# Chapter 5
# Transportation

## 5.1 Introduction

An efficient, sustainable and safe transportation system is essential for economic growth and prosperity and maintaining a high quality of life for citizens. Drogheda is located along the principal transport corridor on the Island of Ireland, the E01 Euroroute, known as the Eastern Corridor. The importance of this corridor derives from its linking of the two largest urban areas on the island, Greater Dublin and Greater Belfast in Northern Ireland. Between them, these large urban areas account for approximately two thirds of the population of the island. Between these two conurbations and also lying within the catchment of the corridor are a significant number of other major urban areas including, in the Republic of Ireland, Dundalk and Navan and in Northern Ireland, Newry, Banbridge, Craigavon and Lisburn. Drogheda benefits from relative proximity to all these centres.

### Transportation Infrastructure within the Borough and Environs

The transport infrastructure which the Borough has ready access to includes the M1 motorway, the Dublin to Belfast rail line, Dublin Airport, and Dublin Seaport. The Borough also has direct sea access via its own port at Tom Roe's Point. The Borough is also well positioned relative to other national routes such as the N51 to Navan and Mullingar and the N2 to Ardee, Carrickmacross and Castleblaney. The N51 will be realigned and improved in the early years of the Plan. This N2 route is poised to receive significant additional investment during the course of the Plan, when the proposed upgrade of sections of the joint N2/A5 (Northern Ireland) route to Letterkenny and Derry is completed. The Borough will also benefit significantly should the proposed Leinster Orbital Route proceed which proposes to link Drogheda with Navan and onwards to Naas.

An efficient and comprehensive local transport network servicing the Borough itself is also important in ensuring mobility for all sections of the community. Drogheda is a major centre for local and long distance bus services provided by both public and private operators. The Borough has an internal suburban bus service, linking the town centre with most of the dispersed suburban areas on both sides of the River Boyne. There are also a range of high frequency services linking the Borough with Dublin in particular and to a lesser extent Dundalk, Navan, Newry and Belfast. Other services link surrounding rural areas in both Counties Louth and Meath.

Whilst Drogheda has a steep topography coupled with narrow streets typical of a medieval layout, there nevertheless remains the opportunity to investigate the introduction of dedicated cycle infrastructure, such as segregated, traffic-free, routes. There may, therefore be an opportunity to develop a core network linking key sites in the Heritage Quarter and beyond.

The strategic objective for Transportation is:

**Strategic Objective 5** Provide a sustainable transportation system for Drogheda and its Environs to secure the successful integration of land use and for the convenience of the public.

### 5.1.1 Objectives:

- To ensure that Drogheda and its Environs benefits from its strategic position on the main Eastern Seaboard transport corridor and its ready accessibility to sea and air ports.
- To provide an efficient, safe and comprehensive internal mobility network through better traffic management and car parking, greater accessibility to public transport and improved pedestrian and cyclist facilities
- In conjunction with adjoining authorities encourage a modal shift away from dependency on the private motor car to provide for more sustainable travel including use of public transport, walking and cycling on main arteries to the town, be it local regional or national routes.
- To secure the provision of a new commuter railway station and park and ride facility within the northern environs of the town.
- To secure the provision of a bus route linking the existing bus and train stations.

The previous Drogheda Borough Council Development Plan 2005-2011 prescribed a clear framework which guided and facilitated public investment in physical infrastructure which helped to underpin the economic and social development of the town. Within the life span of the previous Development Plan, there were a number of major transport infrastructure projects completed. These include:

- West Street Environmental Improvement Works.
- Construction of Bryanstown Cross Route
- Partial reconstruction of Crosslanes Road
- Matthews Lane upgrade and partial cul de sac
- Reconstruction of Flaxmill Lane
- Reconstruction of Bachelors Lane
- Public lighting on the IDA Road site
- Upgrade of Bog Lane
- Termonfeckin Road to Newtown Road Link

The inclusion of policies and objectives for the provision of infrastructure (including transport, energy and communication facilities) is a mandatory requirement for Development Plans. It is widely recognised that sustainable modes of transport should be prioritised, as the private motor car is no longer a sustainable solution to the transportation needs of a community, particularly in large urban areas such as Drogheda. The provision of basic infrastructure should be accompanied by transport policies which have sustainability at their heart.

**Policy TR 1**

To fully capitalise on the transportation advantages which Drogheda possesses through pursuing an integrated transport approach to development which facilitates access to a range of transport modes and provides genuine transport choice.

### 5.1.2 Transport 21

Transport 21 is a capital investment framework agreed by the Government for the development of transport infrastructure and services for the period 2006 to 2015. It provides for investment in national roads, public transport and regional airports and involves total funding of just over €34 billion in current cost terms. Transport 21 includes the objective of affecting a significant modal shift away from the private car to more sustainable modes of transport such as public transport, cycling and walking. The aim is to reduce congestion, reduce transport emissions, enhance Ireland's competitiveness and change public attitudes, thereby ensuring that the car becomes the travel mode of the last resort for the majority of journeys.

Over the course of Transport 21 Drogheda will benefit significantly through the extension of the Dublin Area Rapid Transit (DART) network northward from Malahide, County Dublin to the Borough. This extension will also be accompanied by the provision of additional electrified rolling stock. It is anticipated that this project will be completed by 2015.

Transport 21, may also enhance Drogheda's rail connectivity with the arrival during the course of the Plan of a further 33 intercity railcars. These railcars are intended for deployment on long distance routes such as the Dublin to Dundalk route on which Drogheda lies.

### 5.1.3 Other Rail Based Enhancements

Over the course of the Plan it is expected that the long distance Dublin to Belfast Enterprise rail service will be enhanced. Both rail operating companies are committed to the provision of an hourly service between the two cities.

### 5.1.4 A Sustainable Transport Future - A New Transport Policy for Ireland 2009 - 2020

In February 2009, the Government published the document *Smarter Travel- A Sustainable Transport Future –A New Transport Policy for Ireland 2009 -2020*. It is concluded in this policy document that current transport and travel trends in Ireland are unsustainable. Even with the much needed investment proposed and implemented through Transport 21, the policy concludes that continued growth in demand for road transport is not sustainable from a number of angles: it will lead to further congestion, further local air pollution, contribute to global warming and result in negative impacts to health, through promoting increasingly sedentary lifestyles. The policy recommends the promotion of a significant shift to more sustainable forms of transport.

The policy document outlines a range of actions that will have complementary impacts in terms of travel demand and emissions. These are grouped into the following overarching actions:

- Actions to reduce distance travelled by private car and to encourage smarter travel, including focusing population growth in close proximity to residential and employment areas to encourage people to live in close proximity to their place of work.
- Actions aimed at ensuring that alternatives to the car are more widely available, mainly through a radically improved public transport service and through investment in cycling and walking.

- Actions aimed at improving the fuel efficiency of motorised transport through improved fleet structure, energy efficient driving and alternative technologies
- Actions aimed at strengthening institutional arrangements to deliver the targets set in the policy document.

It is important to understand that the targets and actions proposed are relevant to both urban and rural living. The government is committed to the implementation of this strategy, including improved bus services in rural areas and actions to promote modal shift.

### 5.1.5 The National Cycle Policy Framework

The National Cycle Policy Framework was introduced in April 2009 by the Department of Transport and has a mission to create a strong cycling culture in Ireland. The vision is that all cities, towns, villages and rural areas will be bicycle friendly.

