



# TRANSPORTATION



## **Chapter 5**

### **TRANSPORTATION**

Recent years have witnessed tremendous improvements in the transportation facilities available to Drogheda. The Drogheda Bypass Motorway part of the E01 Euroroute, opened in 2003 linking the Borough directly by motorway with Dublin and Dundalk. Public transport links to the town have been considerably enhanced with the introduction of a new fleet of Suburban Trains together with service enhancements linking Drogheda to Dublin. Drogheda is also served by the high-speed rail link between Belfast and Dublin. Bus services to, from and around the town continue to be improved through the introduction of new vehicles at increased frequencies, and Drogheda Port continues to record sustained growth.

#### ***POLICY***

**To fully capitalise on the transportation advantages which Drogheda Borough possesses through seeking to reduce the reliance on private motor vehicles and pursuing an environmentally sustainable, integrated transport approach to development which facilitates access to a range of transport modes and provides genuine transport choice for all members of the community.**

#### **5.1 Introduction**

Drogheda Borough is well placed to capitalise on improvements to national transportation infrastructure. During the course of the previous plan, tremendous improvements were made in the transportation facilities available to Drogheda. The Drogheda Bypass Motorway part of the E01 Euroroute, opened in 2003 linking the Borough directly by motorway with Dublin and Dundalk. Public transport links to the town have been considerably enhanced with the introduction of a new fleet of Suburban Trains together with service enhancements linking Drogheda to Dublin. Drogheda is also served by a refurbished high speed rail link between Belfast and Dublin. Bus services to, from and around the town have been improved through the introduction of new vehicles at increased frequencies, and Drogheda Port continues to record sustained growth. Internally, the Borough has continued to suffer from the effects of traffic congestion however it is anticipated that over time this will reduce as new roads infrastructure is developed particularly beyond the immediate Borough boundary.

#### **5.2 Sustainable Transportation**

Transportation has a significant influence on our quality of life. In the long term sustainable, social and economic development will only be achieved if future and current development is successfully integrated with equally sustainable forms of transport. In order for the Borough to continue to develop and expand, yet remain as compact as possible, there needs to be increased emphasis on policies of densification and consolidation in relation to public transport facilities and routes. This will allow the maximum use of public infrastructure and ensure that future developments contribute to local services, especially by sustaining the town centre, existing and proposed open spaces, shopping facilities, etc and also ensure the viability of an effective public transport system.



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A transportation system which aims to achieve a balance between both public and private means of transport including cycling and walking, is essential in any large urban area including Drogheda. It is now widely accepted that transportation and land use are inextricably interlinked and that a more sustainable form of spatial development will be one which achieves compact urban development, including higher densities, with improvements in transportation systems. The integration of transport and land use planning means focusing more closely on the location and inter-relationships of various uses, crude examples may be the proximity of houses to workplace and schools. There are obvious implications in terms of encouraging mixed use development and focusing on major transportation nodes for higher density development. In essence this means that Drogheda Borough Council will seek to direct certain types of development to those areas best served by existing or proposed transport facilities, particularly public transport. If the Council was not to pursue such policies, the continuing increase in car ownership and use together with the growing population, will have a significant impact on congestion, road speeds, travel times, road safety, quality of life for residents and environmental quality. It is the aim of Drogheda Borough Council to create a vibrant urban area with a good provision of public transport, reduced congestion and an attractive urban centre, which is not dominated by the car.



