APPENDIX 2

Dundalk
Local Transport Plan

AtkinsRéalis

Dundalk Local Transport Plan

Louth County Council

April 2025

100086958DG0003

DUNDALK ABTA

Comhairle Contae **Lú**
Louth County Council

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Project	DUNDALK ABTA
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1. Introduction

1.1 Project Overview

AtkinsRéalis has been commissioned by Louth County Council (LCC) to prepare a Local Transport Plan (LTP also referred to as “The Plan”) to guide the transport requirements for the future development of Dundalk. The purpose of The Plan is to set out a framework for investment in transport for the Dundalk Area up to 2040. The Plan includes proposals for the significant enhancement of bus services and infrastructure, the development of a cycle network, and a range of other measures related to walking, roads and streets, parking and the enhancement of the public realm. This LTP is one of a number of complementary non-statutory assessment processes used in the preparation of the Local Area Plan (LAP) for Dundalk, and ensures consistency between land use and transport planning.

1.2 Study Purpose

The overarching goal of the Local Transport Plan is to reduce overall travel demand and to achieve a modal shift through land use planning, optimising opportunities to make sustainable choices, providing a high-quality transport network and system which is effective, accessible, and responsive to technological change and reduce the contribution of transport to climate change.

The Eastern and Midlands Regional Assembly (EMRA) Regional and Economic Strategy (RSES) designates Dundalk as a ‘Regional Growth Centre’ in the Gateway Region which acts as an interregional gateway. Dundalk is the seventh largest urban area in Ireland and the second largest town (after Drogheda), with a population of 43,112 as of the 2022 census. According to the census, Dundalk is also one of the fastest growing towns in Ireland. Dundalk has the potential to form part of a sustainable network of urban centres of scale, including Newry and Drogheda, connected by public transport within the Region and along the Dublin-Belfast Economic Corridor. The population of the Eastern and Midland region is predicted to be approximately 2.85 million in 2040, half a million more than the current population. The National Planning Framework (NPF) promotes a notable shift of focus to second tier cities and strategically significant towns such as Dundalk.

The LTP promotes the best use of transport infrastructure, both existing and planned, and it promotes sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. The Plan must therefore articulate these ambitions in a robust and evidence-based fashion to provide Dundalk with a framework for prioritising and obtaining transport investment. A key challenge is ensuring that the methodology applied is technically appropriate, fit for purpose, promotable to key decision makers, and acceptable to stakeholders and to the public.

The LTP is not a definitive document but a guidance document on how to approach the development of a transport planning framework for the Dundalk LAP. As such, the LTP is flexible and will evolve over time, as plans of different scales, and in different spatial contexts develop, which will feed into future revisions of the Plan.

1.3 Study Area Definition

Dundalk is located in County Louth on Ireland’s east coast, close to the border between the Republic of Ireland and Northern Ireland. Dundalk is located to the south of the Castletown River which enters the Irish Sea at Dundalk Bay. It is noted that the Castletown River forms a barrier between the residential/ commercial areas on the northern side of the river and the town centre on the southern side.

In order to ensure consistency with the Dundalk LAP, the same outer boundary has been used for the LTP. Figure 1-1 below illustrates the boundary of the Study Area which includes both Dundalk town and Blackrock.

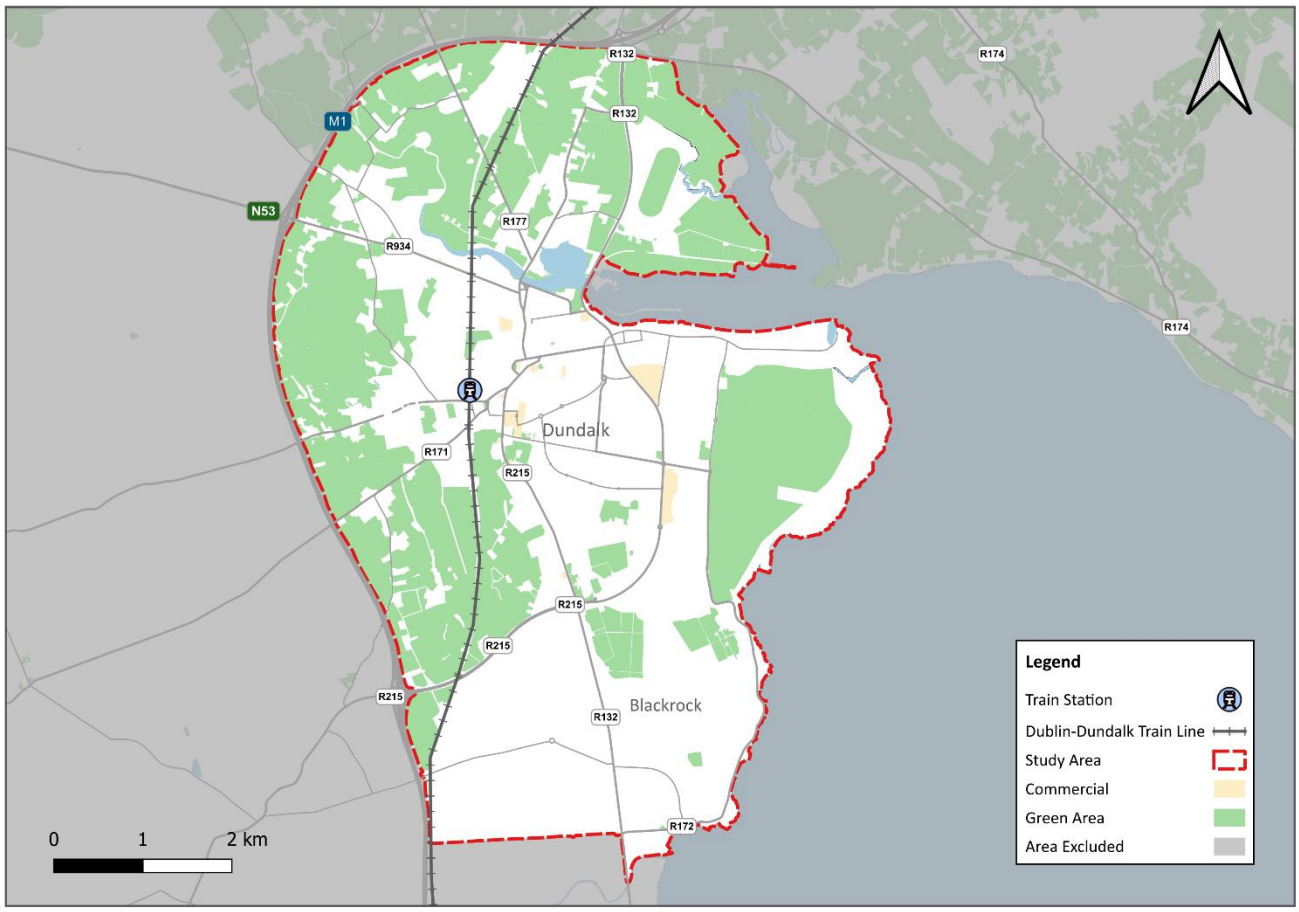


Figure 1-1 - Dundalk LTP Study Area Boundary

1.4 Area Based Transport Assessment Approach

The LTP is the outcome of an Area Based Transport Assessment (or ABTA). The ABTA approach is formalised in the 'ABTA How-To-Guide' published in conjunction by the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII). As per the guidance, ABTAs seek to facilitate and inform the integration of land use and transport planning at the earliest possible stage in the preparation of the Plan, with an emphasis on enabling sustainable transport outcomes for the Plan area.

The ABTA approach provides a clearly defined methodology to support better integration of land use and transport planning at different spatial levels, from strategic to local, enabling greater consistency and effectiveness at local, county, regional and national levels. The key stages in undertaking an ABTA are outlined in Table 1-1.

Table 1-1 - ABTA Methodology

ABTA Stage		Overview
Part 1	Baseline Assessment	• Policy Context • Plan Area Characteristics • Area of Influence Identification • Existing Travel Patterns, • Transport Infrastructure and Transport Services, and • Environmental Conditions
Part 2a	Establish Context	• Identify Principles and Objectives • Forecast Transport Demand
Part 2b	Options Development	• Options Development: Develop Transport Options and Associated Land Use Scenario(s)
Part 3	Options Assessment	• Screening of Options • Long List Packaging of Land Use and Transport Options (Scenarios) • Multi-Criteria Analysis
Part 4 & 5	Plan Preparation & Finalisation	• Development of Preferred Scenario for Planning Purposes • Incorporation of Text into the Plan • Setting Plan Objectives to Support Delivery • Establish Mode Share Ambitions • Review of Consultation • Feedback Finalised Scenario(s)
Part 6	Monitoring & Evaluation	• Monitor Mode Share Ambitions • Benchmark Performance

1.5 Report Structure

The remainder of this Local Transport Plan is structured as follows:

- Section 2 presents the baseline assessment;
- Section 3 introduces the Local Transport Plan objectives;
- Section 4 analyses the future context;
- Section 5 presents the Emerging Preferred Strategy; and
- Section 6 outlines the implementation and monitoring of The Plan

2. Baseline Assessment

2.1 Introduction

As part of the ABTA process, AtkinsRéalis undertook a Baseline Assessment for the town of Dundalk and its environs. This process establishes the baseline conditions within the Study Area that influence travel patterns and behaviour. It provides a clear and thorough understanding of the current transport conditions and policies and forms the baseline for subsequent tasks and ultimately the development of the LTP.

As part of the assessment, a review of all existing relevant data available was undertaken and consideration was given to the demand for all transport modes across Dundalk. This involved desktop studies, GIS analysis and site visits to gain an in-depth understanding of the existing built environment, transport infrastructure and services, and movement within the Study Area. The assessment also sought to pull together all current and relevant policies and planning documents pertaining to Dundalk, providing a policy framework for the preparation of The Plan. The baseline assessment concludes with a Strengths, Weaknesses, Opportunities and Constraints (SWOC) analysis, informing the later steps in the ABTA process to develop options for interventions within the Study Area.

2.2 Policy Context

2.2.1 Overview

This section of the report provides a summary of policy, guidance, and studies relevant to the development of the Dundalk LTP. The list of documents considered is provided in Table 2-1. A summary review of the documents deemed to be most relevant to the development of the LTP is undertaken in this section (highlighted in **bold** in the table), with a review of further documentation included in Appendix B1.

Table 2-1 – Overview of National, Regional and Local Policy and Guidance

Policy	Guidance and Studies
National Level	
• **Climate Action Plan 2024 (CAP24)** • **National Planning Framework (NPF)** • **National Development Plan (NDP)** • **National Sustainable Mobility Policy (NSMP)** • **National Investment Framework for Transport in Ireland (NIFTI)** • **Spatial Planning and National Roads Guidelines for Planning Authorities.** • **National Remote Working Strategy** • **Connecting Ireland: Rural Mobility Plan** • **Moving together - A Strategic Approach to Improving the Efficiency of Ireland's Transport System (subject to final Government approval)**	• TII/NTA Area Based Transport Assessment (ABTA) Guidance • 2020 DMURS Interim Advice Note – Covid-19 Pandemic Response • TII Publications (Technical and Standards) • Cycle Design Manual (NTA, 2023) • Permeability Best Practice Guide (NTA, 2013) • Safe Routes to School Design Guide (2020) • Local Authority Climate Action Plan Guidelines • Five Cities Demand Management Study • Transport Appraisal Framework (TAF) • All-Island Strategic Rail Review 2023

Policy	Guidance and Studies
• **Clean Air Strategy for Ireland** • **National Disability Inclusion Strategy (NDIS) 2017-2022** • **CycleConnects** • **Road Safety Strategy 2021-2030** • **Town Centre First Policy** • **TII National Cycle Network (NCN)** • **Regional and Local EV Charging Network Plan – 2024-2030** • **Electric Vehicles Charging Infrastructure Strategy 2022 – 2025**	
Regional Level	
• **Regional Spatial and Economic Strategy for the Eastern and Midland Region (2019-2031)**	
Local Level	
• **Louth County Development Plan (2021 – 2027), As Varied** • **Louth Climate Action Plan (2024 – 2029)** • **Dundalk Local Area Plan (2024 – 2030)**	

2.2.2 Climate Action Plan 2024 (Department of Environment, Climate and Communications, 2024)

The Climate Action Plan (CAP) sets out clear targets to reduce greenhouse gas emissions from five main contributing sectors. These are:

- Energy
- Transport
- Built Environment
- Agriculture
- Industry

In relation to the transport sector, the plan envisions a 50% reduction in emissions by 2030. This will be achieved by improving our town, city, and rural planning, and by adopting the Avoid-Shift-Improve approach: reducing or avoiding the need for travel, shifting to public transport, walking, and cycling and improving the energy efficiency of vehicles. Key transport measures include:

- Changing the way we use our road space;
- Reducing the total distance driven across all car journey by 20%;
- Walking, cycling and public transport to account for 50% of our journeys;
- Nearly 1 in 3 private vehicles will be an electric vehicle;
- Increasing walking and cycling networks; and
- 70% of people in rural Ireland will have buses that provide at least 3 trips to the nearby town daily by 2030.

2.2.3 National Planning Framework (Department of Housing, Planning and Local Government, 2018)

The National Planning Framework (NPF) 2040 is the national strategic spatial framework that sets out the long-term context for Ireland's development up to 2040. The NPF forecasts that Ireland will continue to experience significant population growth up to 2040. The growth strategy seeks to facilitate this growth in a balanced regional manner. The strategy seeks to ensure economic prosperity for all, environmental sustainability, and climate action across all regions. To achieve this, the strategy identifies a need to move away from the 'business as usual' approach to more compact growth.

Key future planning and development and place-making policy priorities for the Eastern and Midland Region include:

- A focused approach to compact, sequential, and sustainable development of the larger urban areas along the Dublin – Belfast economic and transport corridor, along which there are settlements with significant populations such as Dundalk and Drogheda.
- ***National Policy Objective 2b:*** The regional roles of Athlone in the Midlands, Sligo and Letterkenny in the North-West and the Letterkenny-Derry and Drogheda Dundalk-Newry cross-border networks will be identified and supported in the relevant Regional Spatial and Economic Strategy.
- ***National Policy Objective 7:*** Strengthening Ireland's overall urban structure, particularly in the Northern and Western and Midland Regions, to include the regional centres of Sligo and Letterkenny in the North-West, Athlone in the Midlands and cross-border networks focused on the Letterkenny-Derry North-West Gateway Initiative and Drogheda-Dundalk-Newry on the Dublin-Belfast corridor.
- ***National Policy Objective 44:*** In co-operation with relevant Departments in Northern Ireland, to further support and develop the economic potential of the Dublin-Belfast Corridor and in particular the core Drogheda-Dundalk-Newry network and to promote and enhance its international visibility.