The aim is to achieve the following by 2020:

- Transport 160,000 people a day to work by bicycle; representing an increase of 125,000 people
- Introduce cycle-friendly routes to schools, better cycle parking facilities in schools and promote safe cycling skills in school classrooms
- Reduce the volume of through traffic in the vicinity of schools and colleges
- Invest in better, safer cycle routes around the country for commuters, leisure cyclists and visitors. (Improve existing cycle routes and introduce new routes to best international standards)
- Increase cycling's share of the market, from 2% to 10%
- Ensure integration of public transport and cycling (i.e. more trains and buses, enabled to carry bikes as standard)
- Invest in new, safe bike parking facilities in towns and cities around the country
- Introduce a new approach to the design of urban roads to better recognise the needs of cyclists and pedestrians.
- Retrofit major road junctions and roadways in key cities and towns to make them cycle-friendly.
- Develop cycling demonstration towns showing best practice in cycle-friendly urban planning, design and engineering.

**Policy TR 2**

Support the implementation of government transport policy as expressed in *Transport 21*, *Sustainable Transport Future –A New Transport Policy for Ireland 2009 – 2020* and *The National Cycle Policy Framework*.

## 5.2 Land Use and Transportation

The need to integrate land use and transportation is crucial to delivering a sustainable transportation system. The integration of transport and land use contributes to sustainable development by reducing the need to travel and facilitating the use of more environmentally sustainable transport modes including public transport, cycling and walking options. A close positive alignment between land use and transportation also

promotes genuine choice between different modes of transport, allowing each mode to reach its full potential and offering seamless travel across modes.

At a more fundamental level, Ireland and County Louth and Drogheda Borough cannot indefinitely continue with existing transportation patterns which are predominantly based on use of the private car for virtually all trips. This extremely high car dependency has been recognised as being a major contributor to the emission of greenhouse gases and ultimately the warming of the planet.

Whilst the car brings advantages in terms of personal mobility, its use contributes to environmental and personal health problems particularly in urban areas. Also, an emphasis on the car in the planning of development, increases car dependency as well as influencing the built form and layout of urban areas. Finally increased levels of car use and car dependence often have an adverse effect on public transport service levels and patronage. This increased dependency can also contribute to social exclusion, for example, by reducing accessibility to job opportunities and services

Therefore, there is an intrinsic link between land use and transportation which has not always been fully appreciated. Consequently, there is a need to develop a strong relationship between land use planning and the transportation policies and objectives of the Development Plan. The integration of these provides for the sustainable growth of the town and will have benefits for economic activity, social inclusion, energy and resource consumption and the overall well-being of the population.

The key features of a sustainable form of integrated land use and transportation system include:

- Development that is concentrated rather than dispersed through provision of higher density development, particularly at transport nodes and along public transport routes
- Improved access to jobs, education, health and other services through the provision of a high quality public transport system
- The location of new residential development which is convenient to employment opportunities and community facilities and integrated with the public transport system
- Reduced dependency on the private motor car

Promotion of sustainable transport modes was proposed in the *Drogheda Transportation Study* which was finalised in December 2006. The transportation study outlined proposals to provide greater connectivity between the town centre and surrounding built up areas. The transportation polices and objectives of this plan have had regard to the necessity for an integrated approach to land use and transportation.

### 5.2.1 Drogheda Transportation Study 2006

The Drogheda Transportation Study focuses on all aspects of transport management in the town centre and also on the key radial, orbital and cross routes and road junctions outside the town centre. The study provided a review of traffic management within Drogheda including provisions for pedestrian and cyclist needs, parking requirements, public transport, road network management and a freight strategy. Implementation of the recommendations of the study is proposed on a phased basis.

The study recommends the implementation of seven key strategies along with a range of objectives as set out below:

## 1. Town Centre Accessibility

- Support sustainable transport measures
- Promote urban public transport systems
- Adopt a town centre traffic circulation system designed to optimise traffic flow in the town centre whilst protecting the centre from excess traffic volumes
- Introduce a Goods Vehicle Control Zone in the Town Centre where street deliveries will be limited between the hours of 7am and 11am

## 2. Walking and Cycling

- Provision of strategic pedestrian & cycle links
- Promotion of cycling and pedestrian routes to schools through the development of a 'Safe Route to School' programme.
- Facilitation of cycling to work through the provision of convenient and secure cycle parking facilities and provision of proper showering and changing facilities
- Re-distribution of road space to non car modes
- Improved pedestrian and cycle crossings
- Promotion of mobility plans
- Access for mobility impaired persons
- Provision of secure environments

## 3. Public Transport

- Reassign road space to bus services
- Increase penetration and frequency of bus services to the town centre
- Improve current service catchment levels
- Increase the number of bus stops including "real time information" facilities
- Introduction of bus priority lanes
- Integration of rail, bus and taxi services

## 4. Parking

- Implementation of a parking strategy and allocation of long, medium and short stay spaces
- Reduce town centre parking demand within the town centre by the provision of park and ride facilities on sites outside the town centre

## 5. Network Management

- Provision of new road links, junctions and one way streets
- Highway enhancements for all modes
- Removal of kerbside parking on safety and congestion grounds
- Restriction on traffic movements and regulation of speeds
- Traffic calming
- Provide advanced warning traffic information through use of appropriate technologies
- Introduction of an urban traffic control system

### 6. Freight

- Facilitate the development of the Northern Port Access Route which will have a major role in limiting traffic volumes in the Town centre and on existing links in the northern area of the Town including Cross Lanes/Crushrod Avenue/Bredin Street and Baltray Road.
- If upon completion of the Northern Port Access Route, unacceptably high volumes of HGV traffic are evident along the R132 in the Town Centre area, to introduce a HGV weight limit restriction on the Bridge of Peace.

It is important that future development is directed towards areas which can facilitate sustainable transport modes. The strategic access route diagram below demonstrates an indicative approach to the flow of traffic throughout the Drogheda Borough Council area and it is important to build on this for the effective flow of traffic which will reduce congestion in the town.

**Policy TR 3**

Implement the key strategies and actions identified in the *Drogheda Transportation Study, 2006*

**Policy TR 4**

Implement a selective review of elements of the *Drogheda Transportation Study, 2006* in tandem with the preparation of framework plans for each of the character areas in Drogheda

## 5.2.2 Development Control Standards

Road transport is the dominant mode of transport within Drogheda Borough and plays a crucial role in contributing to business and industrial competitiveness. National policy emphasises the need to move away from this over-dependence on the private motor vehicle. However, practicalities dictate that the Plan must continue to acknowledge the role of the private motor vehicle whilst aiming to minimise its impact and improve road safety.

**Policy TR 5**

All development proposals which impact upon the road network or vehicular movements therein shall be subject to the Traffic Management Guidelines 2003 issued by the Department of the Environment, Heritage and Local Government (DoEHLG) and Dublin Transportation Office and National Roads Authority Guidelines (NRA).

## 5.2.3 Mobility Management

Development generating more than 500 vehicle trips per day or as determined by the Local Authority, will be required to include a Mobility Management Plan to minimise traffic congestion and to indicate connectivity to the local road network and facilities. Local facilities may be defined as the closest designated local centre or the town centre. A

number of major traffic generators are located in Drogheda Borough. These may be appropriate for the development of Mobility Management Plans. Such sites may include major facilities such as Our lady of Lourdes Hospital.

