

# CHAPTER 8

## MOVEMENT





## 8 MOVEMENT

### 8.1 Introduction

As a Regional Growth Centre with an increasing population and an expanding employment base, Dundalk will continue to experience increasing travel demands during the life of this Plan. To ensure the integration of land use and transport planning and that a plan led approach is taken, a Local Transport Plan has been prepared alongside the Local Area Plan (see Appendix 2 for details). Continued investment in active travel and public transport infrastructure and services will be required to ensure Dundalk develops as an accessible, compact and connected town in accordance with national and regional policy.

This Plan supports the principles of sustainable development to meet the current and projected transport requirements that will enable the continued growth of Dundalk. Data from Census 2022 indicates that 67.2% (9,234 persons) of those usually resident in Dundalk travel to work by car or van while 34.3% (3,406 persons) walk, cycle or use public transport.<sup>1</sup> Promoting a modal shift away from high car dependency, particularly single passenger journeys, towards sustainable modes both through active travel and utilising public transport is a key objective of this Plan.

Within the wider context of tackling climate change and to achieve national, regional and local policy objectives, any investment in public transport infrastructure should also provide for a transition to lower emission vehicles.

### 8.2 Context

This chapter has been informed by national and regional policy documents and strategies including the *National Planning Framework* and *National Development Plan*, the *Spatial Planning and National Road Guidelines for Planning Authorities* (DoECLG, 2012), *CycleConnects* (published by the NTA), the *TII National Cycle Network Plan*, the *National Investment Framework for Transport in Ireland (NIFTI)*, the *National Sustainable Mobility Policy*, the *National EV Charging Strategy 2022-2025*, the *National EV Charging Network Plan* and, the *Regional and Local EV Charging Network Plan*.

The *National Sustainable Mobility Policy and associated Action Plan*, published in 2022, sets out a strategic framework for active travel and public transport encouraging a reduction in journeys made by private vehicles.

Sustainable mobility is promoted within the *National Planning Framework (NPF)* and the *Regional Spatial and Economic Strategy (RSES)* for the Eastern and Midland Region through policy objectives relating to the integration of alternatives to cars, reducing our carbon footprint and land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car. The *National Road EV Charging Network Plan* published in 2024 focuses on a charging network for motorway and primary and secondary roads, whilst the *Regional and Local EV Charging Network Plan* focuses on neighbourhood and destination charging needs.

The Local Transport Plan for Dundalk has identified opportunities for further investment in sustainable transport projects and infrastructure.

<sup>1</sup> A more detailed analysis of modal split based on the most recent (2016) POWSCAR data is set out in the Baseline Assessment of the Local Transport Plan. In the analysis of Census data respondents answering, 'Work mainly at or from home' and 'Not Stated' have been removed from the calculations above to remove any statistical ambiguity.

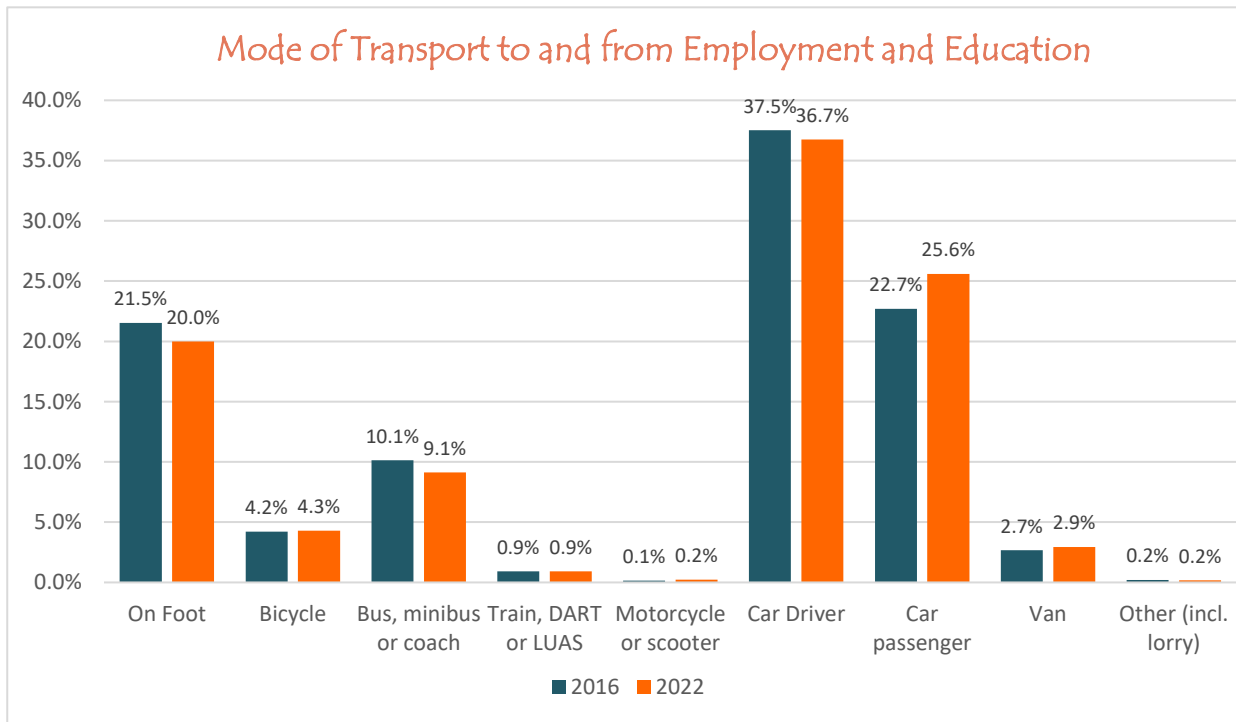


### 8.3 Current Travel Patterns

Figure 8.1 provides a comparison of modes of travel by students and workers in Dundalk in 2016 and 2022. As expected, the car is the dominant mode of travel, however it is noted that the percentage of residents driving decreased by 4.2% from 35% to 30.8%. This may be partially related to the number of persons working from home, which increased by 5.6% (from 1.2% to 6.8%), as there was no corresponding increase in public transport use.

There was a slight decrease in the percentage of residents utilising sustainable modes of travel, with the largest decrease recorded in the number of people walking, which fell by 4% between 2016 and 2022. These figures highlight the challenges faced in encouraging a modal shift to more sustainable modes of transport.

Figure 8.1: Modes of Transport to and from Employment and Education in 2016 and 2022 (CSO)



### 8.4 Local Transport Plan

The purpose of the Local Transport Plan is to guide the future transport and mobility needs of Dundalk, taking into account the transport demand from existing and projected development both within the Plan boundary and surrounding area.

#### 8.4.1 Local Transport Plan Methodology

The Dundalk Local Transport Plan was carried out in consultation with the National Transport Authority (NTA) and in line with the NTA and Transport Infrastructure Ireland (TII) Area Based Transport Assessment (ABTA) guidance. The ABTA process carried out for Dundalk is recorded in the Local Transport Plan (LTP), which is in Appendix 2 of this LAP. The terms Local Transport Plan and ABTA can be used interchangeably, however, for ease of reference Local Transport Plan is used in this Plan.