As part of the National Planning Framework, the Government intends to promote the inherent economic potential of the corridor, building upon existing strengths. To do this, there will be a focus on developing the corridor as a distinct spatial area with international visibility by:

- Effectively planning and developing large centres of population and employment along the main economic corridor, including Drogheda and Dundalk.
- Improving and protecting key transport corridors such as the TEN-T network and strategic function of the Dublin to Belfast Road network from unnecessary development and sprawl.
- Examining the feasibility of a high-speed rail connection between Belfast and Dublin and Cork; and protecting distinctive landscapes and rural activities which act as key green spaces and food producing areas between settlements.

2.2.4 Regional Spatial and Economic Strategy for the Eastern and Midlands Region (RSES)

The Regional Spatial and Economic Strategy (RSES) is a strategic plan and investment strategy that guides regional planning and economic development. It distinguishes regional assets and opportunities and provides appropriate regional policy objectives with an aim of supporting the National Planning Framework and the National Development Plan. NPF promotes a notable shift of focus to second tier cities and strategically significant towns such as Dundalk which is designated as a 'Regional Growth Centre' within the region. The strategy promotes the best use of transport infrastructure, both existing and planned, and promotes sustainable and active modes of travel to ensure the proper integration of transportation and land use planning. The strategy

provides for different regions growth enablers and those which are of relevance to Dundalk are summarised below.

- Compact and focused growth in the Regional Growth Centres of Drogheda and Dundalk to grow to city scale.
- Drive the linkage between Dundalk and Newry to strengthen a cross border synergy in services and functions.
- Improve accessibility and service by rail, road and communication between Dublin and Belfast and the larger towns.
- Provision for enhanced regional and local bus services;
- Improvements to walking and cycling provision in towns and villages; and
- Improvements to public transport provision in rural areas.

The key Regional Policy Objectives (RPO) from the RSES relevant to Dundalk LTP are:

RPO 4.19: A statutory Urban Area Plan (UAP) shall be prepared by Louth County Council for the Regional Growth Centre of Dundalk in collaboration with the EMRA. The UAP will support the development of Dundalk as an attractive, vibrant, and highly accessible Regional Centre and economic driver.

RPO 4.20: Promote and enhance cross-border interactions to realise the growth potential of Drogheda-Dundalk-Newry as an important cross border network for regional development.

RPO 8.1: The integration of transport and land use planning in the Region shall be consistent with the guiding principles expressed in the transport strategy of the RSES.

RPO 8.2: The capacity and safety of the Region's strategic land transport networks will be managed and enhanced, including through the management of travel demand in order to ensure their optimal use.

RPO 8.6: In order to give local expression to the regional level Transport Strategy within the Region in conjunction with the NTA, Local Transport Plans (LTP) will be prepared for selected settlements in the Region.

RPO 8.7: To promote the use of mobility management and travel plans to bring about behaviour change and more sustainable transport use.

RPO 8.9: The RSES supports delivery of the bus projects subject to the outcome of appropriate environmental assessment and the planning process.

RPO 8.11: Support the improvement, and protection, of the EU TEN-T network and the strategic function of the Dublin to Belfast Road network.

2.2.5 Louth County Development Plan (2021-2027), As Varied

The Louth County Development Plan 2021-2027, as varied, sets out Louth County Council's strategies for proper planning and sustainable development of the County according to the Planning and Development Act 2000. Compact growth will require improved accessibility, sustainable mobility, and the requisite infrastructure to enable Dundalk to grow as a Regional Growth Centre, all of which will be supported by the Urban Area Plan and the Local Area Plan. The importance of protecting the national rail and road infrastructure in supporting economic growth and competitiveness is acknowledged.

The Settlement Strategy (SS) policy objectives for **Dundalk** include:

- **SS 19:** To support the role of Dundalk as a Regional Growth Centre and a driver of growth along the Dublin-Belfast Economic Corridor and in the border area and to facilitate the continued expansion and

growth of the town based on the principles of balanced, sustainable development that enables the creation of employment, supports economic investment, and creates an attractive living and working environment.

- **SS 20:** To continue to support and promote the economic role of Dundalk as a regional centre of employment in the border area and to facilitate any infrastructural investment or employment generating development that will strengthen the role of the town and maintain its competitiveness.
- **SS 30:** To secure the provision of the proposed Link Roads including the LIHAF funded Mount Avenue Link Road, and other road improvements, in co-operation with stakeholders and government agencies.
- **SS 31:** To work with the NTA, local landowners, and developers to implement an integrated pedestrian and cycle path network throughout Dundalk.
- **SS 32:** To develop a network of green areas throughout the town, building on existing green infrastructure, and advancing the delivery of the Great Eastern Greenway along the coast incorporating the delivery of greenway and pedestrian infrastructure on both sides of the Castletown River, while maintaining the integrity of the Dundalk Bay Natura 2000 sites.

In terms of transport and movement, the overall objective of the Plan is to facilitate investment and improvement in transport infrastructure by improving connectivity and journey times within and between settlements, promoting and investing in more sustainable modes of travel including walking, cycling and public transport creating a more attractive public realm and reducing carbon emissions.

The strategic transport and movement (MOV) policy objectives for **Dundalk** include:

- **MOV 3:** To facilitate the integration of land use with sustainable transportation infrastructure in accordance with the requirements of RPO 8.1 in the RSES by supporting the creation of a critical mass of population and employment related development that would maximise investment in public transport infrastructure and create compact, sustainable settlements.
- **MOV 5:** To prepare a Local Transport Plan in consultation with the National Transport Authority, Transport Infrastructure Ireland and other relevant stakeholders for Drogheda and Dundalk as part of the preparation of the Urban Area Plans / Local Area Plans for these settlements. The preparation of these Plans will be based on the guidance note on Area Based Transport Assessments published by the NTA/TII in 2019 and these Plans will be subject to screening for SEA and AA and full assessments will be undertaken if appropriate.
- **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.
- **MOV 7:** To support a modal shift away from the private car to more sustainable forms of transport, such as public transport, cycling and walking and the attainment of any national targets relating to modal change published during the life of this Plan.
- **MOV 8:** To set modal share targets in each new Local Area Plan in cooperation with the NTA, CARO, EMRA and other relevant stakeholders in accordance with any relevant Guidelines or targets published during the life of this Plan.
- **MOV 9:** To support investment in sustainable transport infrastructure that will make walking, cycling or public transport more attractive and appealing, and facilitates accessibility for all, regardless of age, physical mobility, or social disadvantage.
- **MOV 10:** To facilitate the switch to Electric Vehicles through the roll-out of additional electric charging points at appropriate locations within the County in association with relevant agencies and stakeholders.
- **MOV 11:** To facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments in accordance with car parking standards prescribed in the Development Management Guidelines in Chapter 13.
- **MOV 12:** To facilitate provision of car sharing infrastructure and facilities in appropriately located areas in the County.
- **MOV 13:** To engage and work closely with the relevant transport authorities and operators, both public and private in facilitating and securing improvements to and the expansion of public transport infrastructure and services in the County.

- **MOV 14:** To encourage a modal shift from use of the private car towards more sustainable modes of transport including walking, cycling, and public transport.
- **MOV 17:** To support the provision of a higher speed rail service between Dublin and Belfast and any associated infrastructure investment and works required.
- **MOV 18:** To secure, in co-operation with Iarnród Éireann and the National Transport Authority, improved rail services for the mid and south Louth areas and to seek to examine the feasibility of re-opening the rail station in Dunleer and providing additional new rail stations for north Drogheda, south Dundalk and the mid-Louth area.
- **MOV 19:** To support the improvement of rail-based park and ride facilities in Drogheda and Dundalk, including the provision of car charging facilities.
- **MOV 27:** To review the feasibility and implementation (where deemed necessary) of the 30km/h zones in Drogheda and Dundalk in creating attractive, low speed environments.
- **MOV 36:** To continue to engage and work closely with the OPW and other stakeholders in the development of the Coastal Greenway from Dundalk to Blackrock including the delivery of such infrastructure on both sides of the Castletown River, and Baltray to Drogheda through the Louth Coastal Defence Projects.
- **MOV 37:** To continue to engage and work closely with Monaghan County Council and other stakeholders in the development of the Dundalk to Castleblayney section of the Dundalk - Sligo Greenway.
- **MOV 41:** To promote and facilitate development at urban–related interchanges (M1 junctions 10, 16, 17 and 18) in accordance with the zoning provisions for Drogheda and Dundalk as set out on the zoning maps for Drogheda and Dundalk in the Louth County Development Plan and any subsequent Local Area Plans adopted for these settlements. 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 '2014 Transport and Traffic Assessment Guidelines'.
- **MOV 46:** To support improvements and upgrades to the road network in the County in accordance with the projects set out in Table 7.6 and any other project identified by the Council or included in any future updated Road Works Programme, subject to the availability of funding. Proposed works within Dundalk in Table 7.6 are:
    - Smarter Travel Projects - Refurbishment.
    - Carrick Road / McEntee Avenue - Junction Upgrade Works.
    - Dundalk to Blackrock Greenway - Greenways incorporated as part of Louth Coast Defence Project.
    - Mount Avenue Road upgrade - Combination of upgrade works and new road.
    - Connector road from Hoey's Lane to Tom Bellew Avenue - New Local Street Construction.
    - Removal of Hill Street Bridge and new Junction layout with the Millennium Road - Demolition of existing rail bridge and reconstruction of existing carriageway and new junction works.
- M**OV 47:** To require the preparation of Transport and Traffic Assessments for new developments in accordance with the requirements set out in the TII Traffic and Transport Assessment Guidelines.
- **MOV 53:** To support the progression of the identified Link Roads required in Dundalk and to continue to engage with stakeholders and local landowners in securing the funding to design and deliver these links.
- **MOV 55:** To support the progression of the Dundalk-Sligo Road and to continue to work closely with Transport Infrastructure Ireland and other stakeholders in the delivery of this project.

2.2.6 Louth Climate Action Plan 2024 – 2029

The Louth Climate Action Plan 2024-2029 (LCAP) sets out Louth County Council's strategy to hit targets of a reduction of 51% of greenhouse gas emissions by 2030 and ultimately to become a net zero county by 2050, while also creating a resilient economy, environment and achieving a 'just transition'. The Plan states that it is vital that it *"creates an environment for the continued growth of the county and does not stifle progress*".

The Plan sets out 5 thematic areas for Climate Action, including '*Built Environment & Transport*". As per the Plan:

> *"Louth is characterised by two large urban centres, with important local towns such as Ardee, Dunleer and Carlingford. The county embraces sustainable urban development, enhancing its towns and villages with a mix of heritage preservation and thoughtful modern design. Louth's transportation infrastructure is vital for connecting its communities. With a network of roads and public transport options, including buses, the county ensures accessibility."*

LCC's objectives under the Built Environment and Transport theme include:

- *"Louth County Council will commit to decarbonising its operations and implementing energy efficiency projects across the organisation.*
- *Support the population of Louth to enhance the energy efficiency of the private housing and business premises stock.*
- *Empower the population of Louth to shift from private car use by providing best-practice active travel projects and private car alternatives."*

In order to support these objectives and achieve the overall vision of the Plan, actions include:

- **BEI 2:** Continued urban regeneration to ensure most efficient use of existing urban land while having due regard to the need to appropriately protect and conserve biodiversity and natural and built heritage.
- **BEI 3:** Fully Deliver the National Sustainable Mobility Policy's Pathfinder projects for Dundalk and Drogheda having due regard to heritage protection requirements.
- **BEI 4:** Deliver additional active travel projects within the county to further develop walking and cycling as an alternative to private car use. Ensure supported active travel development is carried out in a manner that has due regard to environmental sensitivities such as biodiversity, European sites, water quality and hydrology.
- **BEI 5:** Develop a fleet usage policy for Louth County Council. This policy is to allow for decarbonising of the LCC fleet by examining options around vehicle usage, fuel types, ownership or hire options, service continuity, and centralised procurement. Sustainably decarbonise the Louth County Council fleet to the maximum allowable level, while maintaining service delivery by enacting the recommendations from the fleet usage policy.
- **BEI 9:** Development of EV charging infrastructure plan for Louth. Ensure such development promotes climate action co-benefits and does not contravene relevant environmental protection criteria or cause significant negative environmental effects.
- **BEI 10:** Develop staff smarter travel plan:
    - electric bikes
    - e-scooters
    - walking
- **BEI 14:** Implement cycling strategies in Louth, Ensure the cycling strategies have due regard to environmental sensitivities such as the receiving water environment, local air quality, biodiversity, European sites and cultural heritage.
- **BEI 15:** Develop a walking strategy for Louth.

Other relevant actions included within the Plan are:

- **GL 4:** Louth County Council will fully incorporate the 51% reduction in carbon emissions, as required under the Climate Action and Low Carbon Development (amendment) Act 2021, into the corporate plan, Annual Service Delivery Plan, Municipal district plans and Local area Plans.
- **GL 14:** Implement plan for Dundalk and Blackrock as a Decarbonising Zone.
- **NEGI 14:** Ensure Sustainable Urban Drainage (SUDs) principles are implemented in Louth County Council works and conditioned, as appropriate, in grants of planning permission. Having due regard to promoting nature-based solutions, protection of biodiversity and avoidance of habitat fragmentation.
- **CRT 12:** Promote connectivity to allow for remote working and reduce commuting.

A fundamental part of the LCAP is the Dundalk Blackrock Decarbonising Zone (DZ) which has been designated as such by LCC in piloting enhanced climate action measures. This zone is identical to the Study Area of this LTP and as per the Plan, the Dundalk Blackrock DZ was chosen *"to demonstrate meaningful climate action, reduce the environmental impact of the town, and inspire other regions to follow suit in addressing the challenges of climate change*".

Relevant actions to be implemented within the DZ are as follows:

- **DZ 5:** Develop an enhanced smarter mobility strategy for the DZ to focus on increasing the use of electric modes of transport, having due regard to environmental sensitivities including sensitive human receptors, water quality, biodiversity, European sites, and available grid capacity.
- **DZ 7:** Produce a community map highlighting the walking and cycling access routes within the DZ
- **DZ 11:** Enhance the biodiversity value of the green and blue spaces within the DZ through nature-based solutions to provide additional ecosystem services such as carbon sequestration, amenity areas and clean water, having due regard for planning and development policy and environmental protection considerations during the masterplanning and development process.

2.3 Description of Study Area

2.3.1 Study Area Definition

Dundalk is located in County Louth on Ireland's east coast, close to the border between the Republic of Ireland and Northern Ireland. The presence of Dundalk Institute of Technology (DKIT) to the south of the town attracts many students to the area, while sports fans are drawn to venues such as Oriel Park and Dundalk Stadium racecourse.