A Mobility Management Plan consists of a package of measures put in place to encourage and support more sustainable travel patterns amongst staff, clients and visitors. Mobility Management Plans put an emphasis on increasing travel choices and reducing single occupancy car trips to and from a trip destination.

The key principles of a Mobility Management Plan include:

- The need to provide affordable and sustainable access from the site to the surrounding environment
- The promotion of alternative sustainable modes of transport to the private car
- The need to manage parking demand at large developments
- The need to minimize traffic impact on the existing network

**Policy TR 6**

Require applicants for any development likely to generate 500 plus vehicle trips per day to submit a Mobility Management Plan.

### 5.2.4 Town Centre Accessibility and Mobility

Town centre accessibility and mobility are important for the promotion of sustainable town centre development and economic activity. The Council, in promoting greater mobility within the town centre, will have regard to the provisions of the following:

- National Disability Authority Act 1999
- Age Friendly Cities Initiative 2007
- Drogheda Transportation Study 2006
- National Cycle Policy Framework 2009- 2020
- A Sustainable Transport Future A new transport policy for Ireland 2009- 2020

In respect of the mobility requirements within the town centre, the following measures will be implemented as resources permit over the course of the Plan;

- Dropped kerbs
- Raised pedestrian tables
- Shared surface roadways
- Safety bollards
- Traffic calming measures including
- Tactile paving
- Obstruction free footpaths
- Appropriate signalling and signage
- Disabled parking at appropriate locations
- Provision of town centre seating at strategic locations
- Pedestrian crossings at main transport hubs and key intersections.
- Segregated cycle links at key vehicular / cycle / pedestrian conflict locations
- Cycle parking facilities

**Policy TR 7**

Adopt a strategic approach to land use and transportation planning by prioritising development in areas where public transport facilities are available or can economically be provided and by encouraging higher density development in such areas.

### 5.2.5 Green Routes

The implementation of green routes along key road transport corridors in the Borough would assist the effective integration of land use and transportation. Green routes are high quality, bus based public transport routes which also include cycling and pedestrian facilities. Apart from the physical network, these routes could also include improved bus infrastructure and enhanced access for all non car users.

**Policy TR 8**

Improve the connectivity of developed and undeveloped lands within the town centre by the promotion and development of green routes along existing and proposed road links.

### 5.2.6 Key Road Transport Corridors

A number of key road transport corridors are identified for the purposes of increasing the number of potential person trips which could be generated along the corridor and enhancing sustainable transport measures. Along these corridors it is desirable that both high density residential proposals are progressed together with the intensification of major employment generating attractors, depending on zoning along different sections of the corridor. Higher density residential developments shall be in the range of 50-100 dwelling units per hectare. Mixed use developments incorporating a mix of residential and employment generating uses should be encouraged. Employment generating uses should be labour intensive. Proposals which seek to develop high density landmark buildings at key nodes may be considered acceptable.

Higher density development may be permissible along the following key transportation corridors:

- North Road
- Dublin Road
- Donore Road

Other key routes may be considered only if the proposed development is served by existing or proposed public transport routes. Each proposal for any road corridor including those highlighted above will be considered on a case by case basis.

## 5.3 Drogheda Transport Development Area (DTDA)

Under the 2005 – 2011 Drogheda Borough Council Development Plan, an area surrounding the station was identified as appropriate for the development of a Drogheda Transport Development Area. (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. The area of the DTDA has been extended eastward towards the Borough boundary. The principles underpinning the previous DTDA remain in place.

The wider area surrounding the DTDA within the Borough, together with a larger contiguous area lying within County Meath and referred to as the Mill Road / Marsh Road character area within the Local Area Plan for the Southern Environs of Drogheda 2009-2015, will be subject to the preparation of a Master Plan during the lifetime of the Plan in conjunction with Meath County Council.

In the case of Drogheda, Mc Bride Railway Station has been identified in both the Drogheda Transportation Study and the Planning Strategy for the Greater Drogheda Area as being the main public transport hub for the Borough. This transportation hub revolves primarily around the provision of rail services but also attracts significant car borne traffic, cyclists and pedestrians. Due to the fixed route nature of railways, it is vital that the rail service continues to have sufficient critical mass of potential patrons in order to ensure the continued viability of services. In practice this involves the careful siting of major employment generating attractors in close proximity to the rail station. Ease of access by all modes of transport to the station site from more distant locations within the Borough and its environs is also a pre-requisite for the success of a transport hub. 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
- Neighbourhood-scaled community services and amenities including appropriately scaled retail provision
- Mixed Use Development including retail and high value enterprise developments
- Major employment generating attractors
- Leisure, Tourism and Recreational Facilities including Exhibition Space,
- Conference Venues
- Higher / Further Education Facilities
- Open spaces and parks including provision for both passive and active recreation such as public gardens, allotments, walking circuits, playing pitches, playgrounds

### 5.3.1 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 DTDA 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

**Policy TR 9**

To implement the general principles outlined above associated with the Drogheda Transport Development Area

To explore the feasibility in conjunction with Meath County Council, to producing a Master Plan for those lands east of McBride Station bounded to the south by the rail line, to the north by the River Boyne and to the east by the Borough boundary.

## 5.4 Urban Traffic Control Systems

Urban Traffic Control (UTC) systems have been in operation in many major cities to give priority to key turning movements at particular periods throughout the day via active interventions. They can also be used to assist in the management of special events and road works that may incorporate temporary road closures. As part of the Drogheda Transportation Study, the Borough Council has installed a number of UTC systems including;

- R132 at Bryanstown Link
- R132 at Railway Station
- R132 James Street-Scotch Hall
- R132 Bull ring/North Quay/South Quay
- R132 Donore Road-Haymarket
- R132 Westgate-Fair Street
- M1 Link-Cement Road-Cross Lanes

**Policy TR 10**

Improve accessibility and mobility within the town centre though the implementation of traffic management plans, Urban Traffic Control systems and improved cycle and pedestrian facilities.

## 5.5 Public Transport

Drogheda is well served by public transportation including rail, bus and taxi services both internally and externally, with particular emphasis on rapid access to Dublin and the remainder of County Louth and East Meath. This public transportation network offers and provides viable alternatives to exclusive use of private transport a convenient and affordable service to the community.

### 5.5.1 Bus Services

Drogheda Bus Station acts as a major hub for Bus Eireann's long distance and short distance routes. There are currently frequent long distance express services to Dublin and Belfast operated on a twenty four hour basis. In addition to this, high frequency services

operate to Dublin, mainly on the basis of twenty minute intervals. The Dublin route operated by Bus Eireann has 42 one-way services daily. Drogheda is linked to Dundalk on an hourly basis whilst the Borough enjoys a number of services to Navan, Donore, Slane, Grangebellew, Oldcastle, Hacketts Cross and Laytown. A number of private operators also service the Borough with long distance services operating along the eastern corridor.


Public transport within the Borough itself consists of two suburban bus services which operate from West Street on the basis of a northern and southern loop. These services are provided by Bus Eireann on a high frequency basis. The northern loop route links West Street with Trinity Street, Loughboy, Moneymore, Bothar Brugha, Brookville, Crushrod Avenue and Newfoundwell. Some services also connect into the Termon Abbey housing development in the northern environs, as well as the M1 retail park at Mell

The southern loop route connects West Street with Meadowview, Marian Park, Ballsgrove, and Marley's Lane. Internal suburban bus services will only be perceived as a realistic alternative to the car if they comprehensively cover the town and its environs and can compete with other modes in terms of convenience and cost.