### 8.4.2 Local Transport Plan Baseline Assessment

The Baseline Assessment establishes the baseline conditions within Dundalk and its environs that influence travel patterns and behaviour. This included an analysis of population and demographics, a review of the transport network for all modes of transport, a summary of travel demands and characteristics, and a strengths, weaknesses, opportunities, and constraints (SWOC) analysis. Full details of this Baseline Assessment are set out in Section 2 of the Transport Plan.

### 8.4.3 Objectives of the Local Transport Plan

The objectives of the Local Transport Plan are as follows:

- Increase the share of sustainable transport modes;
- Improve the coherency, safety and reach of Dundalk's cycle network;
- Develop an attractive public transport network for all users;
- Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network;
- Align with the Climate Action Plan and reduce greenhouse gases (GHG) emissions;
- Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance;

### 8.4.6 Policy Objectives

#### MOV 1

To support the continued integration of land use and transport planning in accordance with national and regional policy.

#### MOV 2

To support investment in sustainable transport infrastructure that will make walking, cycling and public transport more attractive and appealing, and facilitate accessibility for all, regardless of age, physical mobility, or economic status.

- Protect the strategic function of the national road network; and
- Strengthen the attractiveness of Dundalk for economic development.

### 8.4.4 Forecasting Future Travel Demand

The Local Transport Plan has forecasted future travel demand in Dundalk. This will assist in understanding current and future travel demands in Dundalk. One of the outputs of the modelling exercise is that the total number of trips within the town by car, public transport, walking or cycling will increase by 24% up to 2030 and without intervention the modal share will remain the same, with 65% of trips continuing to be made by car. See Section 4.4 of the Local Transport Plan for further details.

### 8.4.5 Options and Recommendations

The Local Transport Plan includes a series of project options and recommendations on each of the following modes:

- Active Travel;
- Public Transport;
- Road; and
- Multimodal.

Full details of these options and recommendations are set out in Section 5 of the Local Transport Plan.

**MOV 3**

To support the implementation of the Dundalk Local Transport Plan and the projects identified therein.<sup>2 3</sup>

**MOV 4**

To encourage a modal shift from use of the private car towards more sustainable modes of transport including walking, cycling, and public transport and to support any initiatives that would assist in the attainment of the Climate Action Plan 2024 mode share targets for 2030: 53% (Car), 19% (Public Transport) and 28% (Active Travel).

**MOV 5**

To promote sustainable higher density development along public transport corridors.

**MOV 6**

To promote and support the principles of universal design ensuring that all environments are inclusive and are accessible to and can be used to the fullest extent possible by all users regardless of age, ability or disability.

## 8.5 Active Travel



Active travel such as walking, cycling and wheeling are modes of transport that provide individual and community benefits.

They can improve physical and mental health, save money and create more reliable journey times for the individual whilst also reducing traffic congestion, emissions, and car parking

requirements thereby providing a wider community benefit. The relatively flat topography of Dundalk makes walking and cycling viable modes of transport for people of all ages.

The level of active travel in Dundalk is encouraging, with data from Census 2022 indicating that around 1 in 4 (24.3%) students and workers in Dundalk, walk or cycle to work or school. This is significantly higher than the national average of 9%.

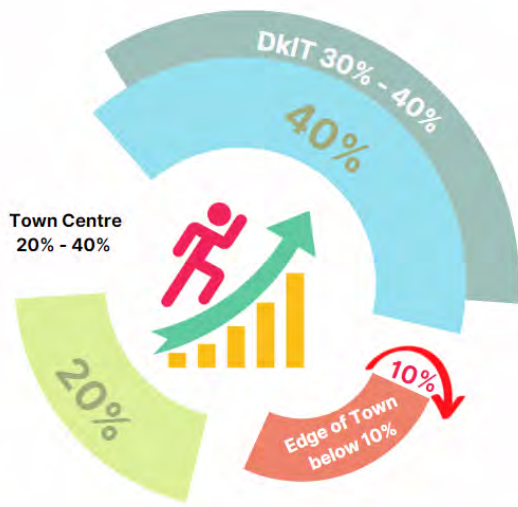
The Local Transport Plan included an analysis of active travel share at the Small Area Level. This analysis indicates that the level of active travel is higher closer to the town centre and DkIT.

<sup>2</sup> The detail associated with new transport infrastructure projects referred to in this Plan and associated Local Transport Plan, including locations and any associated mapping, that are not already permitted or provided for by existing plans/programmes/etc. is non-binding and indicative. Such new projects shall be subject to feasibility assessment, taking into account the environmental constraints and the objectives of the Plan relating to mobility. A Corridor and Route Selection Process will be undertaken for such projects where appropriate. Proposed interventions will be required to demonstrate that they are consistent with all relevant legislative requirements.

<sup>3</sup> The provision of active travel routes within new developments may act as 'greenways' if they contribute to effective connectivity to the proposed greenway network.



Figure 8.2: Percentage of People Commuting by Active Travel to Work in Dundalk



Permeability and connectivity are key elements of quality urban design. New developments shall be designed to maximise the opportunities for walking and cycling.

This Plan will support continued investment in walking and cycling infrastructure that makes it safer and more accessible.

This will assist in the implementation of the '10-Minute Neighbourhood' concept, whereby people will be able to meet most of their needs within a short walk or cycle from their homes. See Section 5.8 of Chapter 5 for more details on this concept.

Chapter 5 of the Local Transport Plan includes a list of projects and recommendations relating to active travel.

### 8.5.1 Walking and Wheeling

This Plan recognises the benefits of walking and wheeling as part of an active and healthy lifestyle and supports the delivery of projects that will encourage more people to walk or wheel.

The highest levels of pedestrian footfall are in the town centre area, which is the primary shopping area of the town. The Coast Road in Blackrock and the Point Road are also well utilised for recreational purposes. There are several active travel projects that the Council are progressing that involve improvements for the pedestrian. See Tables 8.1-8.3 below and Chapter 5 of the Local Transport Plan for details.

Table 8.1: Proposed Active Travel Connectivity Measures

| LTP Option ID | Name   | Description  |
|---------------|--|--|
| 14            | Improve Active Travel Crossings                          | Improve the quality of pedestrian and cycle crossings in order to facilitate safer active travel for all users regardless of age, ability or disability. |
| 38            | Improve Permeability                                     | Reduce active travel door-to-door distances by overcoming natural barriers and/or removing artificial barriers.  |
| 44            | Castletown River Active Travel Crossing                  | Construct another crossing over the Castletown River to better facilitate active travel.   |
| 49            | Improve link from Park Street to Marshes Shopping Centre | Improve access from the town centre to the Marshes Shopping Centre and increase permeability.  |



## 8.5.2 Cycling

Cycling has the opportunity to provide a healthy, sustainable and time reliable commute to and from work. Cycling is a less common mode of transport than walking with approximately 4.3% (1,035) of those usually resident in Dundalk cycling to work, school, college or childcare in 2022.

The cycle infrastructure within Dundalk is currently fragmented as areas that have cycle lanes are not connected in a legible network (see Map 8.1).

For example, the R215 is a relatively popular route for cycling but has no unbroken link to the Town Centre.

As part of the strategy of increasing the modal share of cycling, the Council are actively progressing several cycling projects within Dundalk. These active travel projects will seek to make cycling more attractive. See Tables 8.1-8.3 in this Chapter, and Chapter 5 of the Local Transport Plan, for details of these projects.