The M1 connects Dundalk to both Drogheda and Dublin while simultaneously acting as a ring road for certain trips across the Study Area. To the north, the N1/ A1 connects Dundalk to Newry and Belfast. The rail network directly connects Dundalk to both Belfast to the north and Dublin to the south.

Both the Study Area (dashed red line) and the built-up area (shown in blue) are presented in Figure 2-1. According to the 2022 Census, the population of Dundalk was 43,112 people. Dundalk has been designated as a Regional Growth Centre by the RSES which states that the town is predicted to reach a population of 50,000 by 2031.

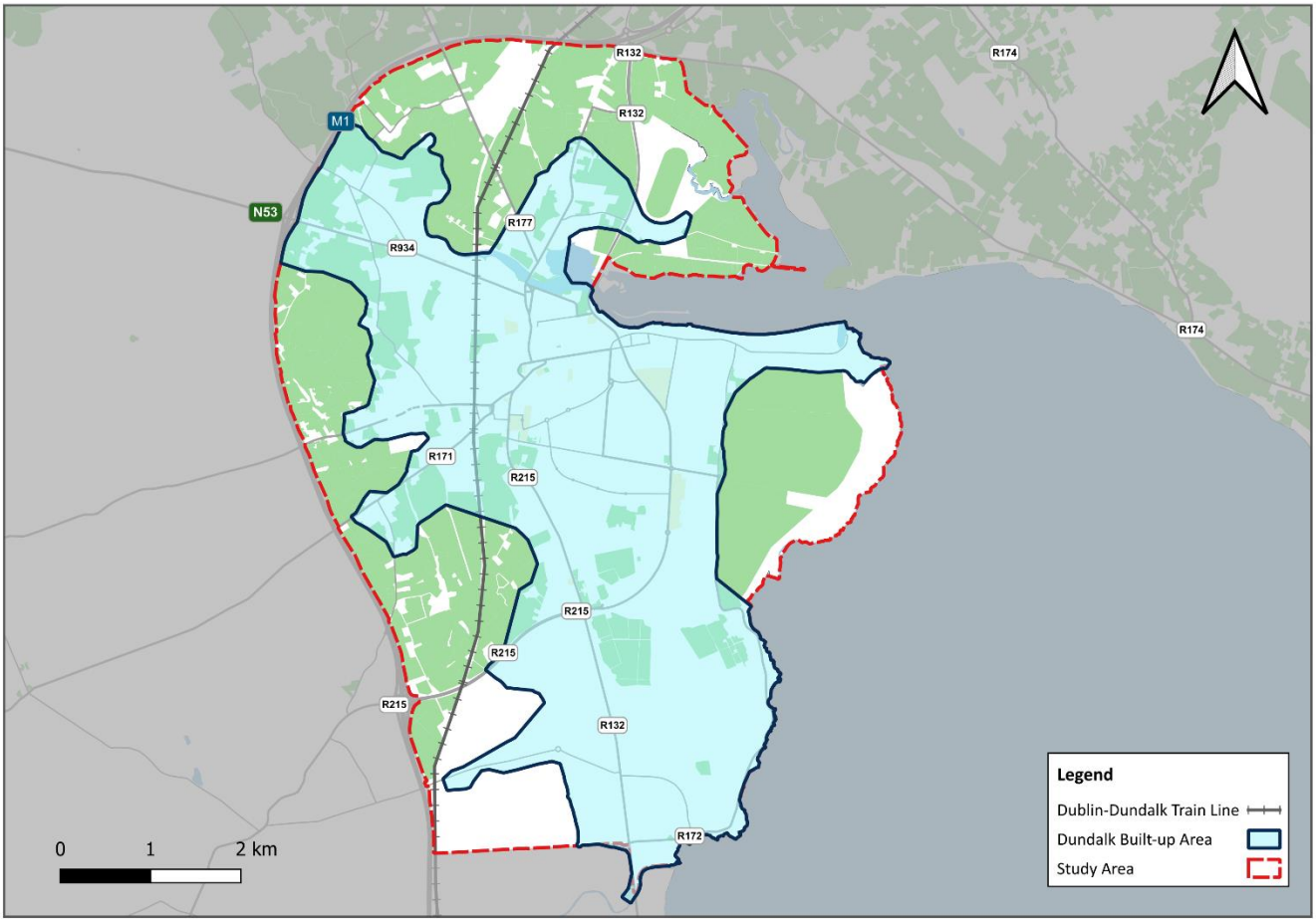


Figure 2-1 – Study Area and Built-up Area

As shown in Figure 2-2, Blackrock is the furthest part of the Study Area from Dundalk town centre and is located ca. 7 km to the south of Dundalk's core town centre. Market Square was used as the central reference point for the Study Area, with the vast majority of Dundalk being within a 3 km radius of this point.

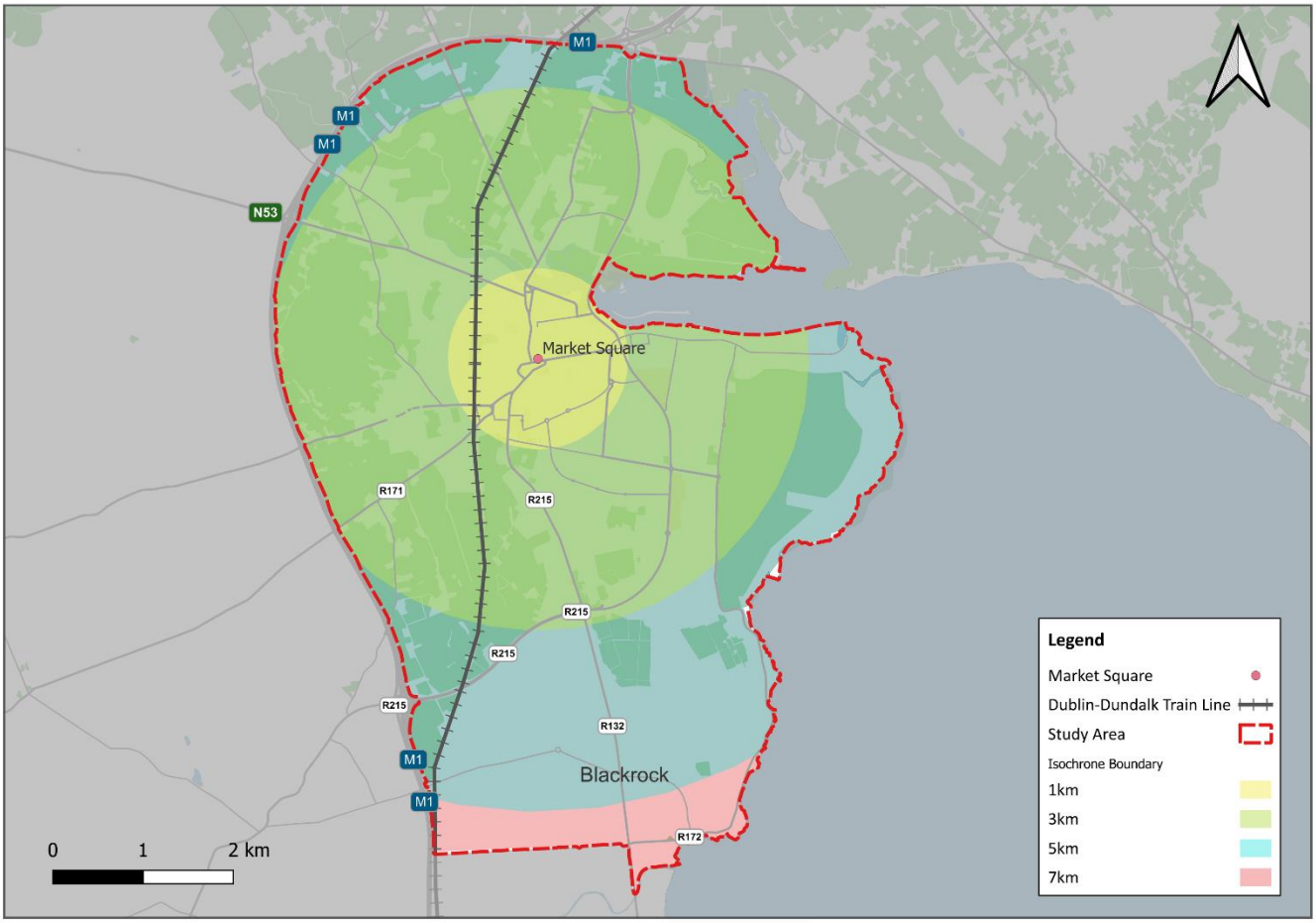


Figure 2-2 - Distance Isochrones from Dundalk Town Centre

In order to gain and in-depth understanding of the Study Area, a review of the following items was undertaken:

- Environmental Constraints (Flooding and Topography);
- Population;
- Employment;
- Education;
- Deprivation;
- Existing Transport Infrastructure and Services; and
- Existing Travel Demand.

The sections which follow summarise the findings of the items set out above. It should be noted that the most up-to-date statistics have been used where possible, however, the information set out in relation to employment is based on the 2016 Census, as 'Workplace Zones' data based on the 2022 Census has not yet been made available.

2.3.2 Environmental Constraints

Parts of the Study Area have been identified as being at risk of flooding. The forthcoming Local Area Plan (LAP) will provide the relevant and updated information on flooding risks for Dundalk.

Figure 2-3 which follows contains a LIDAR (Laser Imaging Detection and Ranging) map displaying the topography of the Study Area. Dundalk is relatively low lying, particularly in the east, with elevation gradually increasing to the west and to the south.

Although the town is spread over ca. 7 km, the majority of journeys take place across flat land, meaning there is no natural physical topographical constraint impeding the development of active travel in Dundalk.

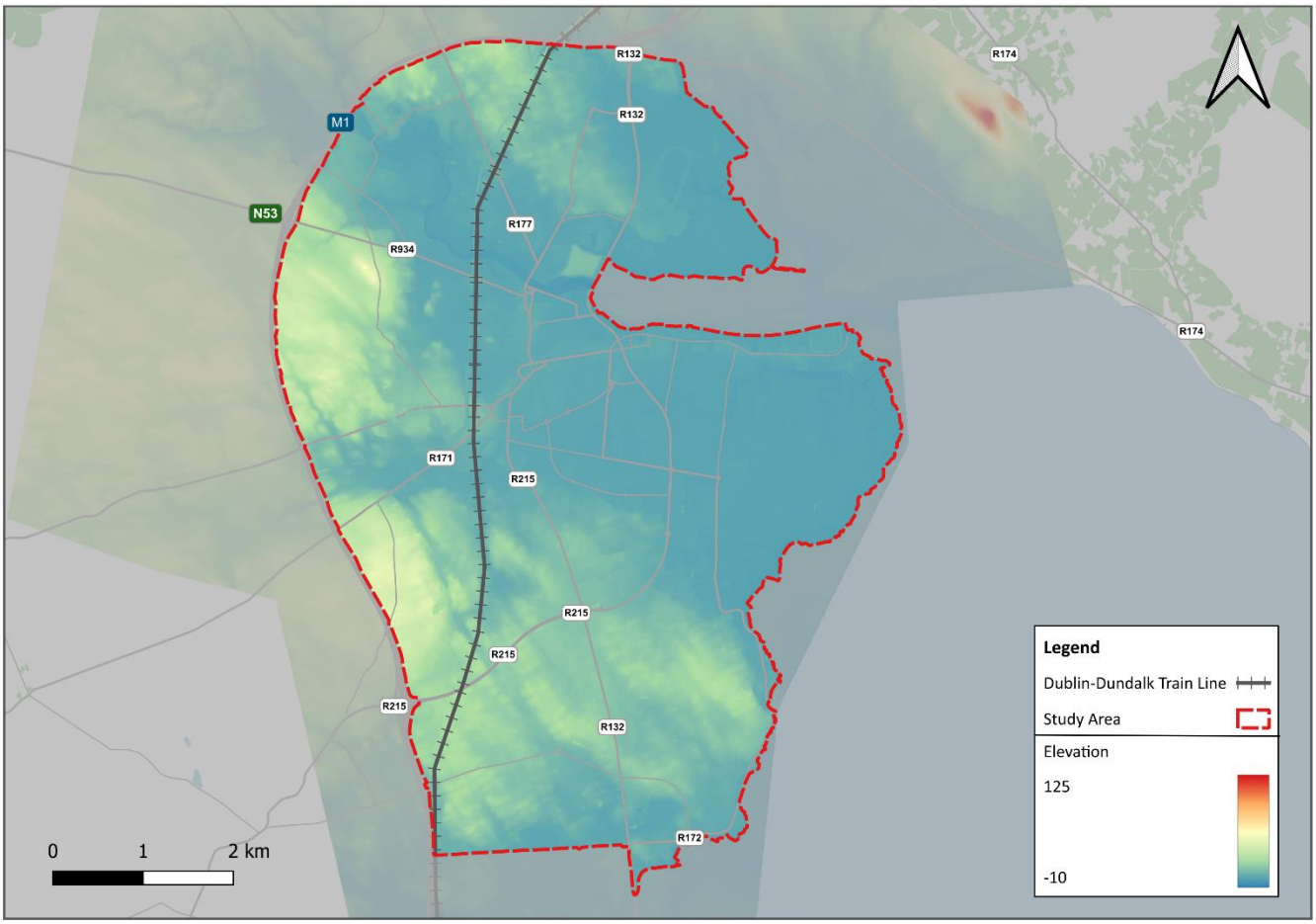


Figure 2-3 - LIDAR Map of Dundalk

2.3.3 Population

Dundalk has the second largest population of any town in Ireland with a total of 43,112 people contained within the settlement of Dundalk (as illustrated in Figure 2-1), according to the 2022 census. Population growth of the settlement of Dundalk since the 1996 census is tabulated in Table 2-2 below. From the data, it can be observed that the population of Dundalk has increased by approximately 11% between 2016 and 2022, faster than Ireland's 8% nationwide population growth over the same period.

Table 2-2 - Dundalk Population Growth (1996-2022) (CSO, 2022)

Year	1996	2002	2006	2011	2016	2022
Total Population	30,195	32,505	35,085	37,816	39,004	43,112
Growth	N/A	+7.6%	+7.9%	+7.8%	+3.1%	+10.5%

Figure 2-4 illustrates the population density as per CSO 2022 Census data at the small areas (SA) level. The more peripheral areas of the Study Area have the lowest population densities, with the majority of SAs containing fewer than 250 people per km^2. The areas around Dundalk's town centre, and spreading out from the town centre, range in density from 1,000 to 10,000 people per km^2. There are also relatively higher population densities in the SAs in the vicinity of Blackrock.