In addition to the Northern and Southern loop services, Bus Eireann operates a service every 20 minutes along the Dublin Road. Refer to Map 5.1 Bus Routes in Borough Council Area.

The Drogheda Transportation Study 2006 identified six additional internal bus routes which could be developed in the context of providing routes to all key development areas in the Environs (See Map). These routes have been identified in the context of the expansion of the Greater Drogheda area primarily through the implementation of the North Drogheda Environs Master Plan in County Louth and the Local Area Plan for the Southern Environs of Drogheda 2009 – 2015. These are;

**Route One (1):** Serving the northern environs of Drogheda Borough and contiguous areas of County Louth to the west of the rail line

**Route Two (2):** Serving the northern environs of Drogheda Borough and contiguous areas of County Louth to the east of the rail line

**Route Three (3):** Serving the south eastern environs of Drogheda Borough and contiguous areas of County Meath in the Colpe Cross area

**Route Four (4):** Serving the southern environs of Drogheda Borough including Bryanstown and contiguous areas of County Meath

**Route Five (5):** A loop route serving the Donore Road, the south west of the Borough, contiguous areas of County Meath and returning to the Town centre via Rathmullan Road

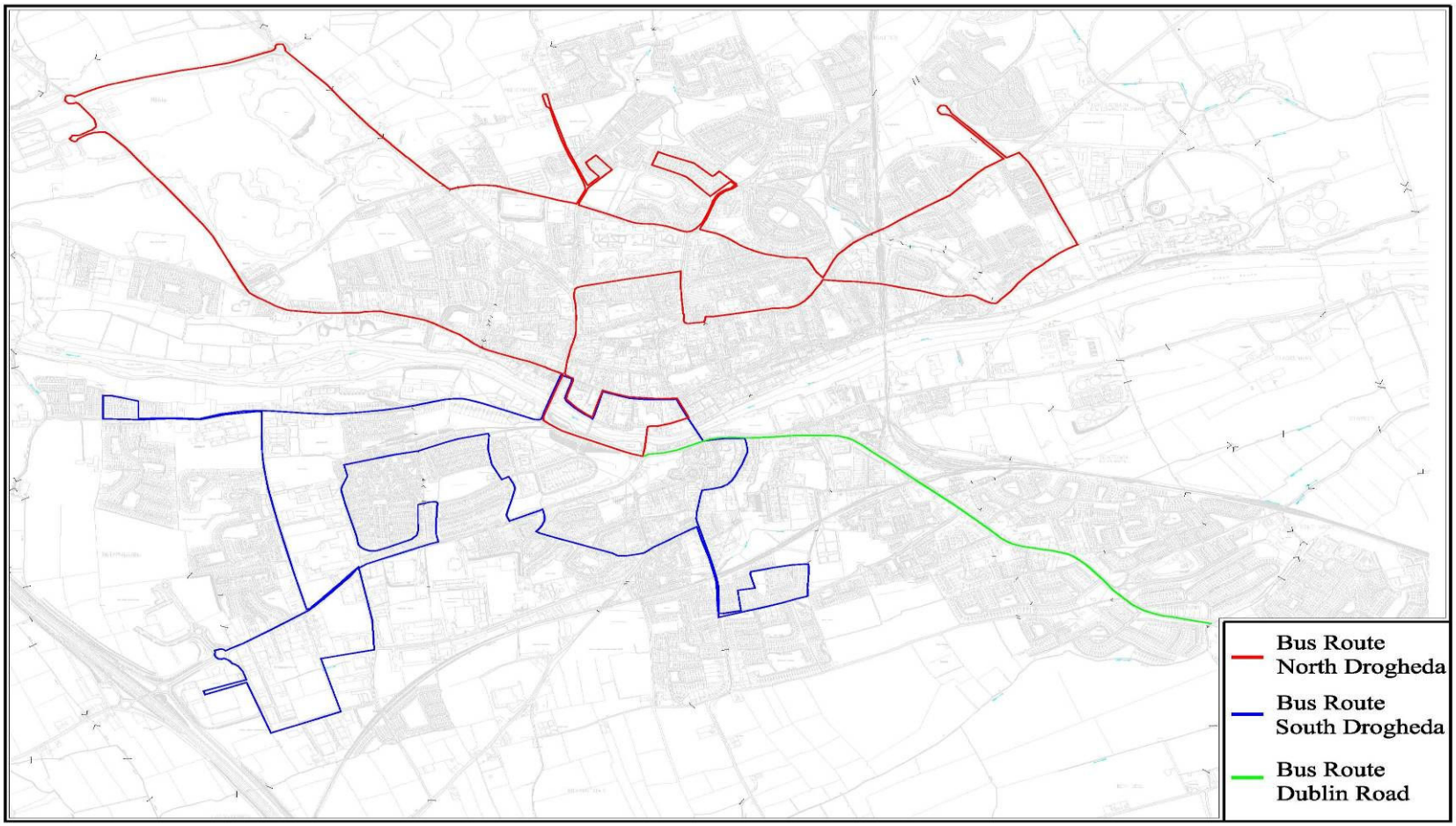
**Route Six (6):** Serving the north western environs and potential new residential developments directly to the north of the river.

It should be noted that elements of routes two, three and six have already been developed.

It is imperative that planning for additional bus services begins in the context of new residential areas that have planning permission, areas that are currently under construction or are at the preplanning stage. Routes should be planned to optimise catchments from both existing and future residential clusters and neighbourhoods, based on a desirable walking distance of 400m to a bus stop.

Where considered appropriate, the Local Authority will, by way of planning condition, require that a developer, either unilaterally or in conjunction with others, makes arrangements for the provision of a public transport service connecting the development site to the town centre. In determining what constitutes the substantial completion of the development, the Council will require that not less than 25% of the permitted units remain undeveloped. The frequency and time tabling of the service shall be agreed with the Planning Authority.

## Map 5.1: Bus Routes in Borough Council Area



### 5.5.2 Bus Infrastructure

The following additional bus priority and bus passenger infrastructure enhancement measures for the Borough will be considered, where appropriate, in conjunction with bus operators;

- Carriageway infrastructure alterations to include, for example, recessed kerbing and bus stop entry / exit tapering to permit safe use by buses
- Pedestrian infrastructure alterations to include for example projecting bus boarders, and 'Kassel Kerbing'
- The provision of bus stop shelters at key locations, particularly along the main radial routes in the town and its environs
- Enhanced waiting facilities at other locations particularly at route and town centre termini
- With and contra - flow bus lanes
- Segregated bus ways at 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
- 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
- Use of SMART public transport initiatives

The council will also require that the design, layout and access arrangements for all new developments should enable the public to gain access to public transport facilities by walking and cycling.

**Policy TR 11**

Promote and facilitate in conjunction with the appropriate service providers, improved bus services and passenger facilities within the Plan area.

### 5.5.3 Rail

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 during the Plan period. At present the Borough is served

by up to 38 trains per day towards Dublin with an equal number of return services.

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 Dublin to Belfast rail service is due to be upgraded during the course of the Plan, to permit an hourly service on the route. The existing railway station on the southern side of the river is heavily utilised, primarily by commuters to Greater Dublin. In recent years there have been significant capacity constraints in the railway station car park despite a significant expansion of parking on the site. The Planning Authority is presently considering an application to construct a car park along the Marsh Road this will serve Mc Bride Station. The rail station is not served by connecting bus services from other parts of the Borough which only serves to increase pressure on car parking. Many commuters travel from the northern suburbs of the town causing unnecessary vehicle flows at peak hours over the limited amount of river crossings by other means of transport to access the rail station.