Table 8.2: Proposed Active Travel Infrastructure Measures

| LTP Option ID | Name  | Description   |
|---------------|---|---|
| 30            | CycleConnects   | Currently proposed network developed by the NTA: Primary routes along major radial/arterial routes, secondary routes interconnecting primary routes and residential estates, Greenways/interurban routes connecting surrounding areas. This option highlights which sections to prioritise from a transport demand perspective. |
| 2             | Upgrade Táin Trail  | Develop and enhance the existing trail and make it an appealing active travel route.  |
| 20            | New Line Blackrock Nature Trail   | Upgrade existing New Line pathway in Blackrock.   |
| 52            | Active Travel Enhancements along R132   | Improve footpaths, cycle lanes and junctions from R132 / R215 junction (south) up to the Castletown River (Táin Bridge) (Active Travel Scheme LH/21/0010 allocated NTA funding in 2024)   |
| 53            | Ard Easmuinn Rd to Train Station/Friary School and Dundalk Bus Station to Rail Station Active Travel Scheme | Dundalk Clarke to the Long Walk and adjacent areas. Improving footpaths, cycle lanes, crossings and junctions with the addition of one-way traffic only zones. Combines with the Red Route to improve interchange.  |
| 54            | Ard Easmuinn Rd to Train Station/Friary School and Dundalk Bus Station to Rail Station Active Travel Scheme | Dundalk Clarke to the Castletown Road and the railway line underpass. Improving footpaths, cycle lanes crossings and junctions. Connects with Yellow route outside Clarke Station and at Pearse Park. The two routes combine to improve interchange.  |
| 55            | Hill Street Active Travel   | From Stapleton Place to Rampart Road via Stapleton Drive. Improvements to footpaths, cycle lanes, crossings and junctions.  |



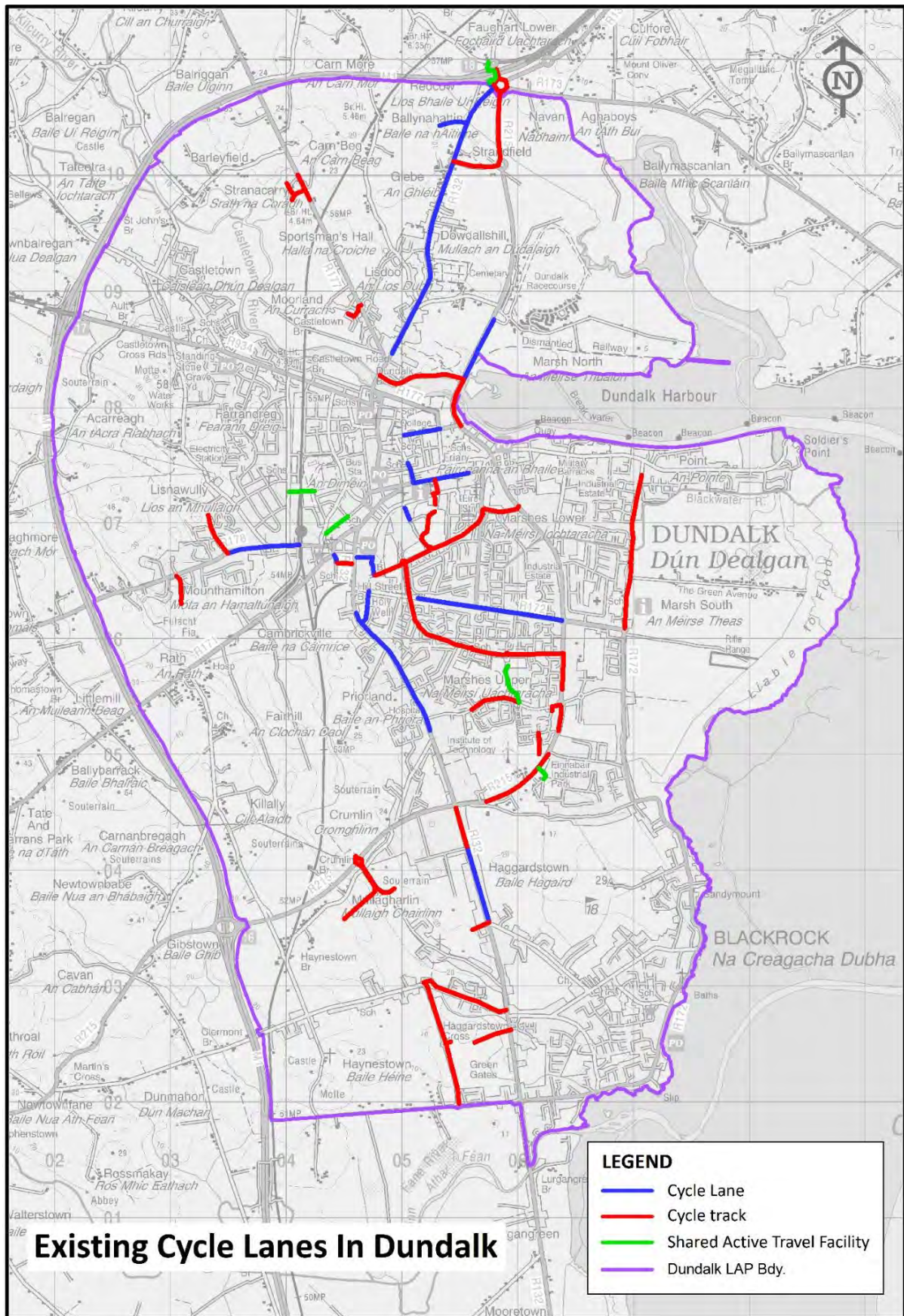
| LTP Option ID | Name   | Description  |
|---------------|--|--|
| 56            | Hoey's Lane Active Travel  | Along Hoey's Lane from R132 to R215. Improvements to footpaths, cycle lanes, crossings and junctions.  |
| 57            | R132 Active Travel   | Along the R132 from Xerox to Greengates. Improvements to footpaths, cycle lanes, crossings and junctions.  |
| 66            | Transport Corridor connecting Tom Bellew Avenue to Hoey's Lane                                       | New Transport Corridor including pedestrian link from Woodville Manor to Rockfield Court.  |
| 68            | Coastal Greenway from Dundalk to Blackrock and infrastructure on both sides of the Castletown River. | Development of the Coastal Greenway from Dundalk to Blackrock in co-operation with the Office of Public Works will include the delivery of such infrastructure on both sides of the Castletown River through the Louth Coastal Defence Projects. This greenway could then potentially link to a future greenway heading south towards Castlebellingham and beyond. |
| 69            | Dundalk to Castleblayney Greenway  | Development of the Dundalk to Castleblayney section of the Dundalk- Sligo Greenway.  |
| 79            | Carrickmacross Road from Clarke Train Station entrance to Mount Hamilton Housing Estate              | Active Travel scheme on the Carrickmacross Rd from Clarke Train Station entrance to Mount Hamilton Housing Estate.   |

Table 8.3: Proposed Active Travel Complementary Measures

| LTP Option ID | Name                                     | Description  |
|---------------|--|--|
| 41            | Cycle Share Scheme                       | Work towards the implementation of a cycle share scheme in Dundalk.  |
| 50            | Improve Walking Environment              | Improve, extend and widen footpaths and add more lighting where necessary across the study area. Implement the principles of the NTA Infrastructure Equality Guidance.   |
| 51            | Additional Cycle Parking                 | Provide increased cycle parking facilities across the study area to facilitate active travel for all types of bicycles (including cargo bikes, trikes, family bikes, and adapted bikes).                                 |
| 76            | Mapping and Listing Public Rights of Way | To commence the process of mapping and listing public rights of way in the Study Area during the lifetime of this Plan under the provisions of <i>Section 14 of the Planning and Development Act 2000 (as amended)</i> . |