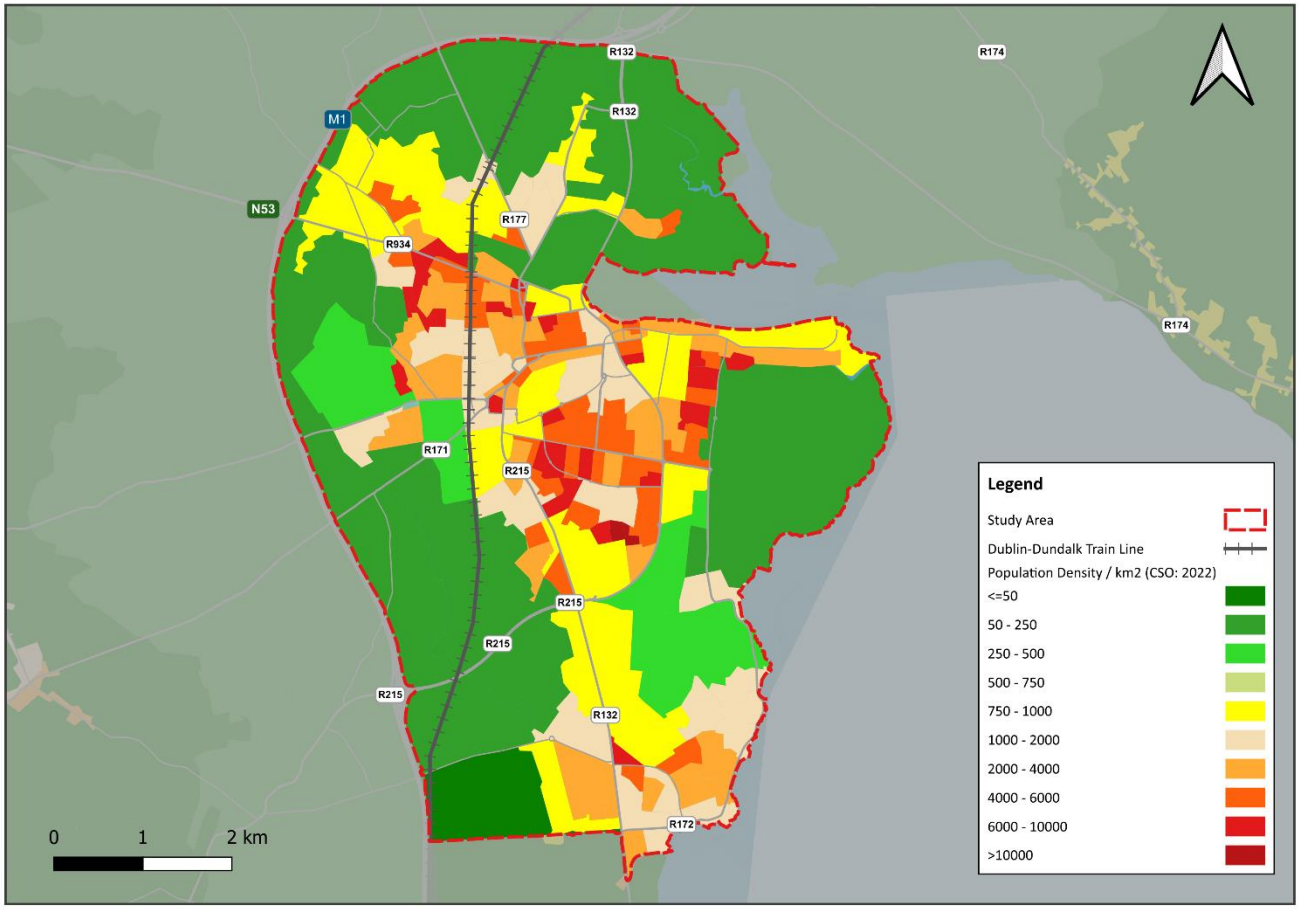


Figure 2-4 - Dundalk Population Density (CSO, 2022)

2.3.4 Employment

The job density within the Study Area has been extracted from the CSO's 2016 Workplace Zones and shown graphically in Figure 2-5. Job density is at its highest in the town centre with some zones having over 10,000 jobs per km^2. Job density is lower outside of the town centre with many of the surrounding areas having less than 750 jobs per km^2. Areas close to the R132 regional road are an exception to this. The businesses within this segment are mostly secondary industries focused on manufacturing i.e., pharmaceutical. The outskirts of Dundalk have low employment densities with the exception of Blackrock which was found to have a slightly higher job density.

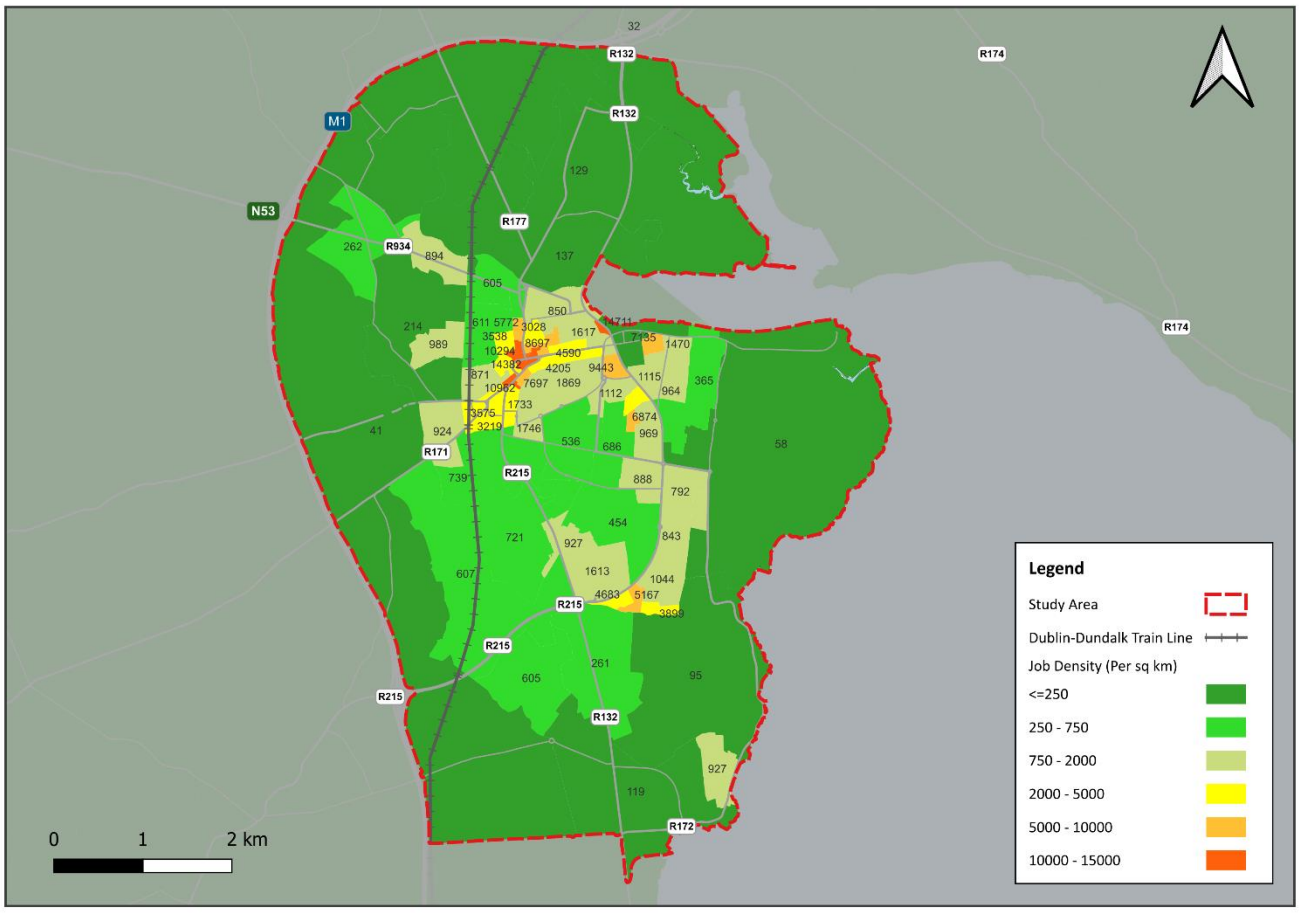


Figure 2-5 - Job Density in Dundalk

Figure 2-6 shows the actual total number of people employed in each part of the Study Area, again derived from the CSO's 2016 Workplace Zones. There is a large number of jobs located in close proximity to the R215 regional road to the south of Dundalk town. The centre of Dundalk town features a high number of jobs with the number of jobs decreasing with distance from the core urban area. The northern portion of the Study Area, north of the Castletown River, has a comparatively low number of jobs when compared to more central locations within the Study Area.

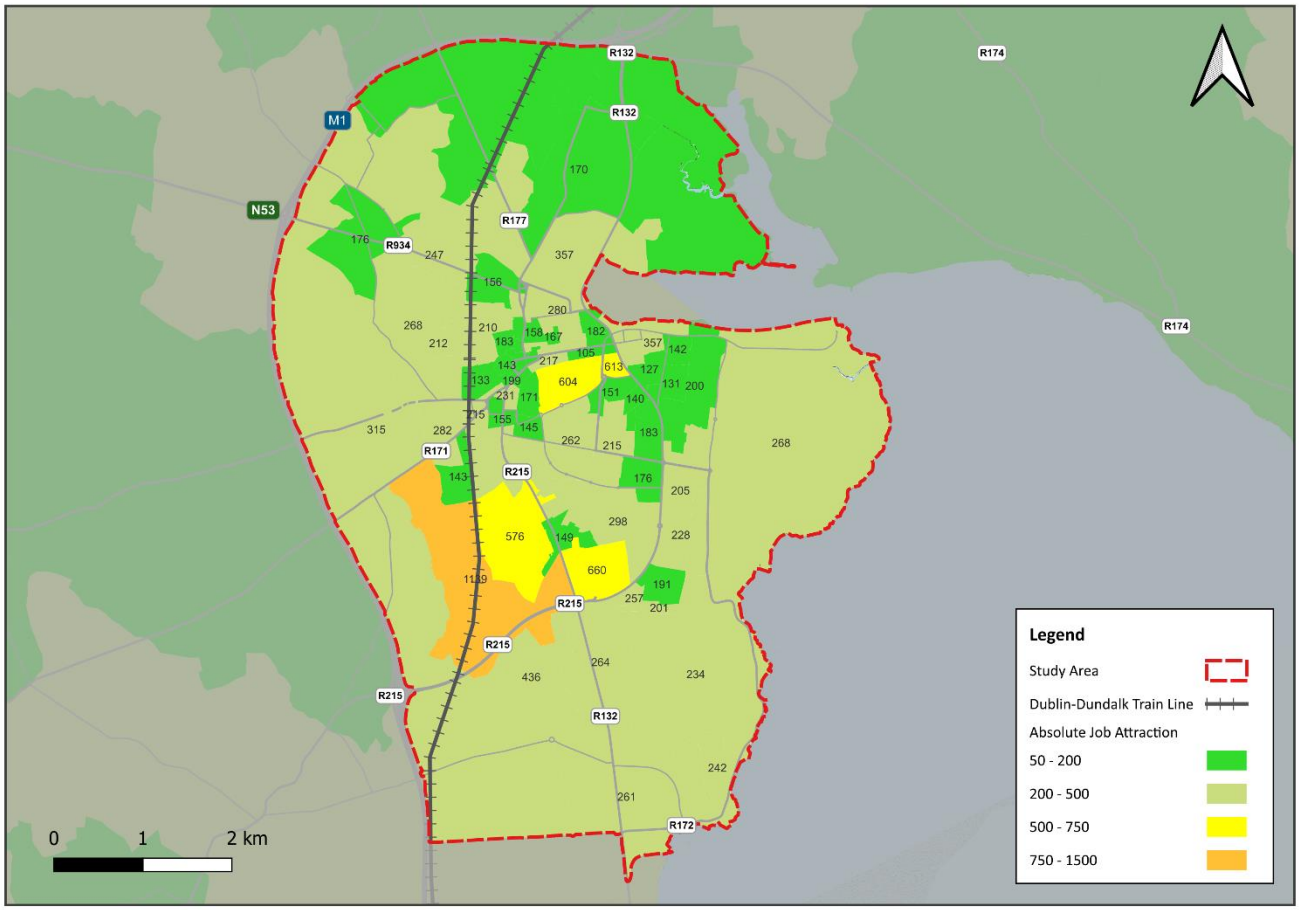


Figure 2-6 - Absolute Job Attraction Within the Study Area

2.3.5 Education

Primary and secondary schools and third level educational facilities in Dundalk are illustrated in Figure 2-7. Educational facilities in the Study Area are primarily located within the centre of Dundalk town and its immediate surroundings. There are no schools located to the north of the Castletown River and there are 3 primary schools located in the southern portion of the Study Area, in and near Blackrock. Notably, DKIT is situated to the south of Dundalk Town, just within the R132 regional road. The college had over 5,400 students enrolled as of 2019 and offers students over 40 different courses within the fields of business and humanities, engineering, informatics, creative arts and health and science.