### 1. Drogheda North Railway Station

The North Drogheda Environs Master Plan 2005 and the Planning Strategy for the Greater Drogheda Area 2007 both propose the establishment of a second commuter station in Drogheda, serving the expanding Northern Environs area in County Louth on the north side of the river. This would eliminate the need for commuters to travel across the town at peak hours. The proposed station would incorporate park and ride facilities. 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.

### 2. Drogheda to Navan Railway Line

Drogheda Borough is linked to Navan in County Meath by a 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 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. However, the town is likely to be reconnected by rail during the course of the Plan. In the interim there is the possibility that a commuter service could be provided from Navan to Dublin via Drogheda.

### 3. Drogheda Port Rail Link ("Cement Branch")

A disused but largely intact railway line ("Cement Branch") links the environs of Tom

Roe's 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 Roe's 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.

Whereas the rail service in Drogheda is of strategic importance in economic and transportation terms, the railway line itself can provide a barrier to connectivity between communities and services located on either side of the line. It is therefore important that arrangements are put in place to provide for greater permeability and connectivity across this barrier. Consequently, where development is proposed adjacent to the railway line, the council may require developers to investigate the provision of and where feasible provide, new connections across the line.

**Policy TR 12**

Work in partnership with Iarnród Éireann in the provision of upgraded rail facilities at McBride station including extension of the DART service to Drogheda and the provision, in time, of a further rail station and park and ride facility in the northern sector of the town (within County Louth).

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.

Maintain the abandoned Drogheda Port Rail Link ("Cement Branch") rail alignment for future rail-based use.

### 5.5.4 Integrated Public Transport Facilities

It is widely acknowledged that there is no single solution for the provision of a successful public transport system, although a well planned integrated public transport system can revitalise an urban area and contribute to an attractive and sustainable social and economic environment. A successful system requires careful consideration and planning in order to attract significant patronage and effect modal shift away from private transport.

The key principles of a successful integrated transport system include:

- Readily accessible to all the population
- Faster journey times than the private car
- High frequency service
- Connections that are well-signposted, quick and easy to access,
- Single tickets for multi-stage, multi-mode journeys (e.g. train and bus)
- Real time information as the journey progresses
- Integrated information for all transport modes in the local area and with external connections (including the integration of all route and timetable information from all bus and train operators)
- Avoiding delays en-route

- A network that reflects the pattern of urban behaviour
- Integration with land-use planning

### 5.5.5 Rail and Bus Integration

In order for Drogheda 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. At present, the existing Bus Eireann station is located on the Donore Road whereas McBride Railway station is on the Dublin Road, approximately 1km away and somewhat remote from the town centre. The bus station suffers from a degree of severance from the town centre due to the presence of a major road in front of the station. Currently there are no bus service linking McBride station to the Town Centre or to the Bus Eireann terminal, which militates against the effective integration of bus and rail modes. It is recognised that the relocation of the bus station to a location adjacent to the railway station would facilitate the creation of an Integrated Public Transport hub (IPTH) in Drogheda which would improve the quality of the service to the travelling public.

In the interim, provision of suburban bus services to service the railway station is desirable. This could be by way of extensions to the existing services or through the provision of a dedicated route. Historically, bus routes did service the station. The Drogheda Transportation Study recommends that peak hour services should be extended to the rail station. This would require the development of some bus infrastructure and a turning facility on the station site. This may compromise some of the available parking space however, in the interests of developing sustainable transportation modes, it is nevertheless to be recommended.

**Policy TR 13**

Promote and facilitate the development of an Integrated Public Transport Hub (IPTH) at McBride Railway station and facilitate the development of integrated and co-ordinated bus and rail services within the Railway station site.

### 5.5.6 Park and Ride

Park and ride facilities at suitable locations can help promote more sustainable travel patterns and improve the accessibility and attractiveness of the town. Schemes can vary considerably in size and purpose and in the case of Drogheda are likely to be bus based.

Schemes need to be the subject of robust assessment, including consideration of alternative sites, the impact on local amenity and travel, including traffic reduction and generation. Where their use is considered appropriate, schemes need to be designed and implemented in association with other measures such as public transport improvements, traffic management and parking controls. Schemes should not be designed to over-provide public parking stock available in the Borough and care should be taken to avoid encouraging additional travel, especially by car.

In accordance with the Drogheda Transportation Study, consideration will be given to edge of town park and ride facilities with particular emphasis along the main routes into town

such as the southern edge of the Donore Road and identified sites beyond the Borough boundary in the Northern Environs area. These sites could be developed in tandem with the proposed bus routes identified in the Drogheda Transportation Study. Where such facilities are provided, it would be important that the pricing structure is such that it does not discourage their use and that regular efficient and high quality connecting services are provided directly to the town centre.

The introduction of Park and Share operations should also form an active part of any Park and Ride site considerations for Drogheda.

**Policy TR 14**

Seek the provision of integrated bus and rail services for Drogheda including park and ride facilities at key access points and adjacent to key public transport infrastructure.

Seek the provision of park and ride facilities on the edge of the town along the main approach routes.

## 5.6 Roads Infrastructure

The following comprises a list of road traffic and management objectives (RT) to be undertaken during the lifetime of the Plan subject to funding. The listings are segregated in accordance with the individual neighbourhood areas identified within the Borough to which they belong.

**Table 5.1: Road Traffic and Management Objectives within each Character Area**

| Development Area | Main Roads Infrastructure |
|---|---|
| Moneymore/ Newfoundwell | **RT5: Twenties Lane:** undertake completion of road improvement work on the<br>**RT11: Bog Lane:** Upgrade Bog Lane to Borough Boundary<br>**RT19: Ballymakenny Road/Hardmans Gardens**: upgrading and resurfacing works.<br>**RT20: Bredin Street:** upgrading and resurfacing works.<br>**RT21: Windmill Road**: upgrading and resurfacing works.<br>**RT27: Windmill Road/ Cross Lanes**: junction upgrade.<br>**RT28: Windmill Rd / North Road (R132**): junction upgrade<br>**RT29: Patrick Street/ George's Street (R132):** junction upgrade and traffic management.<br>**RT31: Crosslanes/Hardeman's Gardens/Ballymakenny/Crushrod (Beechgrove)**: junction upgrade and traffic management.<br>**RT35:** Upgrade all approach Roads to future Port Access Northern Cross Route (PANCR). |