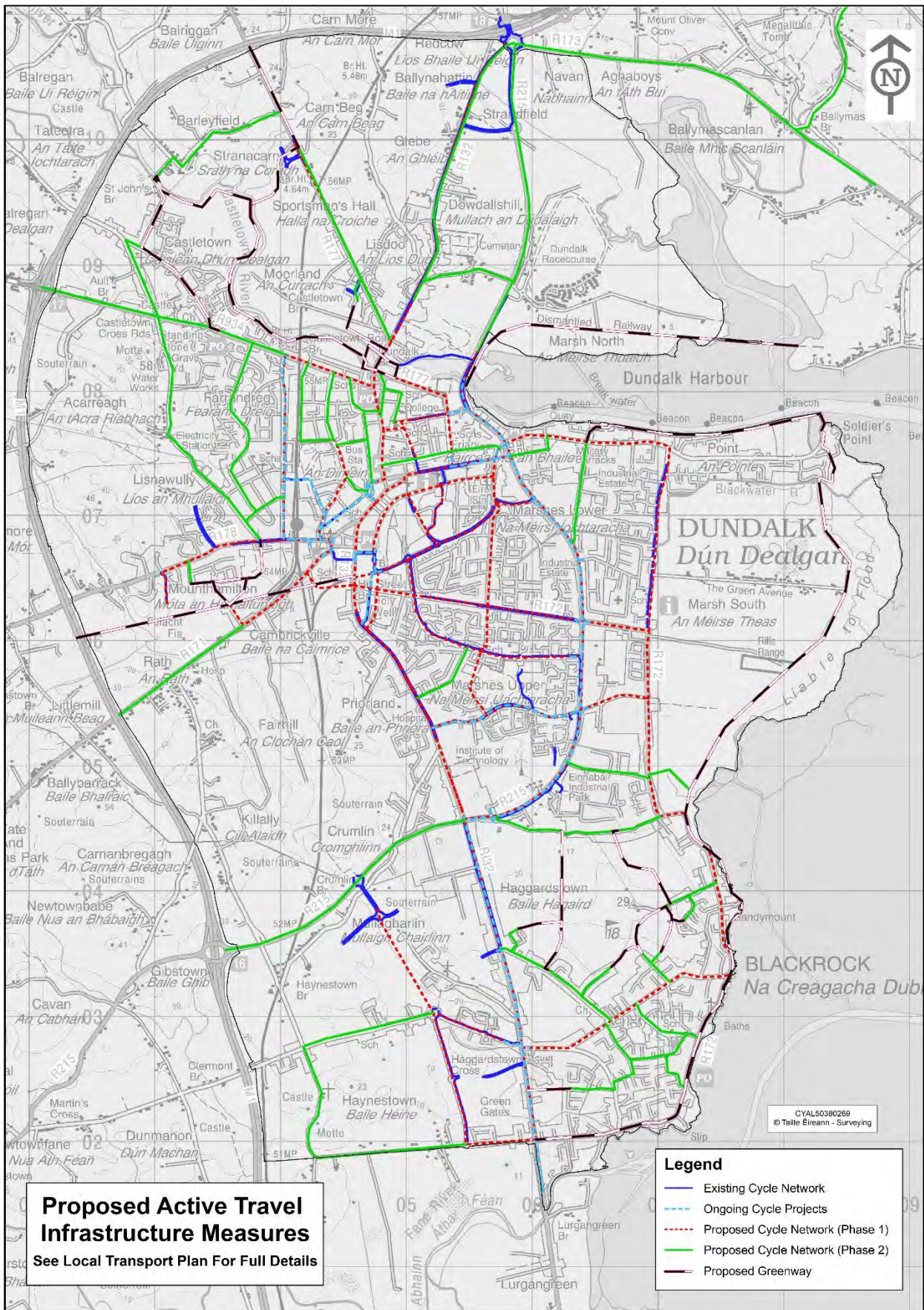


Map 8.1: Existing Cycle Lanes in Dundalk





Map 8.2: Proposed Active Travel Infrastructure Measures





### 8.5.3 Policy Objectives

#### MOV 7

To support the progression and implementation of the NTA CycleConnects Programme as it relates to the Plan area, the active travel projects as set out in Chapter 5 of the Local Transport Plan (and listed in Tables 8.1-8.3 of this Plan), and any other active travel projects proposed by the Council.

#### MOV 8

To support the retrospective provision of walking and cycling infrastructure, where feasible, to achieve growth in sustainable mobility and strengthen and improve the walking and cycling network.

#### MOV 9

To review the feasibility of implementation (where deemed necessary) of the 30km/h zones in Dundalk and Blackrock in creating attractive, low speed environments in accordance with the Department of Transport's 'Our Journey Towards Vision Zero: Ireland's Government Road Safety Strategy 2021–2030'.

#### MOV 10

To provide, where possible, traffic free pedestrian and cyclist routes particularly where such routes would provide a more direct, safer, and more attractive alternative to the car.

#### MOV 11

To encourage the provision of secure bicycle parking provision for all types of bicycles (including cargo bikes, trikes, family bikes, and adapted bikes) within the Plan area, including on/off street parking and at key public transport interchanges.

#### MOV 12

To support the design and implementation of public realm projects within the Plan area that will make Dundalk and Blackrock more attractive and liveable spaces which are climate resilient, promote sustainable transport, and facilitate accessibility for all, regardless of age, physical mobility, or social disadvantage.

#### MOV 13

To support permeability and connectivity throughout the Plan area that will improve connections within existing and between existing and new neighbourhoods. This includes vehicular and/or active travel connections between developed and undeveloped lands. Where such a connection would traverse an area of open space it will only be facilitated where the functionality of the open space will not be undermined. The principle of 'Filtered Permeability' will also be considered throughout the Plan area where considered appropriate/feasible.



## 8.6 Greenways

A greenway provides an off-road trail for non-motorised transport that can be utilised for walking, wheeling and cycling. Greenways are a valuable recreational amenity that can promote an active and healthy lifestyle and are also an important tourism asset. They also act as safe active travel commuter routes linking rural areas with urban centres. The Council will continue to support investment in new and existing greenway networks in Dundalk and the surrounding area including the following:

- **Castletown River:** There is a small section of well utilised greenway along the northern boundary of the Castletown River between the R215 and the Inner Relief Road. The greenway continues on the southern boundary of the river, west of Mountain View; this section is referred to as Navy Bank. This Plan will seek to support proposals that will connect the sections of existing greenway to create a continuous greenway along the Castletown River.
- **Dundalk Bay to Carlingford:** This greenway will seek to connect into the existing Carlingford Lough Greenway and provide a continuous cross-border greenway from Dundalk to Newry. It would significantly improve recreational infrastructure in the area. At the time of writing the project was at the Initial Concept and Feasibility Stage.
- **Louth Coastal Way - Dundalk to Blackrock:** As a part of the Louth Coastal Defence Project, it is envisaged that part of the Dundalk to Blackrock greenway can be incorporated into this flood defence scheme. It is anticipated that there will be an opportunity for this greenway to extend in a southerly direction towards Castlebellingham and beyond; and

- **Dundalk to Sligo Greenway** is intended to form part of the national cycle network, running approximately 176km through 5 counties. The Council will continue to work in collaboration with Monaghan County Council to progress the section from Dundalk to Castleblayney.