### 5.3 Drogheda Transport Development Area (DTDA)

#### **DTDA General Principles:**

- 1. Development Proposals must prioritise access arrangements other than by private car and should therefore demonstratively contribute to the DTDA sustainable transportation aims.**
- 2. Mixed Use Developments with significant residential elements will be considered within or adjacent to the DTDA Areas.**
- 3. Higher Residential Densities will normally be permitted within the DDTA Areas.**
- 4. Developments incorporating “Live / Work” principles will be encouraged.**
- 5. All Development Proposals must be of a High Qualitative Nature**
- 6. Priority must be given to the requirements of Pedestrians, Cyclists and those with Restricted Mobility in the design and layout of the Development**



#### **5.4 Drogheda Transport Development Area (DTDA) Drogheda Mc Bride Railway Station**

The National Spatial Strategy 2002 – 2020 places a strong emphasis on the need to balance improvements in road infrastructure with the promotion of greater use of public transport. In this respect Drogheda is well placed to increase utilisation of public transport. This is particularly the case in the immediate environs of the existing Drogheda Rail Station. Drogheda Borough Council has identified an area in this locality within which it is appropriate to develop a Drogheda Transport Development Area. (hereafter DTDA) This is a concept based on the promotion of high density mixed use development areas which are defined by their relationship with either existing or proposed public transport networks.



In the case of Drogheda, the rail station represents an existing transportation hub revolving around the provision of rail services but also attracting significant car borne traffic, cyclists and pedestrians. Due to the fixed route nature of railways, it is vital that routes have a sufficient critical mass of potential patrons in order to ensure the continued viability of services. In practice this involves the careful siting of the major potential destinations and attractors in close proximity to the rail station as well as ensuring ease of access to the station site from more distant locations. Thus a latent demand for transport services is created and the rail passenger market in particular is strengthened by the close spatial matching of origins with destinations and as such, further investment in improving the quality of the rail service itself can be justified.

**Acceptable land-uses within the DTDA may include:**

- Rail infrastructure and rail service projects
- Multi-modal Transport Facilities including High Capacity Park and Ride Car Parking facilities, Bus Interchange Facilities
- High Density Housing Development (Refer to Development Control Parameters Section for Precise Guidance)
- Mixed Use Development including retail and high value enterprise developments
- High trip generating commercial activities including offices
- Large Convenience and Comparison Retail Sites
- Leisure, Tourism and Recreational Facilities including Exhibition, Conference and / or Conference Venues
- Higher / Further Education Facilities and Major Public Facilities

**5.5 Public Transport: Rail Services**

Drogheda is a key centre for Iarnrod Eireann's Greater Dublin long distance suburban rail services. In the longer term the importance of Drogheda in the Greater Dublin rail system is expected to be further enhanced by the extension of the DART (Dublin Area Rapid Transit electric suburban rail network) to the town. Drogheda is also a major station on the cross border, Dublin to Belfast intercity route linking the two largest cities on the Island of Ireland. The existing railway station on the southern side of the river is heavily utilised primarily by commuters to Greater Dublin. Many of these commuters travel from the northern suburbs of the town by other means of transport to access the rail station. There have been proposals for some time to establish a second commuter station on the north side of the river. This would eliminate the need for commuters to travel across the town at peak hours. Alternatively, a shuttle bus service could be established to link the existing station with the town centre and outlying suburbs.

**5.6 Drogheda North Railway Station**

Under the auspices of the North Drogheda Environs Plan adopted by Louth County Council, provision is made for the creation of a new commuter railway station immediately to the north of the Borough boundary. This station, if implemented would cater for both existing Borough residents and also new residents living in the extensive development lands within the North Drogheda Environs. A new station at this location would be of significant benefit to Drogheda Borough in alleviating congestion from traffic on the Northside accessing the existing rail station as well as in the immediate environs of the existing station. The creation of this station may necessitate the extension of some services from the Borough including road and pedestrian links. Drogheda Borough Council will co-operate with the railway operator and adjacent local authority in order to realise the establishment of a Drogheda North Railway Station.

**5.7 Drogheda to Navan Railway Line**

Drogheda Borough is linked to both Navan in County Meath and Kingscourt in County Cavan by an freight only rail link. Whilst this line is rarely used by passenger trains, there may be potential in the future for passenger utilisation of sections of this line. The



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town of Navan is one of three designated Primary Development Centres in the Greater Dublin Hinterland Area. It is not connected directly to Greater Dublin by a rail link at present although long term plans may see the rail link re-opened. In the interim it may be possible to provide a commuter service from Navan to Dublin via Drogheda. This would have the additional benefit of linking Drogheda with the proposed Outer Orbital Hinterland Ring around Metropolitan Dublin. Drogheda Borough Council will co-operate with the railway operator and neighbouring local authorities in the event of the proposed re-opening of the Drogheda to Navan rail line to regular passenger traffic.