| | |
|---|---|
| Stagrennan | **RT7: Newtown extension west to the Termonfeckin Link Road:** partially completed.<br>**RT9: Marsh Road:** Reconstruction of Marsh Road<br>**RT35:** Upgrade all approach Roads to future Port Access Northern Cross Route (PANCR). |
| Heritage Quarter | **RT1: Donore Road:** Undertake road improvement scheme including road widening as part of the accommodation works for the northern motorway<br>**RT2: King Street to Francis Street:** Develop road link from King Street to Francis<br>Street adjacent to junction with William Street<br>**RT4: Town Centre Traffic Management Study:** Implement recommendations of<br>Traffic Management Study undertaken by the Borough Council<br>**RT 8: Laurence's street:** upgrade from Peter Street to Laurence's gate.<br>**RT9: Marsh Road:** Reconstruction of Marsh Road<br>**RT10: Cord Road:** Reconstruction of Cord Road<br>**RT14: Bachelor's Lane:** Reconstruction of Bachelor's Lane.<br>**RT15: Dublin Road:** upgrading works and resurfacing continuing<br>**RT22: Fair Green:** upgrading and resurfacing works.<br>**RT29: Patrick Street/ George's Street (R132):** junction upgrade and traffic management.<br>**RT30: George's Street/Fairgreen/Trinity Street:** junctions' upgrade and traffic management<br>**RT33: Bull Ring/Marsh Road**: junction upgrade<br>**RT38: facilitate** Scotch Hall (Phase 3) North and South of the Quays Bridge Crossing<br>**Multi storey car park:** facilitate multi storey car parks in the following locations, if possible:<br>▪ Murdoch's yard.<br>▪ Abbey Car park |
| North Road / Mell | **RT3: Slane Road:** Undertake realignment work at Slane Road/Leonard's Cross junction<br>**RT6: Cement Road:** Facilitate the upgrade & reconstruction of Cement Road.<br>**RT12: Barrack Lane:** Upgrade Barrack Lane.<br>**RT 13: Barrack Lane junction:** Upgrade of junction of Barrack lane with Slane Road.<br>**RT28: Windmill Rd / North Road (R132**): junction upgrade<br>**RT29: Patrick Street/ George's Street (R132):** junction upgrade and traffic management.<br>**RT35:** Upgrade all approach Roads to future Port Access Northern Cross Route (PANCR)<br>**RT36:** Marleys Lane road upgrade with Cement Road |

| | |
|---|---|
| | Bridge Crossing including the section of N51 from the R132 **leading** to the M1 motorway<br>**Multi storey car park:** facilitate multi storey car parks in the following locations, if possible:<br>▪ Trinity Street. |
| Rathmullan Lagavoureen | **RT1: Donore Road:** Undertake road improvement scheme including road widening as part of the accommodation works for the northern motorway<br>**RT18: Platin Road/Duleek Street**: junction upgrade.<br>**RT23: Donore Road/Marleys Lane**: junction upgrade.<br>**RT24: Rathmullen road / Marley's Lane**: junction upgrade.<br>**RT25: Rathmullen Road / Bridge of Peace**: junction upgrade.<br>**RT34: Rathmullen Road**: road structural improvement and profile alteration.<br>**RT36:** Marleys Lane road upgrade with Cement Road Bridge Crossing including the section of N51 from the R132 leading to the M1 motorway |
| Donore Road | **RT1: Donore Road:** Undertake road improvement scheme including road widening as part of the accommodation works for the northern motorway<br>**RT32: IDA Road north of Rathmullen Farm Bridge**: junction upgrade. |
| Bryanstown | **RT15: Dublin Road:** upgrading works and resurfacing continuing<br>**RT16: Poorhouse Lane**: upgrading and resurfacing works.<br>**RT17: Cromwell's Lane**: upgrading and resurfacing works.<br>**RT18: Platin Road/Duleek Street**: junction upgrade.<br>**RT 26: Stameen / Dublin Road (R132)**: junction upgrade.<br>**RT 37:** Bryanstown Cross Link Bridge between Wheaton Hall and Baltray Road at Greenhills.<br>**Multi storey car park:** facilitate multi storey car parks in the following locations, if possible:<br>▪ Railway station. |

**Policy TR 15**

Secure the provision of road upgrades included in table 5.2 in co-operation with the private sector and stakeholders.

Explore the opportunities for additional transport connectivity between Rathmullan/Lagavoureen, Donore Road and Bryanstown Character Areas and adjacent areas of County Meath in conjunction with Meath County Council and other relevant agencies and individuals.

## 5.7 Strategic Road Objectives

Drogheda enjoys strong locational advantages on the national and regional scale. However in some cases these advantages are undermined by the lack of road based connectivity within the Borough itself. This arises partially from the historic layout of the town and partly from the implementation of various traffic solutions over the years which no longer fully address the major road traffic problems experienced around the Borough. For these reasons, a number of strategic road schemes are deemed critical for the future development of the Borough during and beyond the lifetime of this plan.

1. Marleys Lane road upgrade with Cement Road Bridge Crossing
2. Scotch Hall (Phase 3) North and South of the Quays Bridge Crossing
3. Bridge at Greenhills linking the Southern Environs of Meath with the Port Access Northern Cross Route (PANCR)
4. The construction of a new road from the Marsh Road through the DTDA east of the railway station to the Borough Boundary.
5. Bryanstown Cross Route Extension to the East
6. Maintaining and enhancing social infrastructure provision throughout the Borough.
7. Facilitation of the Project Kelvin high speed broadband infrastructure within the Borough

Not all of these priorities lie within the control of the Planning Authority. It will be the policy of Drogheda Borough Council to encourage engagement with the relevant bodies with regard to resolving particular issues.

## 5.8 Pedestrians and Cyclists

*Transport 21* and *A Sustainable Transport Future*, *A New Transport Policy for Ireland 2009 - 2020* advocates walking and cycling as alternative, environmentally friendly and healthy means of travel. Government policy as outlined in these documents, suggests that if cycling and walking are to become a realistic alternative to the private car, there is a need to ensure that they are, as far as possible, a safe and pleasant experience.

Pedestrian and cycle facilities will be most successful where they form a coherent network, place an emphasis on safety, directly serve the main areas where people wish to travel, provide priority over vehicular traffic at junctions, are free from obstructions and have adequate public lighting. In addition, infrastructural support facilities such as secure parking and changing and showering facilities at places of employment are a key factor in encouraging people to cycle.

### 5.8.1 Cycle Path and Pedestrian Network

The Plan aims to encourage the provision of a network of footpaths and cycle paths throughout the Plan area which will consist of desirable pedestrian and cycle routes along existing road networks and dedicated path provision where appropriate and practical. It is envisaged that the network will largely integrate with the existing road network, as envisaged as part of the Drogheda Transportation Study 2006. Particular emphasis will be

placed on the footpaths and cycle paths becoming a basic element of the continued and future development of the Boyne River walk as an important waterfront attraction and recreational facility for the town.


### 5.8.2 Cycle Links with Adjacent Areas

Drogheda Borough operates within a wider functional area which also encompasses contiguous suburban areas in both Counties Louth and Meath. Two Local Area Plans and a Master Plan provide detailed guidance with regard to both these areas. These Plans must inform certain aspects of the Drogheda Borough Council Development Plan including the identification of cycle links with the Borough area. Of particular importance is the provision of a segregated, traffic-free cycle link east of Mc Bride Station, providing direct linkage from the Mill Road / Marsh Road character area identified in the Local Area Plan for the Southern Environs of Drogheda 2009-2015. Similar segregated linkages are proposed for the Lagavoureen / Bryanstown and Dublin Road / Colpe areas. In the area covered by the North Drogheda Environs Master Plan, segregated cycle routes largely follow existing vehicular roadways.