### 8.6.1 Policy Objectives

#### MOV 14

To continue to support the development of a network of greenways in Dundalk and the surrounding areas including those set out in Section 8.6 of this Plan, and to continue to engage and work with stakeholders including Transport Infrastructure Ireland (TII), the National Transport Authority (NTA) and the Office of Public Works (OPW) in the progression of these projects.

#### MOV 15

To engage in the Compulsory Purchase Order process when required in order to facilitate the timely delivery of greenways and active travel/transport related projects.

## 8.7 Green Schools Travel Programme

The journey to school is an ideal way for children to take part in regular physical activity, to interact with their peers, and to develop the road sense children need as pedestrians and cyclists.

Travel is a key theme within the Green Schools programme, where schools set travel targets, with the ultimate aim of increasing the number of pupils walking, cycling, scooting, carpooling, using public transport or using park 'n' stride instead of the private car on the school run.



By promoting these sustainable transport modes, schools will improve pupils’ safety, health, and fitness. The schools will also lessen their overall impact on the environment, by reducing emissions and pollution.

The following schools within Dundalk were registered in the NTA programme ‘Safe Routes to School’ at the time of writing:

- St Louis Secondary School Dundalk;
- Dundalk Rehab and Care
- St. Malachy’s GNS Dundalk;

### 8.7.1 Policy Objective

#### MOV 16

To support the Green School Travel and Safe Routes to School Programmes and any other sustainable transport initiative developed by schools.



### 8.8 Public Transport

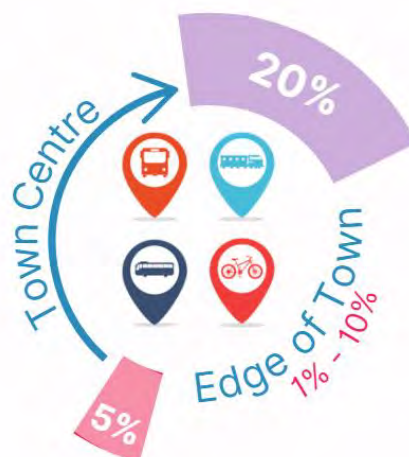
Public transport in Dundalk currently includes a bus and rail service. This Plan aims to strengthen existing and support the improvement of the public transport provision to, from and within Dundalk.



Data from Census 2022 indicates that 5.8% of the resident population use public transport to get to work while 12.3% of students travel to school or college by bus or train. The relatively low level of the population using public transport is an indication of the dominance of the car as the primary means of travel.

The Local Transport Plan analysed public transport use at Census Small Area level. Similar to the active travel figures, public transport commutes to work are less common at the edge of the town but moving towards the town centre the percentage of public transport users grows from 1% in parts up to 20% at its highest.

Figure 8.3: Percentage of People Commuting by Public Transport to Work in Dundalk





The Blackrock area has a lower share on average than the centre of Dundalk town with only 1% - 3% of trips being made on public transport. Areas in proximity to the bus and railway stations generally have a public transport usage of over 10% and in some cases over 15%.

### 8.8.1 Bus

Three of the six intra-town bus services in Dundalk are provided by Bus Éireann:

- 174 Long Walk – Muirhevnamor;
- 174A Long Walk - Fatima; and
- 174B Long Walk - Bay Estate.



A private bus company also operates routine services including:

- 169 St Patrick's Church – Main Street;
- 916 St Patrick's Church Loop; and
- 918 St Patrick's Church – Willow Grove.

Bus Éireann together with private bus operators, under licenses awarded by the National Transport Authority (NTA), also provide high frequency connections to Newry, Drogheda and Dublin. This includes connections to the IFSC and third level institutions in Dundalk and Dublin. These connections include:

- 100 Dundalk (Long Walk) Drogheda (Skerries) running hourly from 6.45am to 6pm;
- 100X Dundalk (Long Walk) Dublin (Hollis Street) hourly from 3.30am to 9.30pm;

- 168 Dundalk (Long Walk) Drogheda (Bus Station) every 90mins to 2 hours from 7.10am to 11.30pm;
- 900 Dundalk (Marshes) Drogheda-Dublin every 30mins or hour from 5.30am to 9.30pm;
- 901 Dundalk-Drogheda-DCU every 30mins or hour from 5.30am to 9.30pm; and
- 904 Dundalk-Drogheda-IFSC/UCD 6.30 and 7.00am, and 4.10pm and 5.10pm.

The Local Transport Plan has identified the following options to assist in encouraging a modal shift towards public transport:

#### • Bus Station Improvements

The existing Bus Station at the Long Walk is well located in the town centre within walking distance of a range of services and amenities, making it an excellent location for people travelling to/from the town centre. The constrained size of the site provides a challenge in improving/ expanding the number of services due to the limited number of bus bays.

This Plan supports any investment in and improvements to bus station infrastructure in the town that would facilitate an expansion of bus services, promote shared mobility, and improve the customer experience for passengers, particularly disabled users.

#### • Review of the Town Bus Network

This would involve amending the current bus network for Dundalk in order to increase the catchment population in addition to increasing the frequency of services and the provision of better facilities such as bus shelters and real time information.

See Table 8.4 overleaf and Section 5.4 of the Local Transport Plan for details of public transport measures this Plan would seek to progress.



Table 8.4: Proposed Public Transport Measures

| LTP Option ID | Name                                   | Description   |
|---------------|--|---|
| 21            | Main Bus Station Improvement           | Design a central bus station that is attractive, functional and capable of accommodating higher number of bus routes than the current Long Walk station.<br>Facilities to include bicycle parking, upgraded lights and signage, improved pedestrian access and more public space. |
| 24            | Smart Ticketing                        | Allow passenger to use Leap Cards on all services.  |
| 25            | Real Time Information                  | Provide passengers with live departure times for all services.  |
| 26            | Bus stops improvement                  | Seating, shelters, uniform design.  |
| 31            | Network overhaul                       | New bus network with emphasis on core spine along the R132/ R215.   |
| 72            | Local Link rural bus transport service | Support the 'Local Link' rural transport service and to encourage operators to improve the service to meet the social and economic needs of the rural communities in the County.  |