## 5.8 Drogheda Port Rail Link (“Cement Branch”)

A disused but largely intact railway line (“Cement Branch”) links the environs of Tom Roes Point (Cement Factory) to the main rail line north of Drogheda. This link is approximately 1.0 km in length and has remained largely free from development over the course of previous plans. It has the potential to provide a direct rail based connection to the Drogheda Port container terminal at Tom Roes Point in County Louth. This would accord with international policy on encouraging modal shift to environmentally sustainable forms of transport for freight movements, in this case sea and rail. As such the rail link is of strategic significance. It is the policy of Drogheda Borough Council to maintain this rail alignment for future rail based use.

### **OBJECTIVES (TRANSPORTATION)**

- **TRANS 1**

*To safeguard and, where possible, enhance existing car parking provision within the curtilage and environs of Drogheda McBride Railway Station for the continued use of both staff and the public utilising public transport services*

**TRANS 2**

- *To encourage a modal shift in transportation terms from the private car to alternative modes including rail and bus.*

**TRANS 3**

- *To promote the development of clustered mixed use areas centred on two transportation hubs and designed to maximise access by public transport and other non motorised transport modes*

**TRANS 4**

- *To prevent urban sprawl and environmental degradation through urban densification*

- **TRANS 5**

*To encourage the use of rail transport as a key component in the development of the Drogheda Transport Development Area.*



- **TRANS 6**

*To further investigate and promote the provision of a second commuter railway station serving Drogheda North and the North Drogheda Environs Area.*

- **TRANS 7**

*To maintain a development free alignment along the former “Cement Branch” Railway serving the environs of Drogheda Port (Tom Roes Point Site) in the interests of strategic transportation infrastructure provision*

- **TRANS 8**

*To co-operate with the rail operator and adjacent local authorities in promoting the re-opening of the Drogheda to Navan rail link to passenger traffic.*

- **TRANS 9**

*To promote a range of transportation enhancements which promote multi-modal transportation and reduce dependence on private motor vehicles for the full range of work, social, recreational and educational journeys undertaken by the community.*

## 5.9 Public Transport: Bus Services



### **OBJECTIVES**

- **TRANS 10**

*To promote the provision of built development in which bus based transport can offer a viable alternative to the private car*

- **TRANS 11**

*To explore the provision of bus priority measures throughout the Borough in residential, commercial town centre locations where appropriate.*

- **TRANS 12**

*To keep under review the possible provision of Bus Based Park and Ride Facilities on the periphery of the Borough in conjunction with private developers.*

- **TRANS 13**

*To review the provision of dedicated coach parking facilities at key tourist attractions within Drogheda Borough*



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Drogheda is a major centre for bus services and hosts a wide range of local and long distance bus services serving the environs of Drogheda and surrounding rural areas in counties Louth and Meath together with long distance routes travelling towards Dundalk, Belfast and Athlone. The town also possesses an internal service linking the town centre with suburban areas both north and south of the river.

### **5.10 Bus Infrastructure Provision within New Developments**

Within entirely new development locations, high priority should be given to ensuring effective bus penetration to the site. In the past, bus provision has often been treated as a secondary consideration. The result has been the siting of bus waiting facilities at inconvenient locations, often remote from the main pedestrian entrances to the development resulting in passengers being forced to negotiate large car parks and busy internal service roads.

Internal circular distribution routes should be designed to permit full penetration by public transport services. The overall layout should contribute to the efficient and logical movement of buses around the area. It may be necessary to carry out “swept path analyses” of distribution roads at an early stage in order to assess their suitability for bus traffic.