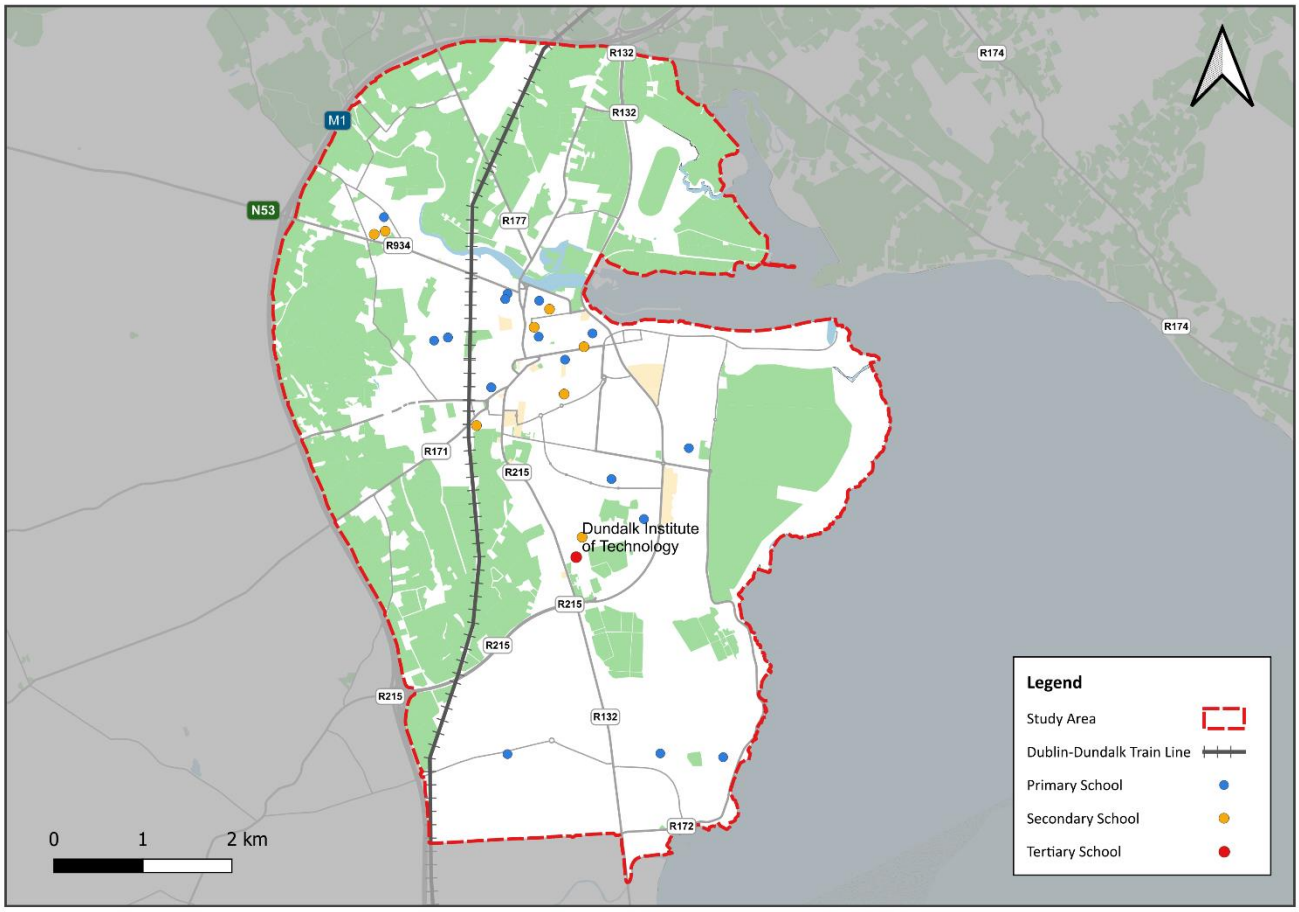


Figure 2-7 - Spatial Distribution of Educational Facilities in Dundalk

2.3.6 POBAL Deprivation Index

The Pobal HP (Haase and Pratschke) deprivation index is a social gradient metric which scores each small area (50 – 200 households) in terms of affluence or disadvantage. The index was developed using information from Ireland's census, such as employment, age profile, revenue and education, to calculate the scores.

Figure 2-8 was created by using available data at the Electoral District level to show the deprivation index in the Study Area. According to Figure 2-8, a major part of the Study Area has deprivation index score of "marginally below average". The south of the Study Area including Blackrock is defined as marginally above average. The area to the north of the town centre is defined as disadvantaged. No areas were identified as being "affluent" or "extremely disadvantaged".

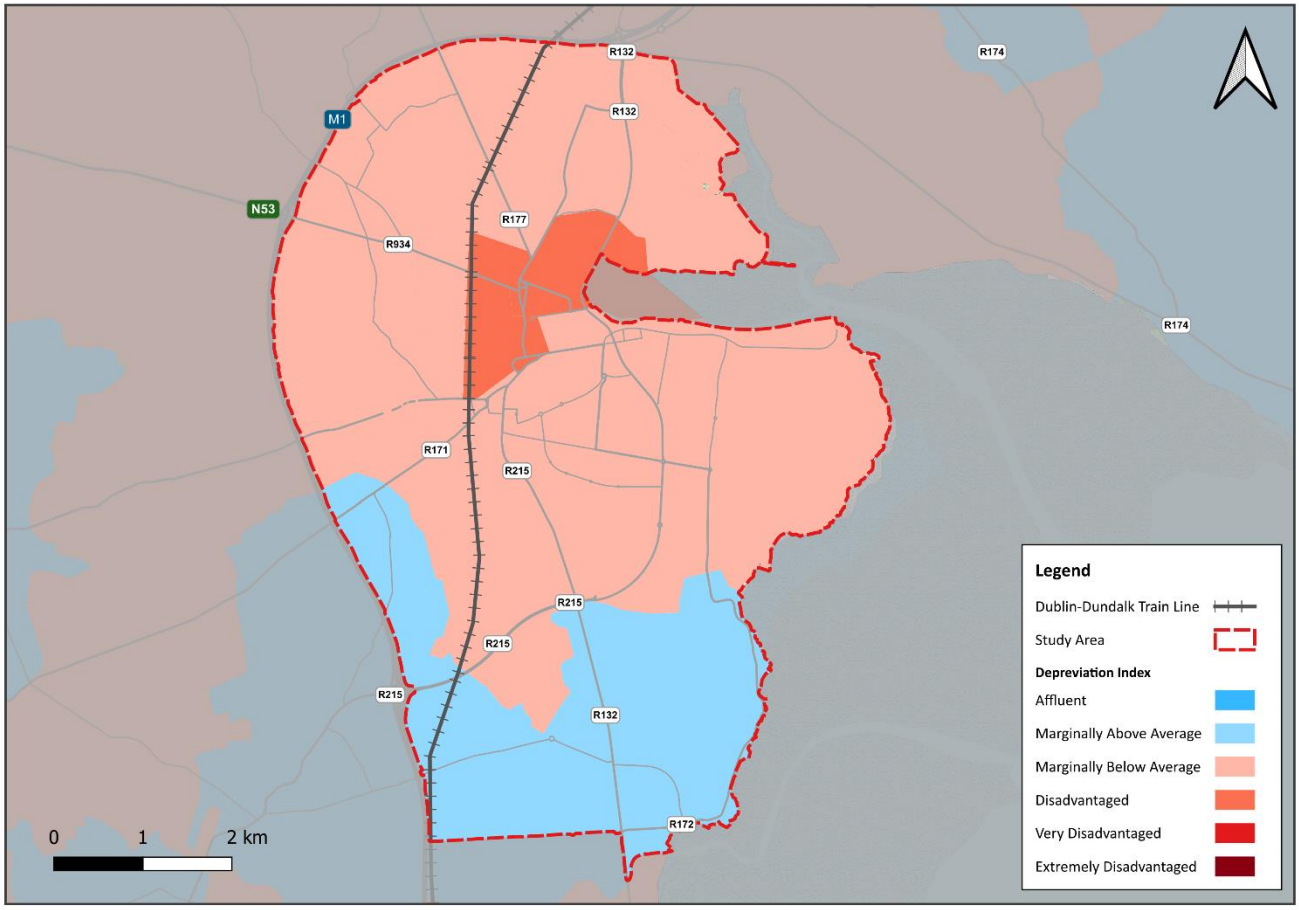


Figure 2-8 – POBAL Deprivation Index Map of Dundalk

2.4 Existing Transport Infrastructure and Services

This Section gives an overview of the existing transport infrastructure and services within the Study Area.

2.4.1 Pedestrian Network

2.4.1.1 Overview

Dundalk town centre's urban footprint is compact and is circa 1.5 km long and 1.2 km wide. Walking from the north of the town to the south of the town and from east to west both take approximately 20 minutes. The highest level of footfall occurs around the Market Square, Clanbrassil Street and Earl Street, which are pedestrian friendly. These streets are flanked by an assortment of shops, restaurants and cafés on both sides. Market Square hosts outdoor seating, cafés, trees, and landscaping, forming an attractive public realm.

The R215 regional road separates Market Square from Earl Street. At the other end of Earl Street, the R215 separates the core of the town centre from Williamson's Mall. Market Square itself is also divided into two sections by the R215 .

As displayed in Figure 2-9, the Long Walk Bus Station is located in close proximity to the town centre and Market Square. Dundalk Clarke railway station is however further away from the core town centre on the western side, about 15 minutes' walk.

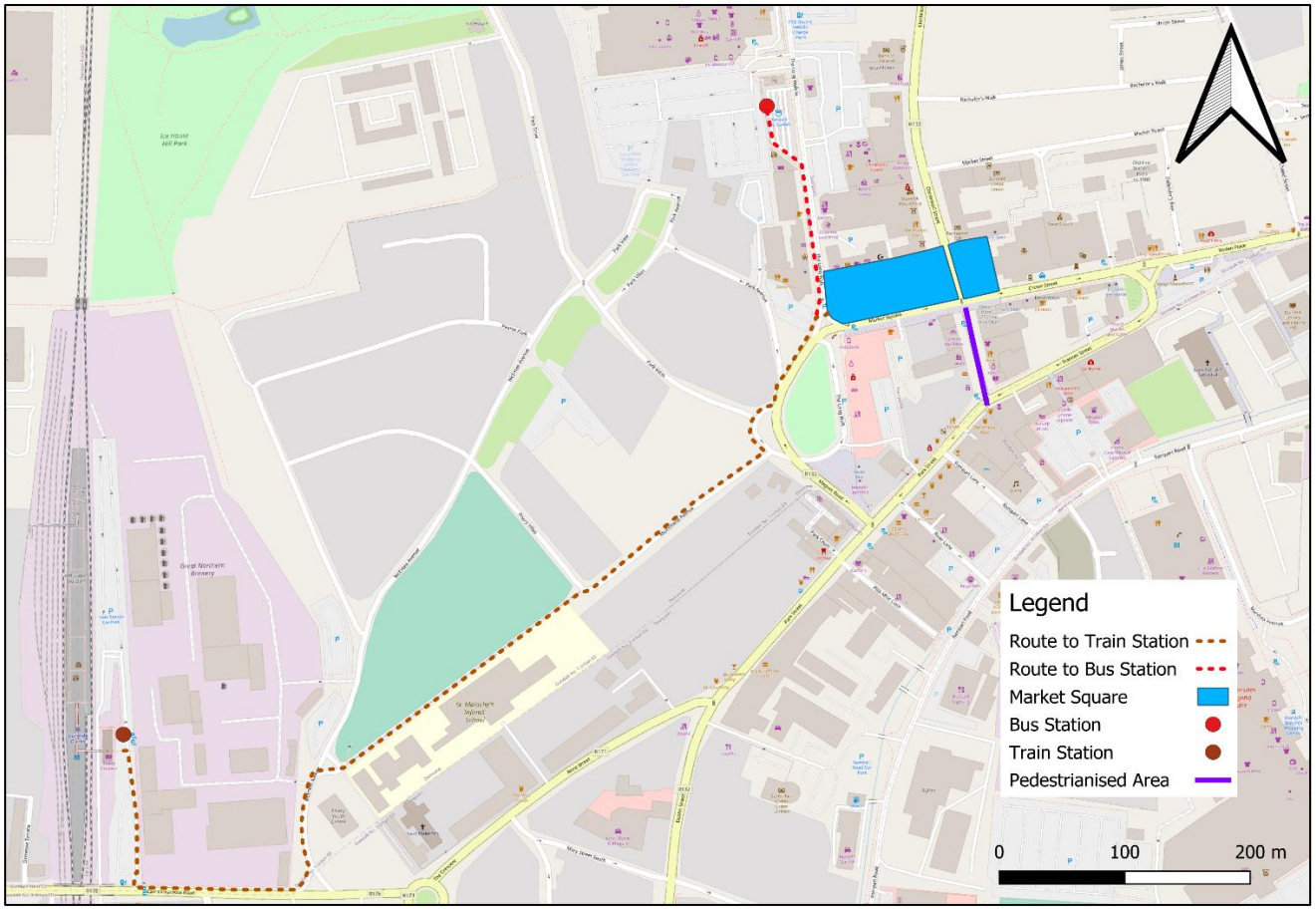


Figure 2-9 - Dundalk's Town Centre Pedestrian Network

2.4.1.2 Assessment of Existing Pedestrian Network

As part of the baseline assessment, an assessment of Dundalk's existing pedestrian network was undertaken. This assessment found that footways are generally provided on both sides of the road in more dense areas, closer to the town centre. Footways around the town centre appear to be high quality and in compliance with DMURS in terms of their quality, width and alignment. The quality of existing footways was found to decrease with distance from the centre of Dundalk (Market Square).

Many of the roads in the Study Area, including sections of the R132, R215 and R172 regional road (towards Blackrock) have either one poorly maintained narrow footway or features no footways at all. The road leading to Blackrock along the coast is highly scenic but has very poor pedestrian facilities. Dundalk Town only has one fully pedestrianised street, Earl Street, which is circa 80 metres in length. Photographic examples of issues observed with the existing pedestrian network are given in Table 2-3 below.

Table 2-3 - Examples of Pedestrian Network Issues

Pavement Conditions			
	High quality stone paved area in the town centre, however this area is divided by the R215.	Parked cars overhanging already narrow pedestrian footways, further reducing the effective width of footways.	Footways abruptly discontinued on one side of the road and no pedestrian crossing provided.
			
	Poorly maintained footway on periphery of the town.	Very narrow (circa 1 metre wide) footway on one side of the R172 along the coast.	

Public Realm		
	Earl Street is Dundalk's only dedicated pedestrian street (Image source: Google Maps ©).	Dundalk's pedestrianised Market Square (Image source: Google Maps ©).

2.4.2 Cycle Network

2.4.2.1 Overview

The existing cycling infrastructure network was mapped according to footage acquired at the site visit cycle-over along all main regional and local road corridors. Figure 2-10 shows spatial distribution of the existing cycling facilities classified according to the Cycle Design Manual (NTA, 2023) as:

- Cycle Lane – cyclists are side-by-side with traffic segregated only by lane markings
- Cycle Track – cyclists are side-by-side with traffic physically segregated by a kerb or bollard
- Shared Active Travel Facility – cyclists are sharing the surface with pedestrians.