### 8.8.1.1 Policy Objectives

#### MOV17

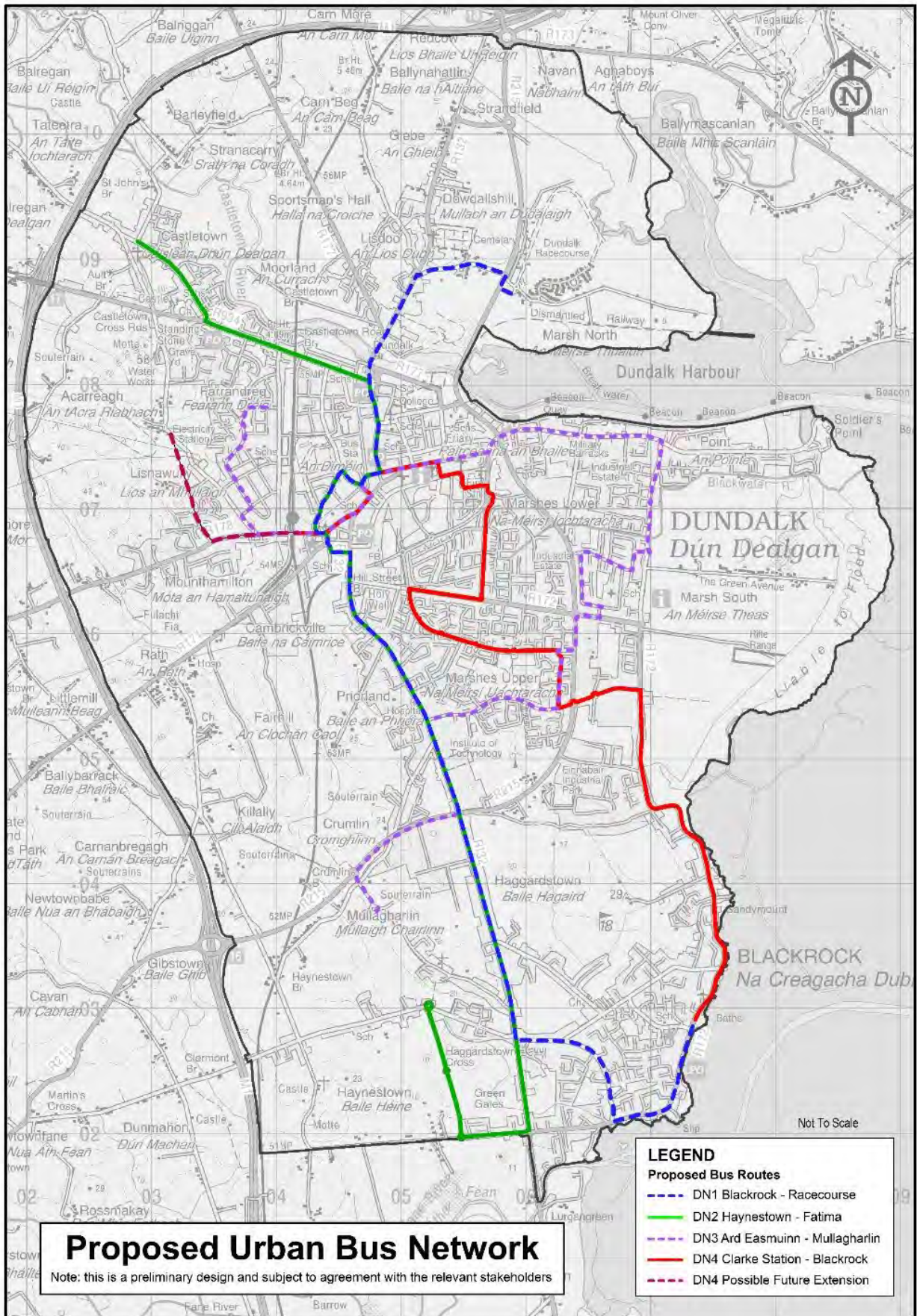
To support any investment, maintenance, improvements or upgrades to bus services and/or bus infrastructure and, to work with the National Transport Authority (NTA) and other stakeholders in delivering such projects and shared mobility hubs.

#### MOV18

To support and work with the National Transport Authority in implementing the Connecting Ireland Rural Mobility Plan in order to improve public transport connectivity and sustainable mobility between Dundalk and towns and villages in its catchment and wider area.



Map 8.3: Proposed Urban Bus Network





## 8.8.2 Rail

Dundalk Clarke Railway Station provides for intercity and commuter rail services. The intercity Enterprise services between Dublin and Belfast provides 55-minute journey times between Dundalk and Dublin Connolly and 75-minute journey time to Belfast.



The total number of daily rail passengers recorded at Dundalk Clarke in 2022 was 1,281, which was an increase of 111 passengers over the 2019 figure.

The majority (71%) of passengers travel on the Enterprise, with the remainder using commuter services. This is due to faster journey times, as the Enterprise is 25-minutes faster than the commuter service to Dublin.

81% of passengers boarding or alighting at Dundalk are travelling to or from the direction of Dublin, with 19% travelling to or from a Belfast direction.

There continues to be strong support at a national level to improve rail services between Dublin and Belfast. This includes funding of €165 million received in April 2024 which will be used to purchase eight new train sets. This investment will assist in reducing journey times and improve passenger experience. It is anticipated that the train sets will be delivered by 2030.

In October 2024 an hourly Enterprise Service was introduced between 05.50 and 18.50 departing Dublin, and 06.00 and 19.00 Monday to Saturday departing Belfast.

These additional services will significantly improve the connectivity between the cities and will benefit commuters, business travellers, and tourists travelling to Dublin and Belfast from Dundalk.

This Plan will support continued improvements to rail services to and from Dundalk and any associated investment in infrastructure that would facilitate an improvement to the level of services and/or customer experience.

### 8.8.2.1 Policy Objective

#### MOV 19

To support the ongoing investment in rail services and associated infrastructure in Dundalk including the provision of a higher speed rail service between Dublin and Belfast.

#### MOV 20

To examine the feasibility, in partnership with Irish Rail, the National Transport Authority and any other stakeholders, in providing additional access points to Dundalk Clarke Railway Station, and the provision of additional bicycle parking in the station and its environs.

## 8.9 Road Network

The accessibility of Dundalk provided by its proximity to the motorway, in addition to the connectivity provided by the national primary, secondary, regional, and local road network is a fundamental part of the attractiveness of the town for economic investment. The continued upgrade and investment in the road network is therefore critical in maintaining the economic competitiveness of the town.

### 8.9.1 National Road Network

The national road network provides the basis for Dundalk's inter-regional and national connectivity and is critical for the movement of goods.



Maintaining the capacity and efficiency of national roads is key to the functioning of the area and to support the economy.

While there are no national roads within the Plan boundary the regional roads in the town connect to national primary and secondary roads.

### 8.9.2 Regional Roads

Local and regional roads provide important links between Dundalk and the smaller towns, villages and dispersed rural communities across the County.

Maintaining the economic competitiveness and attractiveness of Dundalk is interconnected with a high quality and well maintained regional and local road network connecting businesses with customers and employees. A list of regional roads serving Dundalk is provided Table 8.5 below.

Table 8.5: Regional Roads in Dundalk

| Road        | Description   |
|-------------|---|
| <b>R132</b> | Bypasses the centre of the town providing access to Dunleer, Castlebellingham, and Drogheda.                                    |
| <b>R171</b> | Links Dundalk with Ardee via Louth Village.   |
| <b>R172</b> | Links Blackrock with the town centre.   |
| <b>R177</b> | Links Dundalk with Northern Ireland.  |
| <b>R178</b> | Connects Dundalk with Carrickmacross, Shercock and Bailieborough to the west.   |
| <b>R215</b> | Runs north-south through the centre of Dundalk from junction with the R132 at Racecourse Road roundabout to the Xerox Junction. |

This Plan will support the ongoing investment in the regional road network of the town including the east-west link road from Dundalk to Cavan, which is part of proposed improvements in the road infrastructure between Dundalk and Sligo.

At the time of writing this project was at the preliminary design stage.