Careful consideration should be given to the provision of bus facilities including the location of bus stops, lay-bys, saw-tooth lay-bys, bus gates and termini. Bus stops should be provided in locations where the majority of dwellings are at a maximum distance of 400m.

Planning applications for major sites should include the preparation of access profiles for bus users. Bus passenger facilities should be located as close as possible to the main pedestrian access in accordance with logical pedestrian desirelines. Pedestrian routes from the bus arrival and departure areas should avoid the need to cross any trafficked roads and the route should avoid unnecessary changes in level and unnecessary street furniture. Surface treatments should highlight pedestrian needs and include dropped kerbs, tactile surfaces and clear signage. Bus infrastructure should include the use of infrastructural enhancements such as carriageway bus boarders, ‘Kassel’ kerbs and sawtooth stands, where appropriate.

The effectiveness of bus service provision to a new development site can be greatly enhanced through the inclusion, at an early stage of planning, of a bus priority strategy in the overall layout of the development. A variety of relatively inexpensive traffic management measures can greatly enhance the attractiveness of bus travel by prioritising

their movement in the road network, thereby providing a more reliable and attractive service. Some of the more common measures include with and contra flow bus lanes; bus only road links, bus gates, bus only turning exemptions, coloured surface treatments and a variety of traffic calmed / bus friendly methods.



**Additional appropriate bus priority and bus passenger infrastructural enhancement measures might include;**

- Carriageway infrastructure alterations to include for example, recessed kerbing and bus stop entry / exit tapering to permit safe use by interurban buses
- The provision of bus stop shelters at key locations particularly at terminus points and along the main radial routes in the Borough.
- Enhanced waiting facilities at other locations
- With flow bus lanes
- Contra flow bus lanes
- Segregated busways at congested locations
- Bus advance areas with pre-signals for buses, again in congested locations
- Selective vehicle detection for buses along congested corridors
- Bus only turning movements
- Bus gates
- Bus Based Park and Ride Facilities
- Carriageway marking and surface treatments to emphasise bus priority
- Bus based Park and Ride along routes not served by railway Park and Ride
- Ease of access for all users including the mobility impaired, pedestrians and cyclists through the use of physical measures such as ramps and tactile surface treatments
- Ensuring that the design, layout and access arrangements of surrounding developments should enable people to gain access, walk and cycle with ease and safety in order to join public transport services.



## Bus Priority Infrastructure Measures



### 5.11 Bus Based Park and Ride Schemes

The physical spread of Drogheda Borough is relatively compact in comparison with many towns of similar populations. As such distances from the periphery of the Borough to the town centre are not excessive it is unlikely that a bus based park and ride system would be a viable stand alone proposition. There may be opportunities however for a bus based park and ride system to be included in any new large scale private sector developments sited on the edge of the Borough. Such a system would have twin attractions:

1. A direct link between peripheral commercial developments and town centre activities would be established.
2. Volumes of traffic entering the town centre would be reduced.



3. Environmental benefits would arise from a reduction in urban traffic levels.

Drogheda Borough Council will keep under review the potential for such a system in consultation with the bus operator and private sector developers.

### 5.12 Tourist Coach Parking

Drogheda Borough Council has identified a deficiency in the provision of Coach Parking facilities in the immediate vicinity of the main tourist attractors in Drogheda Borough.

The majority of the principle tourist attractions are located in the Northside of the town centre within comfortable walking distance of West Street and include among others, St Laurence's Gate, the various churches, and the principle noteworthy buildings of the town such as the Tholsel and the Former Corn Exchange. This central area of Drogheda also contains the Highlanes Gallery with its proposed Tourist Office, the principle shopping area, a wealth of historic streetscapes and both of the proposed urban opportunity cultural sites at Old Abbey Lane and The Backlanes. All these attractions are in relatively close proximity to each other and thus it may be sufficient to designate coach parking at a location central to all the attractions. This parking should be adequate to cater for a number of vehicles simultaneously. Drogheda Borough Council will seek to identify a suitable site for this purpose.