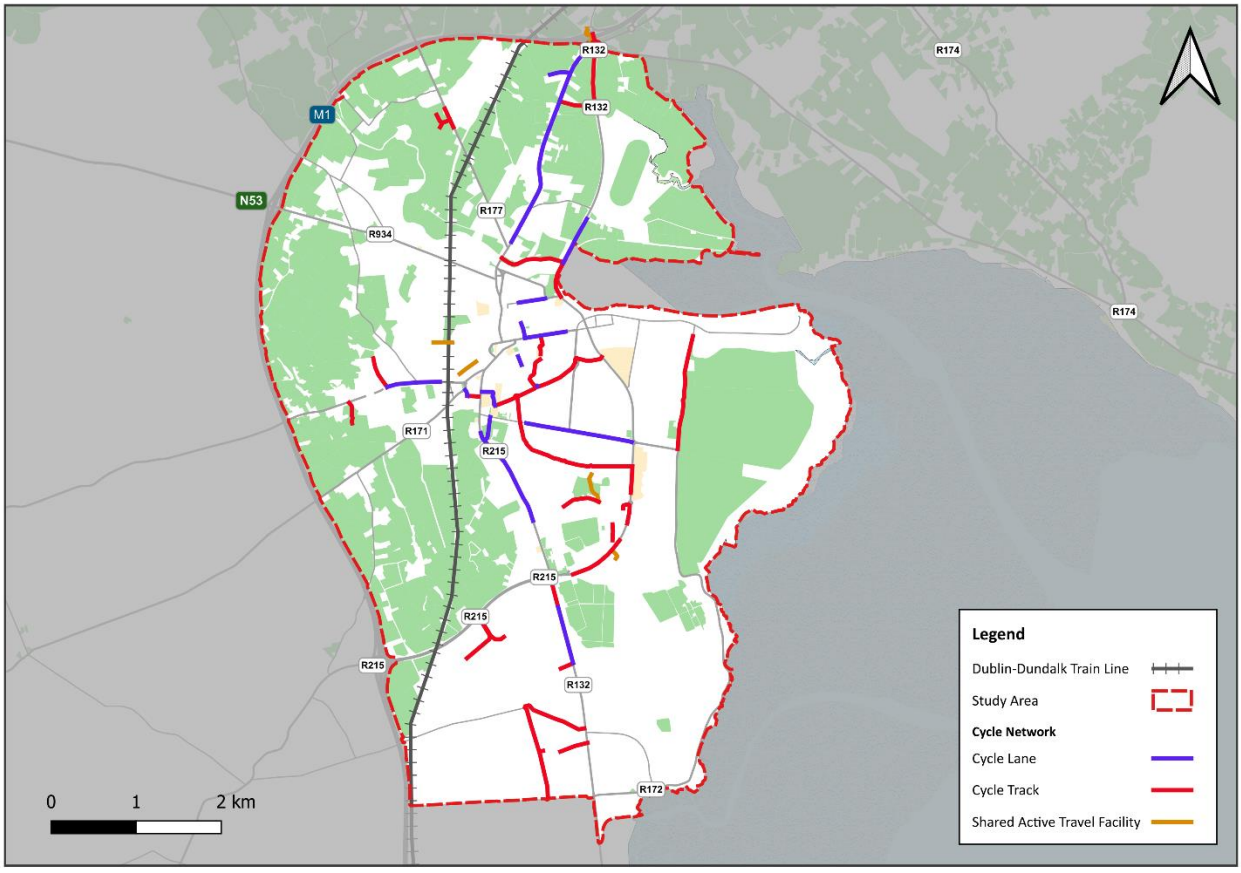


Figure 2-10 - Existing Cycling Facilities in Dundalk

2.4.2.2 Assessment of Town Centre Bicycle Parking

Market Square features approximately 13 bicycle parking spaces with Earl Street featuring 8 spaces. There is no road space dedicated to cyclists along Clanbrassil Street, however there are 13 spaces in which bicycles can be parked.

2.4.2.3 Assessment of Cycle Network Issues

The Cycle Design Manual (NTA, 2023) defines a cycle network as a series of interconnected routes joining all main origins and destinations without gaps or interruptions in provision. Although Dundalk's cycle infrastructure could be described as covering a wide area, there are issues related to its incoherency and lack of connectivity.

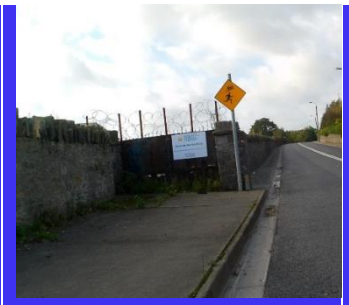
As made evident by the Cycle Network Map illustrated in Figure 2-10 above, there are gaps in the cycle network which may deter cyclists from travelling to certain areas. There is also no cycle infrastructure between Blackrock and Dundalk, which may in part explain Blackrock's high car dependency. It should be noted that driving from Blackrock (Main Street) to Dundalk (Market Square) at peak time takes approximately 18 minutes, whereas cycling takes 20 minutes, a cycle journey time that would decrease with the installation of better cycle facilities.

It was also found that there is a shortage of bicycle parking in the town with just a handful of spaces available at a number of locations. The Bus Éireann Bus Station at The Long Walk, a potential interchange location, does not include any bicycle parking facilities.

Existing cycle infrastructure quality is mixed. There are locations where cycle tracks would be deemed to have good quality surfaces and clear markings, however, in the majority of locations cycle facilities would be of a lesser quality, with deteriorated surfaces and faded markings which are difficult for cyclists to interpret.

At many of the Study Area's junctions, cyclists are forced into general traffic lanes, notwithstanding the presence of cycle lanes on approach to the junctions. A lack of protection for cyclists at junctions makes them less safe for cyclists which can be a major barrier for people who may want to take up cycling but are concerned about the safety (real or perceived) of cycling. Examples of issues with the existing cycle network within the Study Area are listed in Table 2-4 below.

Table 2-4 - Examples of Cycle Network Issues

Network Connectivity	 Cycle track terminates abruptly when it meets the R132 regional road.	 Lack of cycle facilities on Ardee Road.	 Cycle lane terminates just before R132 roundabout on Avenue Road.
Junction Treatment	 Cyclists must mix with general traffic at R132 signalised junction,	 Shared path and crossing on Hoey's Lane.	

Surface Conditions		
	Two-way cycle track with asphalt in good condition however markings have become faded and moss has grown.	Red-coloured asphalt of cycle lane has become faded. Cycle infrastructure only provided in one direction with no provision on opposite side of the vehicular carriageway.

2.4.3 Rail Network

2.4.3.1 Overview

Dundalk Clarke railway station is located off the R178 regional road and is located circa 1 km (15 minutes walking) from Market Square. Dundalk is connected by rail to both Dublin and Belfast via the Enterprise route and commuter services.

The Enterprise service calls at the following stations:

- Dublin Connolly
- Drogheda (MacBride)
- **Dundalk (Clarke)**
- Newry
- Portadown
- Lurgan
- Lisburn
- Belfast (Lanyon Place

The Dublin to Dundalk Commuter service stops at the following locations:

- Bray (Daly)
- Dun Laoghaire (Mallin)
- Blackrock
- Lansdowne Road
- Grand Canal Dock
- Dublin Pearse
- Tara Street
- Dublin Connolly
- Malahide
- Donabate
- Rush and Lusk
- Skerries
- Balbriggan
- Gormanstown
- Laytown
- Drogheda (MacBride)
- **Dundalk (Clarke)**
- Newry

The fastest trip between Dundalk Clarke and Dublin Connolly takes 56 minutes and the fastest journey from Dundalk to Belfast (Lanyon Place) takes 1 hour 15 minutes. Both fastest journeys are achieved via the Enterprise service. The timetables of the services calling at Dundalk Clarke railway station are included in Appendix B2.

Dundalk Clarke railway station has facilities including a ticket office, ticket machine and toilets. The car park located outside the station features electric vehicle charging points and 250 car parking spaces, 13 of which are designated as accessible car parking spaces.

2.4.3.2 Rail Network Issues

Dundalk is well connected by rail to both Dublin and Belfast, although it would benefit from service improvements in terms of frequency and journey times, as per the All-Island Rail Review document.

There are proposals to increase the frequency of rail services operating between Belfast and Dublin from the current 2-hour frequency to a 1-hour frequency which will result in an increase in the frequency of rail services calling at Dundalk Clarke.

It is noted that live information screens showing train departure and arrival times are not provided at Dundalk Clarke railway station. This can cause uncertainty linked to wait times for passengers and may discourage people from utilising the rail as mode of transport.

It is also noted that opportunities for interchange between bus and rail modes are lacking at the train station due to a lack of bus stops located adjacent to the station. There is also a notable lack of links for pedestrians and cyclists to access the train station from the north with access only available via Carrickmacross Road to the south of the station. This results in circuitous routes with significantly longer journey times to and from the train station, particular for those travelling to and from the residential areas to the north of the site. It is also understood that the entrance to the train station car park from Carrickmacross Road experiences long queues in the morning and evening peaks, causing disruption and delay.

2.4.4 Bus Network

2.4.4.1 Inter-City Bus Services

As illustrated by Figure 2-11, Dundalk is connected to Dublin, Monaghan, Newry and other key locations through multiple inter-city bus routes. These routes are run by both Bus Éireann and private companies. Details of these bus routes are included in Appendix B3.

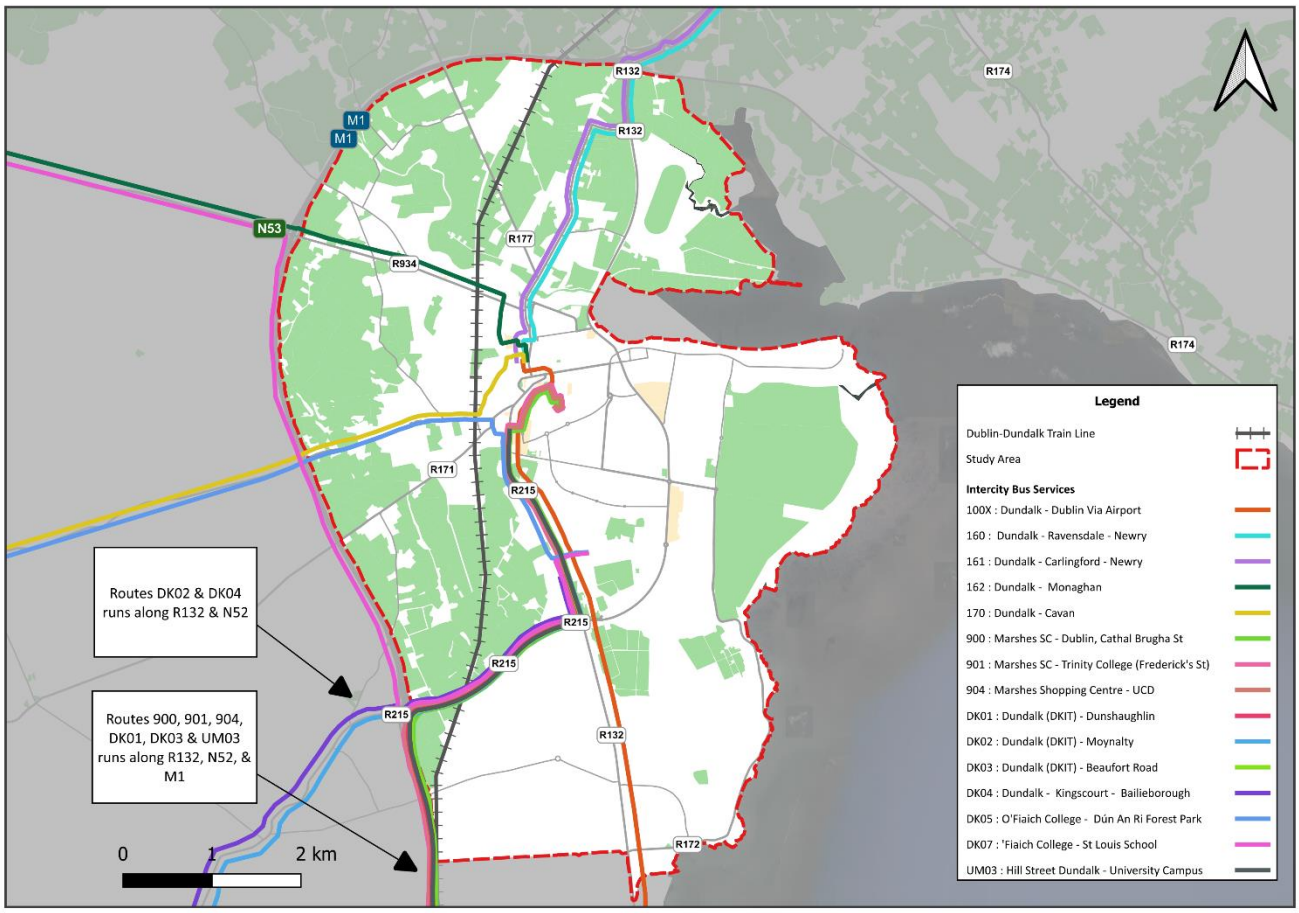


Figure 2-11 - Inter-City Bus Service Network

These routes connect towns in counties Louth, Meath, Cavan and Monaghan to DkIT. The UM03 route runs twice every weekday in both directions and brings students from Dundalk to Maynooth University in Kildare and back.

Private operator Matthews uses facilities in front of the Marshes Shopping Centre, which includes a bus shelter with seats and a layby to park three coaches.