### 5.8.3 Drogheda's Core Cycle Network

During the course of the plan period a core network of largely segregated and traffic-free cycle routes running through the Borough will be identified subject to funding. It is envisaged that this network will run on an east to west axis following the line of the River Boyne and utilising where possible, existing traffic free sections of route and natural features. The core network will build on existing infrastructural developments such as the Ramparts Walkway. Beyond the Borough, the core network will provide onward access to tourist and amenity attractions in both Counties Louth and Meath. These include the Louth Coast, the Meath Coast at Bettystown, and the cluster of heritage sites associated with the Boyne including Newgrange, the Battle of the Boyne Site, Slane Castle, Mellifont Abbey and a number of other tourist destinations in close proximity to Drogheda.

The key sites to be linked by the core network within the Borough include;

- The Railway Station
- The Bus Station
- The Town Centre
- The Docklands Regeneration Area

The development of the core cycle network will be subject to the availability of funding during the lifetime of the Plan. Drogheda Borough Council will endeavour to support other adjacent Local Authorities and agencies to develop associated links with the core network, however such development cannot be guaranteed.

**Policy TR 16**

It is the policy of the Council, in co-operation with other agencies, bodies and developers, to develop an integrated pedestrian footpath and cycle path network throughout the Plan area.

It is a policy of the Council in co-operation with other agencies, bodies and developers to pursue the development of a core cycle network through the Borough. The network will, wherever possible be developed as segregated, traffic free sustainable transport facility incorporating best practice design.

### 5.8.4 Safe Routes to Schools

A major source of traffic congestion and road usage is the school car journey. Congestion is noticeably less during school holidays. Children should be encouraged to walk, cycle or take the school bus in an effort to discourage car journeys. At present, a child must live more than three miles from the school to qualify for free or subsidised school bus travel. Children living three miles or less from their school are considered to be within walking or cycling distance. Parents are reluctant, for safety reasons, to let their children embark on this journey alone. In future, steps should be taken to supervise groups of children on their way to school by bicycle or on foot through introducing a Safe Routes to School initiative. It may also be necessary to improve existing school bus services, however this is beyond the remit of this Development Plan.

Schemes, under the general heading of *Safer Routes to School*, have been established in the UK, Canada, and Australia and throughout Europe to encourage parents and children to walk, cycle or take the bus to school. The Dublin Transportation Office developed guidelines in 2005 with regard to the concept and the overall concept is supported by the Department of Education. The Council, in partnership with school authorities, the local community and public transport providers will support the drafting and implementation of Plans for such initiatives. A Safe Routes to School Initiative identifies measures to increase the safety of children travelling to school on their own, either walking or cycling.

**Policy TR 17**

Support the Safe Routes to Schools Initiative in co-operation with school authorities, community groups and public transport providers.

### 5.8.5 Cycle Parking

Secure cycle parking facilities should be provided in new office blocks, apartment blocks, shopping centres, hospitals, workplaces and other areas that attract larger visitor numbers in accordance with the standards set out in table 5.3. From a security viewpoint, cycle racks should not be provided in remote security compromised locations.

**Table 5.2: Bicycle Standards for Drogheda Development Plan Area**

| Land use | Requirement |
|---|---|
| Dwelling | 1 secure space per unit |
| Apartment | 1 secure space per unit |
| Student housing | 1 secure space per unit |
| Residential Institutions | 1 secure space per 10 employees |
| Retail | Greater of 1 secure space per 10 employees or 1 per 200 m² gross floor area |
| Bar/Lounge | Greater of 1 secure space per 10 employees or 1 per 200m² gross floor area |
| Restaurants/Café/ Function Rooms | Greater of 1 secure space per 10 employees or 1 per 200m² gross floor area |
| Hotel/Motel/Guesthouse | Greater of 1 secure space per 10 employees or 1 per 10 beds |
| Office, enterprise and employment | Greater of 1 secure space per 10 employees or 1 per 200m² gross floor area |
| Bank/Financial Institution | Greater of 1 secure space per 10 employees or 1 per 250m² gross floor area |
| **Land use** | **Requirement** |
| Industrial | Greater of 1 secure space per 10 employees or 1 per 250m² gross floor area |
| General Warehousing | Greater of 1 secure space per 10 employees or 1 per 250m² gross floor area |
| Retail Warehousing | Greater of 1 secure space per 10 employees or 1 per 200m² gross floor area |
| Cash-and-Carry/Showrooms | Greater of 1 secure space per 10 employees or 1 per 200m² gross floor area |
| Cinema/Conference Hall/Theatre | Greater of 1 secure space per 10 employees or 1 per 200m² gross floor area |
| Churches | Greater of 1 secure space per 10 seats or 1 per 200m² gross floor area |
| Schools | 1 secure space per 10 teachers and children |
| Third Level Institutions | 1 secure space per 10 teachers and students |
| Hospitals | Greater of 1 secure space per 10 seats or 1 per 200m² gross floor area |

| | |
|---|---|
| Clinics and Group Medical Practices | Greater of 1 secure space per 10 seats or 1 per 200m² gross floor area |
| Leisure Centres | Greater of 1 secure space per 10 seats or 1 per 200m² gross floor area |
| Sports Grounds and Clubs | Greater of 1 secure space per 10 seats or 1 per 200m² gross floor area |

*(Minimum cycling standards applicable to all zones)*

## 5.9 Car Parking

It is critical in terms of the development of Drogheda that an appropriate level of short and long term carparking is provided to serve the needs of commercial, retail and employment generators. An oversupply of carparking can encourage an excessive number of car trips and a loss of valuable land banks that could be used for more appropriate land uses, whereas an under provision could compromise the growth of the town.

A car parking strategy for the town was developed in the Drogheda Transportation Study 2006. The strategy addresses the number of car parking spaces required for separate land uses in accordance with best practice elsewhere. Efforts are being made on a global basis to reduce reliance on the private car because of its dependency on finite oil resources and its contribution to the generation of greenhouse gases and climate change. However, there is still a requirement to cater for the needs of car users in terms of efficient traffic management, car parking, road infrastructure improvements and provision. The desired outcome is to produce a sustainable co-existence between modes of travel, with no one form being dominant over the other. The ultimate aim is to reduce the significant impact that the use of fossil fuels is having in creating climate change and global warming.

The aims of the parking strategy are to:

- Assess the existing and future requirement for short term parking in the Town Centre in terms of location, on or off-street provision, tariff structure and overall spatial distribution.
- Assess the current parking patterns, in particular for long term parking, in the Town Centre and its impact on residential environments and traffic flow
- Address the need for parking for people with disabilities both on street and in off-street car parks.
- Consider the future provision of long term parking in term of minimising the impact on the Town Centre and surrounding residential areas, the provision of off street facilities outside the Town Centre and the potential provision of park and ride facilities
- Consider measures to protect area for residential parking within the Town Centre and on streets surrounding the Centre.
- Protect the environment
- Reduce traffic congestion
- Minimise the impact of traffic within the Town Centre
- Integrate alternative and sustainable modes of transport.

The car parking strategy addresses the availability and location of parking within the town centre, the provision of minimum and maximum parking provisions and the introduction of park and ride facilities, where feasible.

### 5.9.1 Car Parking Facilities

There are two types of car parking facilities that are required within the Town Centre, namely short stay and long stay parking. One of the most effective tools for the control of car usage is the limitations imposed by pay parking and traffic management measures. Parking in Drogheda in the commercial core of Drogheda is currently restricted to 30 minutes on West Street and Stockwell Lane whilst Bachelors Lane, Francis Street and Magdalene Street are limited to 2 hours. Beyond these areas, on-street pay parking is limited to 4 hours. These limitations discourage long term, on-street parking and free up space for short term shopping and business trips. The Council shall encourage the provision of additional long stay car parks at accessible locations where they would not contribute to additional traffic congestion and where they would free up more short term parking spaces within or convenient to, the main shopping and business areas of the town.