Other tourist attractions in the Borough lie on the Southside of the town and are principally centred on Millmount. It may be necessary to designate a separate coach parking area in the environs of Millmount since there are no clear pedestrian links from the northside town centre to Millmount and the topography may prove difficult for many visitors. Drogheda Borough Council will consider further coach parking locations should a need be identified.

### 5.13 Bus / Rail Interchange Facilities

#### **OBJECTIVE**

- **TRANS 14**

*To promote the development of effective and convenient bus / rail interchange facilities at the existing rail station and at any future additional rail passenger facilities.*

Drogheda Borough Council will endeavour to encourage the rail and bus operators to arrange their respective services and networks to minimise the need for interchange between services and modes, and to maximise the convenience of interchange where and when necessary. Bus terminals at rail stations should be sited as close as possible to the train departure areas with clear pedestrian desirelines established between both. These should avoid the need for passengers to traverse any roads and or busy car parks. Boarding points for both modes should avoid excessive inclines and the need to use stairs and should maximise the use of surface treatments and furniture, specifically designed to aid all users. All features should take account of the needs of those members of society with reduced mobility. In conjunction with the rail and bus operators, the Council will

encourage the provision of high quality information and waiting facilities for passengers and the provision of bus priority measures in the vicinity of the rail station.



#### 5.14 Public Transport: Taxi Services

##### **OBJECTIVE**

- **TRANS 15**

*To encourage the continued role of taxi services in meeting the transportation needs of the Borough.*

Taxi services are heavily used within Drogheda Borough. The role of taxis is therefore significant in meeting the transportation needs of the Borough and its immediate environs as a whole. It is the policy of Drogheda Borough Council to co-operate with the taxi operators in order to facilitate the needs of the travelling public. Such co-operation will principally involve the implementation of traffic initiatives and monitoring of taxi space provision at appropriate locations.

#### 5.15 Pedestrian & Cycle Facilities

Pedestrian & Cycle routes should be as direct as practicable between commercial and residential areas and major attractors such as Neighbourhood centres and Bus Stops. The routes should make efficient use of local topography and attractive natural features. Routes should minimise likely conflicts with vehicular traffic but should be inter-visible between each other. The layout and detailed design of the internal road network should



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ensure that non-residential vehicular traffic finds the main distributor roads more convenient than local access roads. In this respect, it is recommended that non residential traffic be deterred in residential areas particularly, through the use of speed restraint measures including vertical and horizontal displacement. Within purely residential areas, consideration should be given to shared surface layouts and “Homezone” configurations.

## 5.16 Cycle facilities

### OBJECTIVES

- **TRANS 16**

*To promote the creation of a Drogheda Cycle network through the implementation of individual planning permissions.*

- **TRANS 17**

*To encourage and promote the greater use of bicycles for school trips and short journeys*

- **TRANS 18**

*To ensure that where environmental improvements, traffic calming or road closures are being introduced, that there is consideration for the movement of bicycles;*

- **TRANS 19**

*To ensure that in all new development areas, a cycling network will be incorporated in the initial design stage, establishing links with adjoining development areas;*

- **TRANS 20**

*To ensure that in all new institutions, employment centres, sports complexes, leisure facilities and industries that adequate cycle facilities are provided, in the form of cycle infrastructure such as parking stands, sheltered parking etc.*



Cycle Infrastructure, Dublin



Drogheda Borough Council is committed to the promotion of greater cycle usage for those journeys where cycling is a realistic alternative to the private car. Drogheda Borough represents a relatively compact urban form and as such lends itself to short journeys to be made by cycle. In order to promote greater cycle usage developers will be encouraged to provide cycle facilities within development sites and to provide linkages beyond the site boundaries which will ultimately form a comprehensive cycle network around the Borough.