2.4.4.2 Regional Bus Services

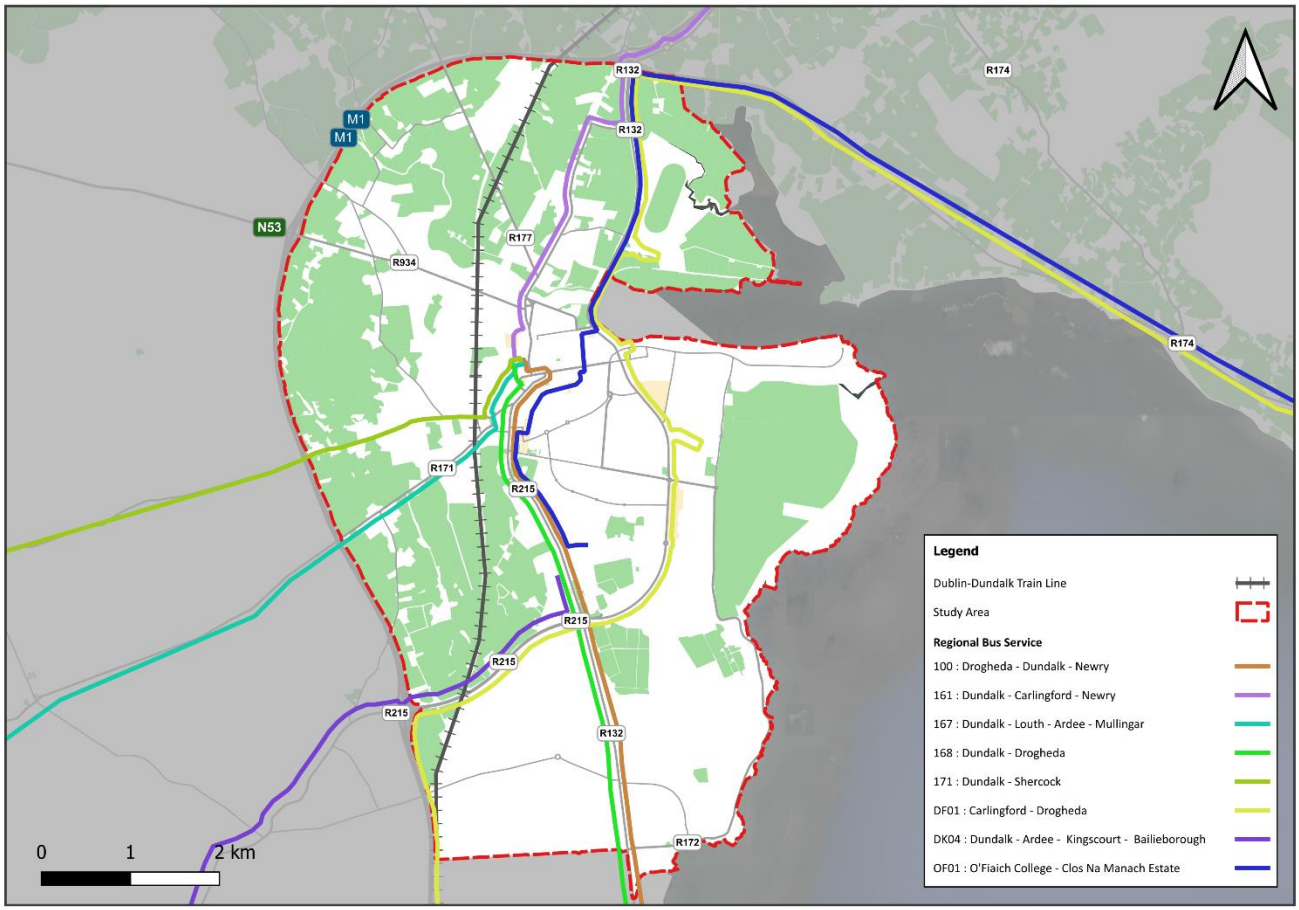


Figure 2-12 - Regional Bus Service Network

Dundalk is connected to different towns across Louth via a network of regional bus routes, as per Figure 2-12. Some of the inter-city routes previously mentioned stop in other parts of Louth, for example Drogheda, providing a link between the towns. Transport For Ireland (TFI) Local Link provides infrequent rural bus routes across Louth providing those in more remote areas with access to public transport. TFI also provide specialised Community Service Local Link bus routes designed to bring people to social and community events including men's shed and bingo nights. Some Local Link services are 'door-to-door' meaning they collect people from their homes as well as from designated bus stops. Details of these bus routes are included in Appendix B3.

2.4.4.3 Town Bus Services

The town of Dundalk is also served by a number of local routes run by Bus Éireann and private companies, which can be seen in Figure 2-13. Details of these bus routes are included in Appendix B3.

Private operator Halpenny uses facilities in front of St Patrick's Cathedral as a terminus, which includes a layby to park two coaches but no shelter nor signpost indicating the location of the bus stop.

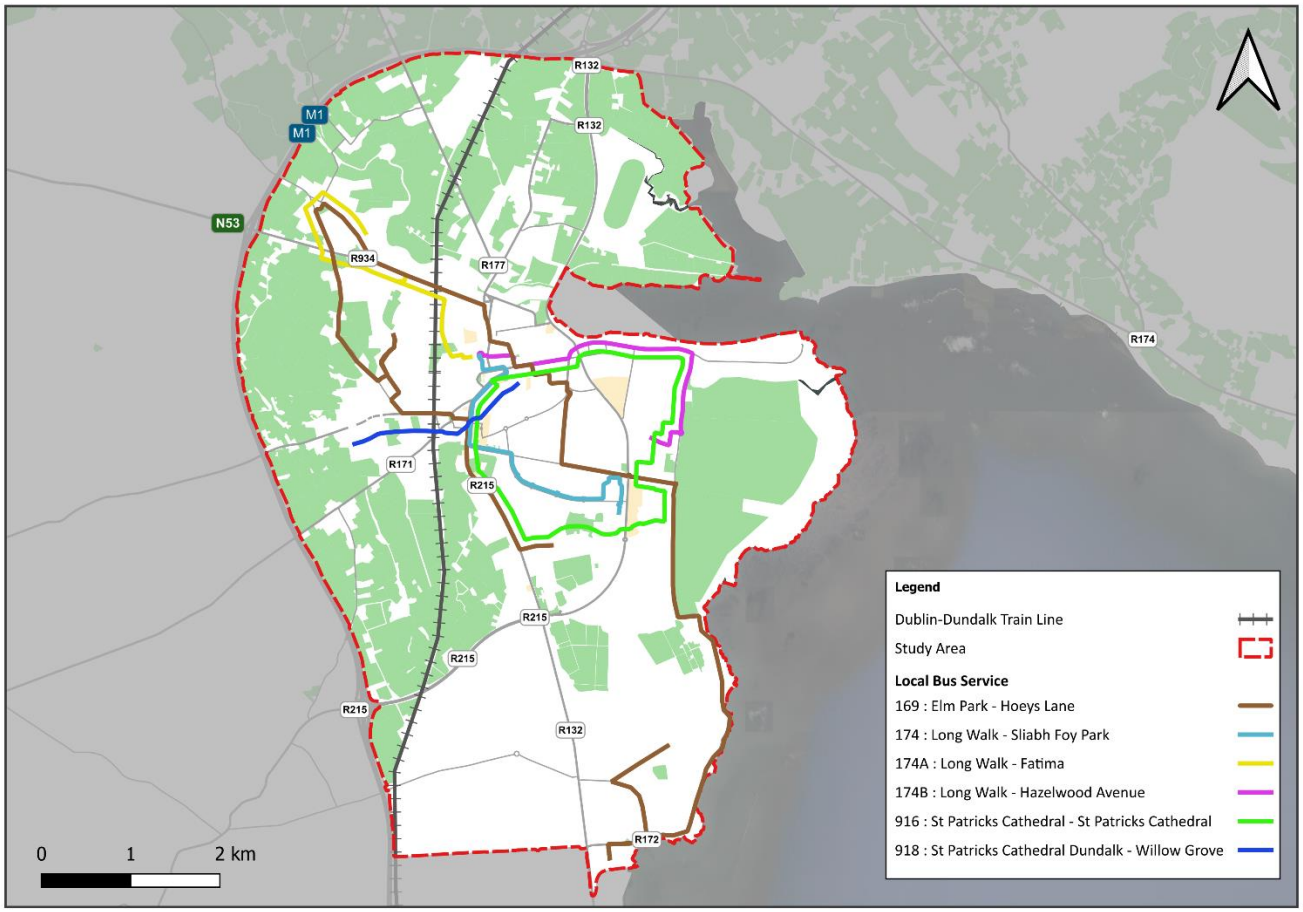


Figure 2-13 - Local Bus Services Network

2.4.4.4 Bus Network Issues

One of the primary issues relating to Dundalk's existing bus network is the lack of frequency. There are 2 bus stops located directly outside Dundalk Clarke which are served by routes 170, 171 and 918 which offer connectivity to town centre and the Bus Éireann Bus Station. The frequency of these services ranges from one service per hour to one service every two hours, potentially leaving passengers stranded at the station for long periods of time.

The regional Local Link services provide those in remote areas with a potential option to travel to and from Dundalk via public transport. These services can be extremely infrequent, leaving some rural populations with access to town just once per month (Routes LH101, LH102, LH103, LL103 and LH304). Furthermore, these buses only remain in Dundalk for two hours resulting in passengers having to return home after only a short period of time, offering limited flexibility.

Many of the local services within Dundalk provide frequent buses to transfer people across town. Some services operate at a frequency of 30 minutes; however, the operating hours were found to be limited with the latest local bus found to depart at 18:30hrs. Therefore, the bus is not an option for evening travel.

Dundalk's Long Walk Bus Station is well located, in the town centre immediately adjacent to a busy shopping centre, providing shoppers with easy access to public transport. However, the station itself is small, and has limited capacity and can accommodate a maximum of 4 buses at any one time. There is an existing shelter located at the northern boundary of the facility, however, this facility appears to be designated for the use of parked cars with no dedicated sheltered place for waiting bus passengers or for cyclists to park bicycles. The station also lacks a real time departure display board as well as seating, the presence of which would greatly

improve the quality of service for passengers. Some of the issues related to the Bus Éireann Bus Station are illustrated within Table 2-5.

Private operator termini are not located beside the Long Walk Bus Station (Marshes Shopping Centre: 900m and Cathedral: 600m) limiting the opportunities for transfer and integration between public transport services.

In terms of destinations, Dundalk is generally well connected to other towns and cities by bus. Occasionally, however, particularly when travelling to the west of the country, Dundalk commuters are left with no choice but to travel via Dublin which adds significant travel time. For example, driving directly to Galway from Dundalk takes approximately 3 hrs, compared to the fastest journey time of 4 hrs 30 mins by public transport.

The central part of the Study Area is well connected by a series of bus routes, however there are no local routes servicing the population to the north of the river. There are also built-up areas along the R132 and R215 regional roads, including Dundalk Stadium, which have no access to regular public transport links at present. Similarly in Blackrock, there is just one local route that serves the area.

Lastly, there is limited, if any, bus priority infrastructure such as bus lanes or bus gates within the Study Area. This infrastructure, if implemented, can greatly reduce bus journey times and improve their reliability and efficiency.

Table 2-5 - Examples of Bus Infrastructure Issues

Bus Station	 The Bus Éireann Bus Station in Dundalk provides parking bays for just 4 no. buses. The station also has few supporting facilities for bus passengers including no sheltered waiting area or seating area. Waiting passengers can be seen sitting on the ground while waiting for a bus at the left of the above image.	
Emphasis on Car Parking	 Existing shelter at the bus stop is used for car parking rather than people.	 The Long Walk Shopping Centre's car park is located directly beside the bus station, there is however no freely available public cycle parking nor direct pedestrian access from the bus station.

Currently, Bus Éireann is engaging with the NTA to develop proposals which will improve access to bus facilities and to the bus network throughout the country. These proposals are expected to involve extensive upgrades to 16 bus stations nationwide, including the bus station in Dundalk. The proposals for the station are at an early stage of development and include the following enhancements:

- Improve bus platforms and passenger movement around the bus station;
- Provision of a new bus stop;
- Upgrading of Lighting, directional signage and public address (PA) systems throughout;
- Provision of a new external dog relief area;
- Improvement of pedestrian access to the bus station by enhancing Long Walk footpaths which will be undertaken in conjunction with LCC;
- Improvement of modal interchange by considering measures such as new bicycle parking;
- Improvement of accessible car set down and parking area in conjunction with LCC;
- Enlarged public areas within the bus station building to accommodate toilet facilities, ticket house, seating areas and baby changing facilities; and
- Relocation of the staff areas, either by adding a new floor to the existing bus station, by extending the building to the north or by providing a new building at the northern end of the site (subject to planning permission).

2.4.5 Road Network

The Study Area has an extensive road network providing connectivity at a national, regional and local level. The road network can be seen in Figure 2-14 and in Table 2-6.

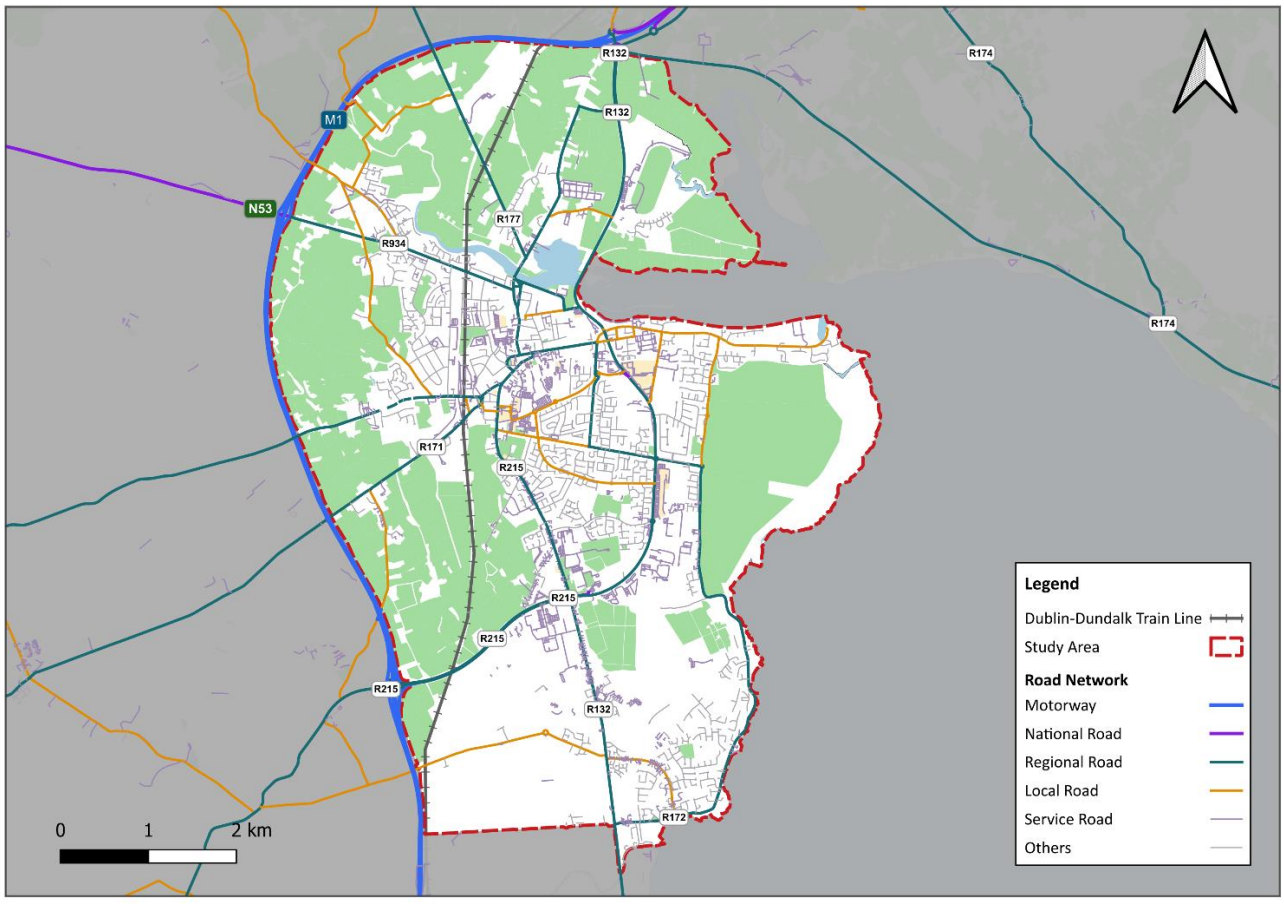


Figure 2-14 - Dundalk Road Area Network Map

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 existing economy and its future development. The regional road network supports the national road network by providing connectivity with other national roads, and the local road network by creating links between urban centres, neighbourhoods, and suburbs.