### 5.9.2 Short – Stay parking

The availability of short stay parking is important for economic and business activities within the town centre. Whilst a quantum of spaces should be removed from on street to facilitate the introduction of public realm enhancements to facilitate the safe and convenient passage of pedestrians and possibly cyclists on shared surfaces, nevertheless, at strategic locations where significant enhancements are proposed, a certain number of spaces will be retained for disabled parking, for general set-down and pick up and for short term parking of one hour maximum. All on street parking that is to be removed should be accommodated within the existing surplus of off street spaces in the various carparks within the Town Centre. Where further off-street carparking is to be created, it is preferable that short stay parking is provided in the form of multi-storey car parks incorporating underground levels where practical, thus avoiding large scale, surface based car parks and in order to free up sites for Town Centre development. It is ok important that the pricing mechanism for short stay car-parking in Town Centre is such that it discourages their long-stay use.

**Policy TR 18**

To discourage the provision of extensive surface based car parking and free up town centre sites for development. To support the provision of off street (multi-storey) car parks at suitable locations within the Town Centre.

Require the provision of basement car parking as part of, or to meet the entire car parking requirements to service Town Centre developments.

### 5.9.3 Long-Stay Parking

Long stay car parking is required, normally on a full day basis, by commuters who work in the town centre. Long-stay parking is appropriately located at the edge of the Town Centre and adjacent to transportation nodes or at major access routes to the town. The success

of a long stay car-park is dependant upon the operation of pay-parking schemes with suitable pricing regimes within the Town Centre.

**Policy TR 19**

Encourage the provision of multi-storey short stay car parks within or adjacent to the Town Centre and encourage the provision of long stay car parks at the edge of centre sites, at public transport nodes or at peripheral locations off the main access routes to the town.

### 5.9.4 Car Parking Requirements

The provision of car parking facilities in accordance with the appropriate standards is a requirement for all development taking place within the Plan area. However, the Council recognises that there can be a conflict between the provision of car parking and urban design considerations and therefore the Plan makes provision for the application of variable parking standards within the following areas:

**Table 5.3: Car Parking Standards Town Centre & Docklands LAP area.**

| Land Use | Car Parking (Spaces per Unit) |
|---|---|
| Dwelling | 1 |
| Apartment | 1 |
| Residential Institutions | 1 per 2 units |
| Retail (Shops) | 1 per 50 m² Gross Floor Space. |
| Retail (Shopping Centres) | 1 per 20 m² Gross Floor Space. |
| Retail Outlets with Garages | 1 per 25 m² Gross Floor Space |
| Bar / Lounge | 1 per 25 m². Gross Floor space |
| Dancehalls / Discos | 1 per 30 m². Gross Floor space |
| Restaurant / Café / Function Room | 1 per 25 m². Gross Floor space |
| Hotel / Motel / Guesthouse | 1 per 2 bedrooms<br>Additionally 1 per 50m² Gross Floor space of other rooms. * |
| Office. | 1 per 100 m² Gross Floor space |
| Bank / Financial Institution | 1 per 100 m² Gross Floor space. |
| Conference Centre | 1 per 60 m² Gross Floor space. |
| Industrial | 1 per 200 m² Gross Floor space. |
| General Warehousing | 1 per 300 m² Gross Floor space. |
| Retail Warehousing | 1 per 60 m² Gross Floor space |
| Cash-and-Carry / Showrooms | 1 per 100 m² Gross Floor space. |
| Cinema / Conference Halls / Theatre | 1 per 25 seats |
| Churches | 1 per 25 seats |
| Schools | 1 per classroom |
| Creches | 1 per 3 employees & 1 per 6 children. |
| Third Level Institutions | 1 per classroom + 1 per 10 students |
| Hospitals | 1 per 2 patient beds |
| Nursing Homes | 1 per 2 employees and 1 per 5 beds (0.2 per bed) |
| Clinics and Group Medical Practices | 1 space per consulting room |

| | |
|---|---|
| Leisure Centres | 1 per 50sqm. Gross Floor space |
| Sports Grounds and Clubs | 1 per 3 seats + 2 per court |
| Amusement Centres/Entertainment | 1 per 100 m² Gross Floor space. |
| Bowling Alley | 6 per lane |

* Excluding Function Room / Restaurant / Bar.

*Additional uses not mentioned above will be treated individually upon their merits on a case-by-case basis.*

**Table 5.4: Car Parking Standards all other Zoning Designations**

| Land Use | Car Parking (Spaces per Unit) |
|---|---|
| Dwelling | 2 |
| Apartment | 1.3 |
| Residential Institutions | 1 per 2 units |
| Retail (Shops) | 1 per 30 m² Gross Floor Space. |
| Retail (Shopping Centres) | 1 per 20 m² Gross Floor Space. |
| Retail Outlets with Garages | 1 per 20 m² Gross Floor Space |
| Bar / Lounge | 1 per 15 m². Gross Floor space |
| Dancehalls / Discos | 1 per 20m². Gross Floor space |
| Restaurant / Café / Function Room | 1 per 15 m². Gross Floor space |
| Hotel / Motel / Guesthouse | 1 per 2 bedrooms<br>Additionally 1 per 40m² Gross Floor space of other rooms. * |
| Office. | 1 per 50 m² Gross Floor space |
| Bank / Financial Institution | 1 per 50 m² Gross Floor space. |
| Conference Centre | 1 per 30 m² Gross Floor space. |
| Industrial | 1 per 50 m² Gross Floor space. |
| General Warehousing | 1 per 100 m² Gross Floor space. |
| Retail Warehousing | 1 per 40 m² Gross Floor space |
| Cash-and-Carry / Showrooms | 1 per 50 m² Gross Floor space. |
| Cinema / Conference Halls / Theatre | 1 per 10 seats |
| Churches | 1 per 10 seats |
| Schools | 1 per classroom |
| Creches | 1 per 2 employees & 1 per 4 children & dedicated set down area. |
| Third Level Institutions | 1 per classroom + 1 per 5 students |
| Hospitals | 1 per patient beds |
| Nursing Homes | 1 per 4 employees and 1 per 5 beds (0.2 per bed). |
| Clinics and Group Medical Practices | 2 space per consulting room |
| Leisure Centres | 1 per 40sqm. Gross Floor space |
| Sports Grounds and Clubs | 1 per 3 seats + 2 per court |
| Amusement Centres/Entertainment | 1 per 50 m² Gross Floor space. |
| Golf Driving Range | 1 per 2m of base line /per trap |

* Excluding Function Room / Restaurant / Bar.

*Additional uses not mentioned above will be treated individually upon their merits on a case-by-case basis.*

### 5.9.5 Change of Use

Additional parking will not be required where evidence indicates that the proposed use is less intensive than the existing. Where additional car parking is required, an allowance will be made in respect of the existing use of the site or building.

### 5.9.6 Disabled Parking

It is a requirement that:

- 5% of car parking spaces provided are set aside for disabled car parking. Where the nature of a particular development is likely to generate a demand for higher levels of disabled car parking, the Planning Authority may require a higher proportion of parking for this purpose.
- Disabled car parking spaces are, as far as possible, provided within streets and in areas as close as possible to building entrance points. All disabled parking should comply with the relevant guidelines.