Development proposals should identify the optimal clear cycle desirelines both within the development site and to major local attractors such as housing areas, shopping, leisure, educational and public transport facilities. These desirelines should then be prioritised within layouts in order to give safe priority and advantage to cyclists over motorised traffic. Segregated or shared pedestrian / cycle tracks should be provided throughout developments. Excessive gradients should be avoided where possible. Where only a limited number of vehicular entrances are proposed, the possibility of providing additional horizontally controlled cycle / pedestrian accesses, should be investigated. Bicycle parking areas equipped with suitable upright parking features, should be provided at locations as close to pedestrian entrances to the development as possible.

Railway services generally cater for the carriage of cycles on board trains to a much greater extent than buses. Railway services can be utilised as part of a dual mode journey with the train service providing transport over the longer links of the trip. It is thus important that the needs of cyclists are taken into account when linking any new development to railway infrastructure. Where possible, the potential for pedestrian / cycle / vehicular conflicts should be minimised. In addition, passenger user safety in relation to crime should be factored into the design from the outset. Any longer pedestrian / cycle routes to stations should be well lit and overlooked by public areas.

## **5.17 Pedestrian Facilities**

### ***OBJECTIVES***

- ***TRANS 21***

*To pedestrianise West Street and its environs*

- ***TRANS 22***

*To keep under review the possible pedestrianisation of other town centre locations.*

- ***TRANS 23***

*To improve accessibility and facilities for people with mobility impairments and /or disabilities.*

Pedestrian facilities share much of the features of cycle provision and both can often be provided in tandem. Pedestrian facilities should be as direct as practicable in relation to



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local facilities both within and beyond the development. Routes through and around the development should be both attractive and safe. The principles of defensible space should be adopted at all times.

## 5.18 School / Educational Transport Requirements

### **OBJECTIVES**

- **TRANS 24**

*To encourage the siting of new educational facilities where there is good access by public transport and have effective links to walking and cycling networks. Lower tier facilities such as crèches should be integrated into residential areas.*

Schools have become the focus for debate in relation to the journey to school; this has become a significant element particularly in morning rush hour traffic. In relation to existing schools much thought is being given to initiatives seeking to provide safe and viable alternatives to the car, such as the “walking bus” and dedicated cycling routes. In the development of new schools and other institutional uses these should be sited in locations where they can be accessed by a variety of modes of transport. Local and intermediate services should be sited in existing centres or adjacent to significant concentrations of housing. Provision should be made for such uses in any major planned housing area and the centre of an “urban village” type development would be ideal location.

## 5.19 Roads and Traffic

### **OBJECTIVES**

- **TRANS 25**

*To provide additional road capacity, subject to environmental and conservation considerations, in order to remove the volume of through traffic from the central areas of the Borough and to improve circulation within the town centre.*

- **TRANS 26**

*To facilitate the development of the National Primary Road network in line with the ‘National Development Plan 2000-2006’ and, in accordance with the policy of the National Roads Authority;*

The private car remains the dominant form of transport in the Borough. The impact of traffic has long blighted Drogheda’s potential, however, the new Motorway Bypass should ease these problems by removing much of the long distance through traffic. Considerable planned improvements in roads within the Borough boundary have also been made over the course of the previous plan period. However the presence of a long established port in the town and the growth of the Tom Roes Point port on the eastern edge of the Borough, means that significant numbers of heavy goods vehicles still have to negotiate the town centre and other parts of the Borough. This factor together with the

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continued expansion of Drogheda itself will likely result in traffic levels increasing accordingly.

The problems of traffic movements around the borough are likely to persist. Some of these problems may be alleviated by developments proposed within the Borough boundary and in both Counties Louth and Meath. The most significant of these is the proposed “Drogheda Northern Port Access Route” – a strategic road which would link the port at Tom Roes Point with the new M1 / N52 link road. This building of this road would permit heavy goods traffic from the port to access the M1 directly and would provide an alternative route for commuter traffic from Drogheda’s northern suburbs without having to travel through the town centre. On the Meath side of the Borough, sections of the Bryanstown Cross Route have been constructed and it remains Council policy to retain land reservations for the full implementation of this scheme and other long term schemes.