### 8.9.3 Local Road Projects

As the population and employment base of Dundalk continues to grow it is important that people, vehicles and goods are able to move efficiently around the town.

To facilitate this growth the Council has identified a requirement to construct a number of link roads, which are also referred to as transport corridors. These transport corridors will have the dual benefit of reducing congestion in the more central areas of the town whilst also releasing undeveloped lands for residential and employment related uses. Walking, cycling and public transport (bus) infrastructure will be integrated into the design of these roads ensuring that public transport and active travel measures will complement the provision of these roads thus enabling the expansion of the cycling and pedestrian and public transport network in the town.



The Mount Avenue transport corridor is one such project. This road, which was completed in Q4 of 2024 has improved connectivity between the Castletown Road and the Carrickmacross Road.



The project involved the upgrade of the northern section of the Mount Avenue Road and the construction of approximately 700 metres of new road. This project was part funded by the Government under the Local Infrastructure Housing Activation Fund (LIHAF).

This road will also release a large parcel of strategically located lands that will enable the creation of a new neighbourhood with associated housing, neighbourhood, community facilities and services.

A full list of link road/transport corridor projects in the town are listed in Table 8.6.



Table 8.6: Proposed Link Roads/Transport Corridors in Dundalk

| Location (Townlands)                   | Description   |
|--|---|
| Haynestown                             | Link between the L-3161 Marlbog Roundabout and L-7163 Chapel Road Roundabout (Option 5 in Local Transport Plan).  |
| Haynestown                             | Link from R132 through Belfield Estate to the Marlbog Roundabout (Option 62 in Local Transport Plan).   |
| Carnbeg / Ballynahattin / Dowdallshill | Link from R177 Armagh Road to R215 Newry Road (Option 23 in Local Transport Plan).  |
| Castletown / Lisnawully                | Link from R934 Castleblayney Road to R178 Carrickmacross Road (Option 60 in Local Transport Plan).  |
| Mounthamilton                          | Link Road from R178 Carrickmacross Road to R171 Old Ardee Road (Option 61 in Local Transport Plan).   |
| Hill Street                            | Removal of Hill Street Bridge and new junction layout with Millenium Road (Option 65 in Local Transport Plan).  |
| Castletown / Newtownbalregan           | Link from upgraded Mount Avenue Road to the proposed link from R934 Castleblayney Road to R178 Carrickmacross Road (Option 63 in Local Transport Plan). |

#### 8.9.4 Environmental, Junction, and General Improvements

Environmental improvements play an important role in the efficiency and attractiveness of the transport network as well as creating a better space to live and work.

The Local Transport Plan identified several environmental and public realm improvements that would support active travel and improve the flow and efficiency of traffic in Dundalk.



The options include improved traffic management measures on Crowe Street and Park Street, as well as a goods delivery strategy. The improvements to Crowe Street and Park Street include lane realignment and footpath widening. The goods delivery strategy will be aimed at controlling heavy good vehicles and other delivery vehicles to reduce congestion and the promotion of more sustainable delivery systems.

Details of the road improvement and maintenance projects for consideration during the lifetime of this Plan are identified in Tables 8.7, 8.8 and 8.9. All other proposed projects are set out in Chapter 5 of the Local Transport Plan.

Table 8.7 – Environmental, Junction, and General Improvements

| Location   | Proposed Works                |
|--|-------------------------------|
| Smarter Travel Projects Dundalk                      | Refurbishment                 |
| Carrick Road / McEntee Avenue                        | Junction Upgrade Works        |
| Navy Bank Open Space                                 | Public Realm Scheme           |
| Dundalk Library Quarter                              | Environmental Improvements    |
| Connector Road from Hoey's Lane to Tom Bellew Avenue | New Local Street Construction |

Table 8.8 – Proposed Road Improvement Measures

| LTP Option ID | Name  | Description   |
|---------------|---|---|
| 3             | Chapel Street One Way   | Implement a one-way system on Chapel Street to reduce congestion along the road and make it more attractive for active travel. The scheme will be supported by traffic management measures to accommodate diversion routes. |
| 17            | Sandy Lane Upgrades   | Reconfigure Sandy Lane and improve the footpaths.   |
| 18            | Rock Road Footpaths   | In order to improve safety for pedestrians, lighting should be installed, and the current footpath should be extended to cover the entire length of the road.   |
| 40            | Residential Parking Review  | Define a zoning system for residential parking to prevent usage of retail spaces.   |
| 71            | Provide EV charging infrastructure both on street and in new developments | Provision of charging infrastructure for electric vehicles both on street and in new developments.  |
| 75            | Dundalk- Sligo Road   | To support the progression of the Dundalk-Sligo Road, as per the Louth County Development Plan.   |



Table 8.9 – Proposed Multimodal Measures

| LTP Option ID | Name   | Description   |
|---------------|--|---|
| 9             | Road Space Reallocation                              | Reduce private vehicle use and through traffic in urban spaces through the reallocation of road space.  |
| 32A           | Mobility Hub 1 (North)                               | Mobility hub 1km from the town centre with potential to facilitate active travel.   |
| 32B           | Mobility Hub 2 (Northwest)                           | Mobility hub on the Castletown Road (indicative location)   |
| 32C           | Mobility Hub 3 (West)                                | Mobility hub on the Carrickmacross Road (indicative location)   |
| 32D           | Mobility Hub 4 (Southwest)                           | Mobility hub on the Inner Relief Road (indicative location)   |
| 32E           | Mobility Hub 5 (South)                               | Mobility hub close to Greengates (indicative location)  |
| 34            | 30km/h Zones   | Provide mixed traffic streets with speed limits of 30km/h where cycle lanes may not be possible - LCC County Development Plan MOV27. Note: implementation of these zones would be carried out in accordance with the recommendations of the Department of Transport's Speed Limit Review. |
| 37            | Promote Travel Plans                                 | Collaborate with major trip generators (e.g. DkIT) and prepare mobility management plans.   |
| 39            | Safe Routes to School                                | Programme developed to increase walking and cycling to school. Measures to support the programme. St. Louis Secondary School, RehabCare, St. Malachy's GNS all included.  |
| 47            | Francis Street and Park Street Public Realm          | Remove one lane of traffic and widen the footpaths to make the area attractive and to support night-time economy. Continuity with the people-focused Earl St and Market Square.   |
| 48            | Crowe Street Public Realm                            | Improve public realm along Crowe St. Currently two lanes of traffic and parking on both sides, potential for road space reallocation, in particular in front of An Táin Centre. Continuity with the people-focused Earl Street and Market Square.   |
| 58            | Mill Street Active Travel and One Way System         | Conversion of Mill Street to be one-way westbound. Improvements to footpaths, cycle lanes, crossings and junctions on Mill Street and the adjacent Seatown Place.   |
| 70            | Improve Parking Facilities at Dundalk Clarke Station | Install EV charging points at the station, encouraging commuters to park there and travel and complete their journey via active travel or public transport.   |



| LTP Option ID | Name   | Description  |
|---------------|--|--|
| 77            | New active travel access to Dundalk Clarke train station on the North side, connecting to Pearse Park. | Active Travel access on the north side of Dundalk Clarke car parking lot, via Pearse Park. |

### 8.9.5 Policy Objectives

#### MOV 21

To protect the strategic transport function of national roads, including motorways through the implementation of the *Spatial Planning and National Roads – Guidelines for Planning Authorities* and, any subsequent guidelines.

