminary Movement Strategy

## People-centred town core

- Calm Zone / Quiet Streets
- 30km/h zone
- Traffic cell

## Gateways and Transition Zones – entry points to Balbriggan

## Street Hierarchy

- Multi-Modal Arterial Streets
- Link Streets
- Local Streets (majority of the Study Area)