## 5.20 Drogheda Port



### **OBJECTIVES**

- **TRANS 27**  
*To facilitate and encourage the further growth of Drogheda Port*
- **TRANS 28**  
*To maximise the potential of the inner Quays Redevelopment Areas*
- **TRANS 29**  
*To support Louth County Council in the implementation of the Northern Port Access Relief Road*



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- **TRANS 30**

*To support Meath County Council in the implementation of the Southern Port Access Relief Road*

- **TRANS 31**

*To retain a development free alignment along the former “Cement Branch” Railway serving the environs of Drogheda Port (Tom Roes Point Site) in the interests of strategic transportation infrastructure provision.*

Drogheda Port is of considerable economic importance to both the local and regional economy. The port is a significant contributor to the prosperity of the local economy and has stimulated the growth of a spin-off cluster of marine derived activity and industry. The Port operates from two locations, namely the Inner Port within the Borough itself and adjacent the Town Centre and a deep water facility at Tom Roes Point to the East of the Borough. The port has developed a strong trade with Scandinavia, the Baltic Nations and the Netherlands specialising in container traffic, bulk paper, petroleum, LPG, Grains, Timber and Steel. In 2002 the Port handled a record throughput of 1,372,000 tonnes of cargo.

The Tom Roes Point facility handles most of containerised and bulk cargo whilst the inner port, which is more restricted, handles general cargo. The Port is viewed as having increasing importance to the economic well being of the Borough in its role as a viable and realistic alternative to Dublin Port where traffic disruption and port congestion are becoming barriers to future growth.

### **5.21 The Inner Port**

Drogheda Port Company have indicated medium to long-term intention to re-locate shipping activity from the Inner Port to the Tom Roes Point Site. This will permit the comprehensive redevelopment of this waterside area to accommodate mixed use residential, commercial and town centre uses.

### **5.22 Stagrennan Site**

The Port has an operational interest in retaining zoning appropriate to Port Related Uses at Stagrennan on the south side of the Boyne River opposite the Tom Roes Point site. This area is the site of Stagrennan Polder. The Polder is located within the “Boyne Estuary Special Protection Area”

### **5.23 Northern Port Access Route**

The volume of heavy goods traffic accessing the Port Facility at Tom Roes Point has become a major issue within the Borough over the previous plan period. All such traffic must negotiate the built area of the Borough in order to access the port. This has caused increasing problems with the occurrence of damage to road surfaces, traffic and pedestrian safety and environmental degradation. In order to address this issue Drogheda Borough Council is liaising with Louth County in the provision of the Drogheda Northern Environs / Port Access Road. This road will directly link the Port with the N52 Link Road and onwards to the M1 Motorway, thereby bypassing the Borough completely whilst also relieving town centre congestion and opening up considerable development lands north of the Borough.



## 5.24 Southern Port Access Route

During the course of this plan, it is envisaged that Drogheda Port Company will seek to commence port related facilities on the southern side of the River Boyne at Stragrennan, opposite Tom Roes Point. In order to permit the efficient operation of such a facility it will be necessary for transport facilities in the vicinity of this site to be enhanced. It is therefore the policy of Drogheda Borough Council to facilitate the construction of a Southern Port Access route traversing the eastern portion of the Borough and parts of County Meath. This route when completed will link to firstly the existing N1 road and ultimately to the M1 Motorway via the N1 / M1 Link Road proposed by Meath County Council.

## 5.25 Transport Accessibility

### OBJECTIVE

- **TRANS 32**

*Drogheda Borough Council will take into account and seek to meet the needs of people with impaired mobility and those suffering from transport deprivation in the assessment of Planning Applications.*

A significant proportion of the entire population does not have regular access to or cannot avail of car travel. These sections of society include people with physical or sensory disabilities, elderly people with reduced mobility, the young, people on low incomes, and people with temporary mobility impairment such as those travelling with young children and / or shopping. The latter group includes a large proportion of the population which experiences daily mobility deprivation due to the use of the family car by one member of the household for commuting purposes, thereby leaving those at home often effectively isolated.