#### MOV 22

To support investment and improvements to the public road infrastructure in the Plan area including bridges and other ancillary structures, taking into account both car and non-car modes of transport and road safety requirements.

#### MOV 23

To support improvements and upgrades to the road network in Dundalk and the surrounding area including those projects set out in Tables 8.7-8.9 and any other project identified by the Council or included in any future updated Road Works Programme.

#### MOV 24

To require the preparation of transport and traffic assessments for new developments in accordance with the requirements set out in the TII publication, *Traffic and Transport Assessment Guidelines*.

### 8.10 Development at Motorway Interchanges

The location of Dundalk adjacent to the M1 motorway is a major catalyst for economic development in the town and wider region by providing high quality road infrastructure and connectivity to both air and seaports enabling access wider to domestic and international markets.

Motorway interchanges are strategic locations much sought after by developers due to the desirability and benefits of having immediate access to the primary road network. However, uncontrolled and poorly regulated development at interchanges can often be problematic.



This can be due to such development being exclusively dependent on road transport, the possibility of traffic congestion on national routes, the impact on rural landscapes and environments, and the costs involved in the provision of other infrastructure such as piped services, electricity and gas. In order to maximise the benefits accruing to Dundalk from the motorway and to regulate development in a sustainable and effective manner along its route, the following policy objectives will be applied:

### 8.10.1 Policy Objectives

#### MOV 25

To promote and facilitate development at the Dundalk South (Junction 16), Castleblayney Road (Junction 17) and Ballymascanlon (Junction 18) Motorway Interchanges in accordance with the land use zonings as set out in the Zoning and Flood Zones Map of the Local Area Plan. Any large-scale development proposal in proximity to these interchanges will be required to prepare a traffic and transport assessment in accordance with the requirements of the TII publication, *Transport and Traffic Assessment Guidelines*.

#### MOV 26

To protect the strategic transport function of national roads, including motorways through the implementation of the *Spatial Planning and National Roads – Guidelines for Planning Authorities* and, any subsequent guidelines.

### 8.11 Park and Share Facilities

There is a Park and Share facility off Junction 16 on the M1, on lands west of the plan boundary, that was opened in 2021. The facility is well utilised and is close to capacity at peak times.

It is maintained by Transport Infrastructure Ireland (TII) and has the potential to be expanded in the future.

The Local Transport Plan for Dundalk has identified the potential to provide additional park and share facilities to be known as Mobility Hubs. Five possible areas in the town have been identified as follows:

- Newry Road/Armagh Road;
- Castletown Road;
- Carrickmacross Road;
- Ardee Road; and
- Dublin Road (Greengates).

Further details are set out in Chapter 5 of the Local Transport Plan.

### 8.11.1 Policy Objective

#### MOV 27

To work with the National Transport Authority (NTA), Transport Infrastructure Ireland (TII), landowners and other stakeholders in progressing park and ride and park and share projects for the Dundalk area including those recommended in the Local Transport Plan.

### 8.12 Car Sharing

Car sharing is based on the principle of a communal car being available to several users when needed. There are several private companies providing car sharing services in Dundalk. Car sharing benefits both the users and the environment through less congestion, reduced emissions and associated fuel costs, fewer parking spaces and improved air quality. This plan recognises the potential role of car sharing can provide to residents and visitors to Dundalk.

### 8.12.1 Policy Objective

#### MOV 28

To facilitate provision of car sharing infrastructure and facilities in appropriately located areas in Dundalk.



### 8.13 Car Parking

Whilst this Plan supports and advocates a change in travel behaviour towards more sustainable modes of transport, it is also recognised that there continues to be a requirement for car parking.

There are currently ten public off-street car parks in the town as follows:

- Linen Hall Street;
- Griffith Court;
- Longwalk Long stay;
- Longwalk Short stay;
- Town Hall;
- Roden Place;
- Dundalk Library;
- The Rampart Road Long stay;
- Rampart Lane at River Lane; and
- Rampart Road Dundalk Credit Union

The Council provides additional town centre parking with 'pay and display' parking available at Dundalk Town Hall on Saturdays and Sundays. There is also a generous provision of car parking within large private car parks at the Longwalk, the Marshes Shopping Centre, Coes Road and Dundalk Retail Park.

In creating a sustainable community, particularly in the town centre and surrounding residential streets it is recognised that there is a need to achieve balance between meeting the parking demands for businesses and residents and creating an attractive environment where greater priority is given to public realm and active travel improvements.

The car parking standards in the County Development Plan are applicable in the assessment of the car parking requirements for developments in Dundalk. Any proposals for a reduced level of parking will be considered on a case-by-case basis.

For residential developments proposing a reduction in car parking consideration will be given to the location of the development, availability of public transport, number of units proposed (including number of bedrooms in each unit), and anticipated occupants.

#### 8.13.1 Policy Objectives

##### MOV 29

To recognise the importance of on-street parking in Dundalk for businesses, residents and visitors and where appropriate, to facilitate the re-organisation and/or loss of spaces to facilitate the delivery of public realm and/or active travel projects.

##### MOV 30

To discourage long term/commuter parking and ensure there is adequate parking provision in Dundalk for shopping, business, and leisure uses.

#### 8.13.2 Parking Along Residential Streets

The streets in the older, established areas of Dundalk adjacent to the town centre are primarily residential and consist of a mix of house types including detached, semi-detached, and terraced properties. Car parking along these streets varies between in-curtilage and on-street and is largely dependent on the house type. There are a number of streets that were designed to provide parking on street with a hardstanding or front garden between the footpath and the front door.

As the demand for car parking in the urban core has increased, there have been proposals to provide in-curtilage parking along such streets. The implementation of such proposals could result in traffic safety issues due to the vehicular movements to access and egress the spaces and could also result in the loss of on-street parking, depending on the location of the development.

It can also impact on the character and setting of the street. Whilst these proposals will be assessed on a case-by-case basis this Plan would generally not be in favour of the provision of in-curtilage parking in such locations due to issues relating to traffic safety and the loss of on-street parking.



### 8.13.3 Policy Objective

#### MOV 31

To avoid the use of gardens and/or hardstanding areas to the front of residential properties along the older residential streets in Dundalk for parking, particularly in the urban core of the town, where such proposals would result in the loss of on-street parking and/or would result in the creation of a traffic hazard.

### 8.14 Electric Vehicles

As transportation transitions away from combustion engines, electric vehicles will play an increasingly important role in reducing carbon emissions and improving air quality, particularly, in urban environments. There are currently charging points in various locations in the town. Under the FASTER Project charging points were installed at Dundalk Tennis Club whilst the ESB has installed a high-powered charging point on the Dublin Road.

In May 2024 the Department of Transport published the Draft Regional and Local EV Charging Network Plan 2024-2030, which sets out a pathway in expanding public charging infrastructure for electric vehicles. This Plan will support the ongoing investment and installation of charging points and associated infrastructure and support the provision of an *Electric Vehicle Strategy*.

#### 8.14.1 Policy Objective

#### MOV 32

To facilitate the switch to electric vehicles through the roll-out of additional electric charging points at appropriate locations within Dundalk in association with relevant agencies and stakeholders and facilitate the provision of electricity charging infrastructure within Dundalk in accordance with the Electric Vehicle Charging Infrastructure Strategy 2022-2025 and any subsequent strategy.