Thus a significant proportion of the population as outlined above, experiences severe difficulties in accessing employment opportunities, shopping, educational, health and leisure facilities by virtue of a lack of suitable transport, physical mobility difficulties, or a combination of both. The public transport operators are actively ensuring that public transport is more accessible through ongoing policies of providing fully accessible vehicles.

A range of built environment solutions can be utilised in order to improve accessibility and reduce transport deprivation.

Many people with mobility difficulties cannot utilise public transport due to the nature of their impairment or due to the lack of public transport services in their local area. For many of these people, car use will remain the only viable form of transport. The needs of people with disabilities who must use private cars, must be taken into account in the preparation of development proposals. This is particularly the case in the treatment of large external spaces where physical barriers often act as major impediments to access to people with mobility difficulties. Careful thought should be given to the siting of parking bays for the use of people with mobility difficulties. These bays should conform to at least the minimum standards set by operational parking guidance. They should be located



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as close to the nearest attractor as possible. (e.g. Town Centre, Shopping Centre, Transport Facility) and appropriate desirelines should be established along the most level course and physical barriers such as inappropriate siting of street furniture should be carefully avoided. All proposals should maximize the use of tactile surface treatments and furniture specifically designed to aid all users. All features should be subject to a rigorous accessibility audit to maintain a built environment which does not pose unnecessary physical barriers to those with reduced mobility.

### **5.26 Specific Roads & Traffic Management Objectives:**

**RT1: Bryanstown Cross Route:** retain reservation for the Bryanstown Cross Route extending from Mornington Road to Dublin Road through Stagrennan, Newtown, Bryanstown, Legavoureen, undertake road construction work.

**RT2: Crosslanes Road:** Partial Reconstruction of Crosslanes.

**RT3: Donore Road:** Undertake road improvement scheme including road widening as part of the accommodation works for the northern motorway.

**RT4: King Street to Francis Street:** Develop road link from King Street to Francis Street adjacent to junction with William Street

**RT5: Slane Road:** Undertake realignment work at Slane Road/Leonard's Cross junction.

**RT6: Town Centre Traffic Management Study:** Implement recommendations of Traffic Management Study undertaken by the Borough Council.

**RT7: Twenties Lane:** undertake completion of road improvement work on the Twenties Lane extending to the Borough Boundary.

**RT8: Constitution Hill/ North Strand:** Facilitate junction realignment at Constitution Hill/North Strand.

**RT9: Cement Road:** Facilitate the upgrade & reconstruction of Cement Road.

**RT10: Termonfeckin Road to Newtown Road Link Road:** Retain reservation for the Termonfeckin to Newtown Road Link Road extending from the Termonfeckin Road to the Newtown Road by facilitating the development of this link road.

**RT 11: West Street Pedestrianisation:** Pedestrianisation of West Street extending from George's Street to Laurences Gate.

**RT12: Mathews Lane:** Upgrade Mathews Lane and partial cul de sac.

**RT13: Marsh Road:** Reconstruction of Marsh Road.

**RT14: Blackbush Avenue:** Reconstruction of Blackbush Avenue.

**RT15: Cord Road:** Reconstruction of Cord Road.



**RT16: Flaxmill Lane:** Reconstruction of Flaxmill Lane & realignment.

**RT17: Public Lighting IDA Road side:** Public lighting on Donore & Platin Roads

**RT18: Bog Lane:** Upgrade Bog Lane to Borough Boundary.

**RT19: N51 Collon Road:** Reconstruction of N51 Collon Road.

**RT20: Barrack Lane:** Upgrade Barrack Lane.

**RT 21: Barrack Lane junction:** Upgrade of junction with Barrack lane with Slane Road.

**RT22: Bachelor's Lane:** Reconstruction of Bachelor's Lane.

**RT23: Multi Storey Car park:** Facilitate multi storey car parks in the following locations if possible: Railway Station; Murdock's Yard; Trinity Street; Abbey Car Park; any other location within the town in where a multi storey car park is appropriate.