Table 2-6 - Dundalk's Road Network

Name	Description
Motorway Network	
M1	Motorway that connects Dundalk to both Dublin and Belfast.
National Road Network	
N53	National secondary road connecting Dundalk and Castleblayney.
Regional Road Network	
R132	Regional road running through the centre of the study area to the south, before heading east acting as a partial ring road for the town. Provides access to Castlebellingham and Dunleer. The road was originally a section of the N52; however, it was downgraded to ease traffic and encourage use of the nearby M1 motorway
R171	Regional road linking Dundalk to Ardee via Louth Village.
R172	Regional road linking Blackrock to the town centre and the R132.
R177	Regional road linking Dundalk to Northern Ireland (Armagh).
R178	Regional road connecting the town to Carrickmacross, Shercock and Bailieborough to the west.
R215	Regional road providing a direct connection from the M1 through the town centre.
Local Road Network	
L3168	Ardee Road
L3167	Marlbog Road

2.4.6 Parking Supply

2.4.6.1 Parking provision

Figure 2-15 illustrates the existing car parking locations with the Study Area. There is a mix of private and public car parking which is located mainly within and near the town centre and close to large trip attractors.

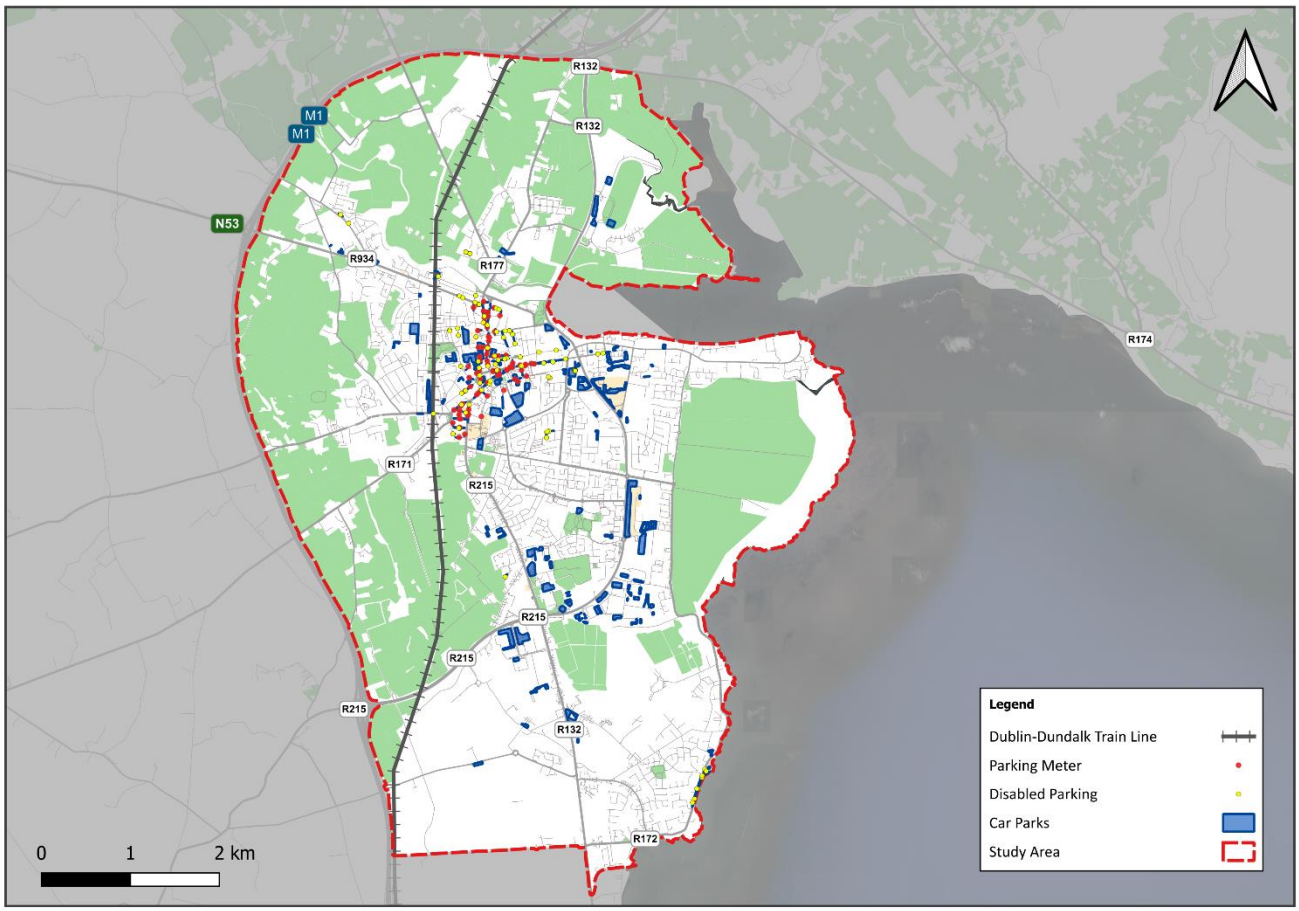


Figure 2-15 - Car Parking Facilities

There are approximately 80 LCC-owned parking ticket machines in the Study Area. The total parking capacity within the Study Area has been estimated and is summarised in Table 2-7.

Table 2-7 – Estimated Car Parking Capacity

Type	Capacity
On-street parking	1,549
Off-street Parking	16,739
Total	*18,288*

Note: The capacity of the parking areas has been estimated using the following ratios: 6m for a longitudinal parking space and 2.4m for a perpendicular parking space. A ratio of 1 parking space per 20sq.m has been used for large car parks (estimated from a representative sample).

Some of the largest identified car parks in Dundalk are:

- Dundalk Retail Park shopping centre: ca. 1,450 parking spaces;
- Marshes Shopping Centre: ca. 650 parking spaces;
- Long walk Shopping Centre: ca. 525 parking spaces;
- Dundalk Clarke railway station car park: ca. 250 parking spaces;

2.4.6.2 Parking Supply Issues

Similar to many urban environments in Ireland, a number of Dundalk's streets prioritise car parking over pedestrians and cyclists. Many streets within the Study Area, particularly in suburban areas, have on-street parking on one or both sides of the road, whereas far fewer sections have adequate cycle facilities. The abundance of on-street parking reduces the amount of space that can be put aside to enable other modes of transport.

The largest carparks within the Study Area are located in the core town area near The Long Walk and Marshes shopping centres. This encourages people to drive into the centre of Dundalk as it is convenient to do so, rather than use active travel methods, contributing to congestion in the town centre.

Table 2-8 - Examples of Car Parking Issues

On-Street Parking	 On-street car parking on both sides of the street with a pedestrian crossing in poor condition in the foreground.	 Cars parked on both sides of the road at a scenic coastal location in Blackrock.
	 On-street parking spills over into an area in which car parking is restricted.	 On-street parking on the R171 (Ardee Road) significantly decreases the road width and forces cyclists to mix with traffic.

Off Street Parking		Car parking takes up significant space at Dundalk's Bus Éireann Bus Station despite its proximity to the Long Walk Shopping Centre car park.

2.5 Existing Travel Demand

2.5.1 Introduction

This Section summarises the existing information to characterise the mobility in Dundalk and its surroundings. A mix of observed data collected from various sources and outputs from transport models was used. It is worth noting that the proximity of Dundalk to the border with Northern Ireland results in a significant volume of trips crossing the border, that are not captured by all sources (e.g., CSO census data focusing on residents in the Republic of Ireland). Data sources used to analyse travel demand are summarised in Table 2-9 below.

Table 2-9 – Travel Demand Data Sources

Data Source	Description
Census 2022	Census data from the CSO provides extensive information about population and social statistical data at a SA level. The CSO also provides information about travel characteristics for work and education trips, including mode choice, departure time and journey time.
NTA Eastern Regional Model	The Eastern Regional Model (ERM) includes the Study Area. The travel demand data within the ERM is divided according to trip purpose, car availability, employment type and educational level. The data was extracted from the ERM and analysed to understand existing characteristics of transport demand in the study area. The model covers all surface access modes for personal travel and goods vehicles including private vehicles (taxis and cars), public transport (bus and rail), walking and cycling. The impact of the movement of goods is represented through the inclusion of goods vehicles within the highway element of the model.
Traffic Survey Data Collection	Traffic surveys were carried out by the NTA on routes into Dundalk for a period of 2 weeks, from 19/05/2023 to 01/06/2023. At each of the 10 sites, data was recorded in relation to vehicle type, speed, direction and quantity for 24 hours each day. This data is valuable as it can help to gauge the vehicular traffic demand of each radial route into Dundalk town centre.
National Rail Census	The National Rail Census takes place annually on a weekday in November and it surveys all services at all stations across the country. The census records boardings and alightings at each

Data Source	Description
	station on each service. This data was used to extract rail patronage at Dundalk Clarke railway station.
Public Transport Provider Ticketing Data	Bus Éireann has provided transaction data on a selection of routes over certain periods in 2022. From this data it was possible to extract bus patronage at both the stop and route level. This data quantifies the demand for services on the 100, 161, 162, 166, 167, 168, and 174 routes which all stop in Dundalk. The non-exhaustivity of this data source (it does not include private operators and school transport) is a limitation.
Department of Transport School Transport Data	The Department of Transport is managing the school transport scheme, aiming at providing children transport to and from school under certain conditions of eligibility. The distance between home and school is one of the eligibility factor and aggregated information on distance travelled to school for students in Dundalk was provided for this study.

2.5.2 Observed Transport Demand

2.5.2.1 Active Travel Demand

Figure 2-16 illustrates mode share of active travel (i.e., cycling and walking) for the total commuting trips originating in each SA within the Study Area. It was found that outside of Dundalk town, the active travel share is at its lowest, i.e., less than 10%. The active travel mode share within the town itself is comparatively higher (10-40%), partially due to the shorter distance commuters need to travel to reach work. Most active travel takes place within the more built-up areas of the Study Area with less active travel trips occurring in more peripheral areas.

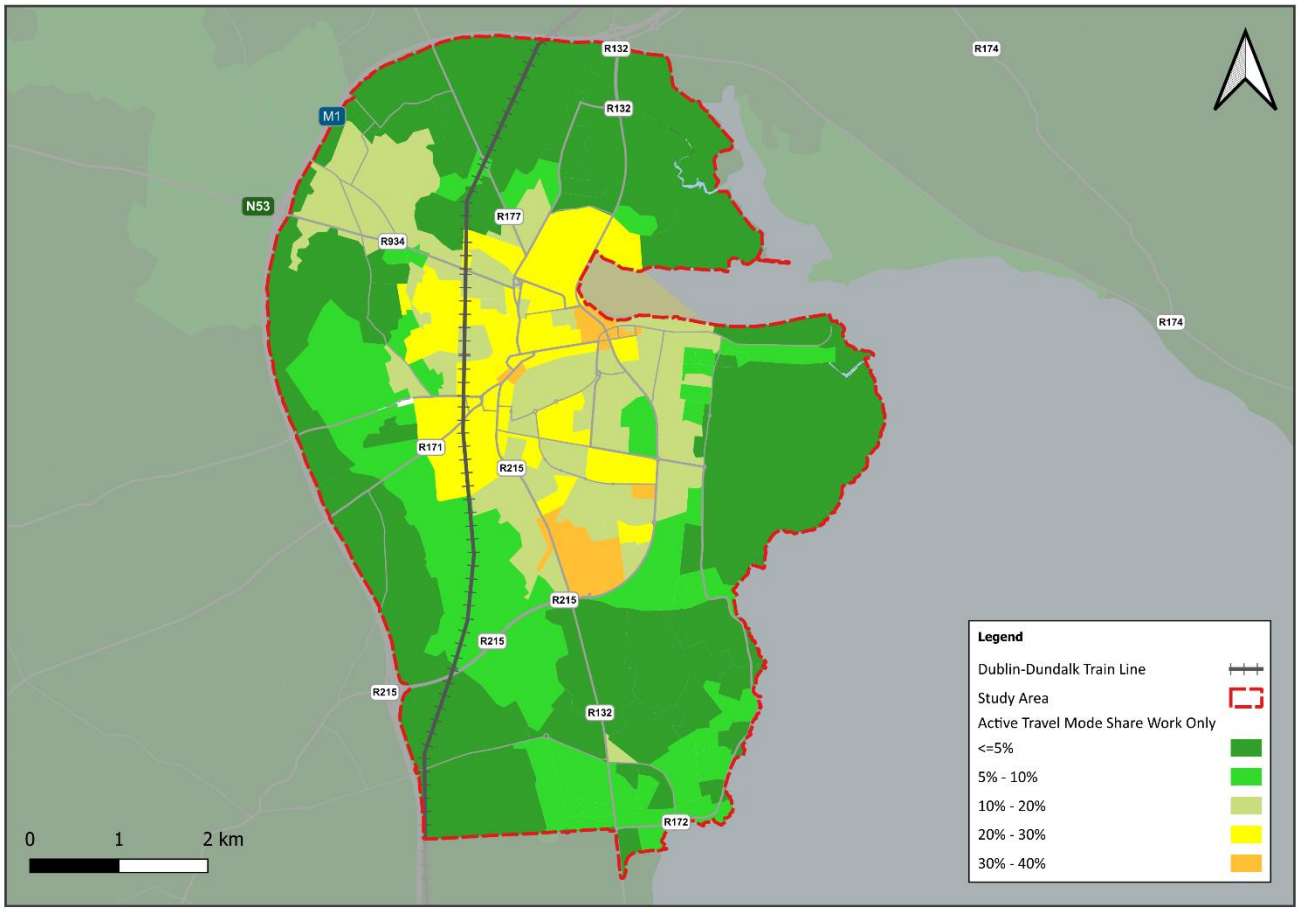


Figure 2-16 – Active Travel to Work Mode Share (CSO)

2.5.2.2 Public Transport Demand

Figure 2-17 illustrates the share of public transport (PT) of the total commuting trips originating in each SA within the Study Area. Similar to active travel, commuting to work by Public Transport has a lower mode share in more peripheral areas (i.e., < 1% of trips) and a higher share closer to the town centre (up to 20% of trips). Blackrock in the south of the Study Area has a lower PT mode share on average than the centre of Dundalk (1% to 3%). The SAs close to the railway and bus stations generally have a PT usage of over 10% and in some cases over 15%.

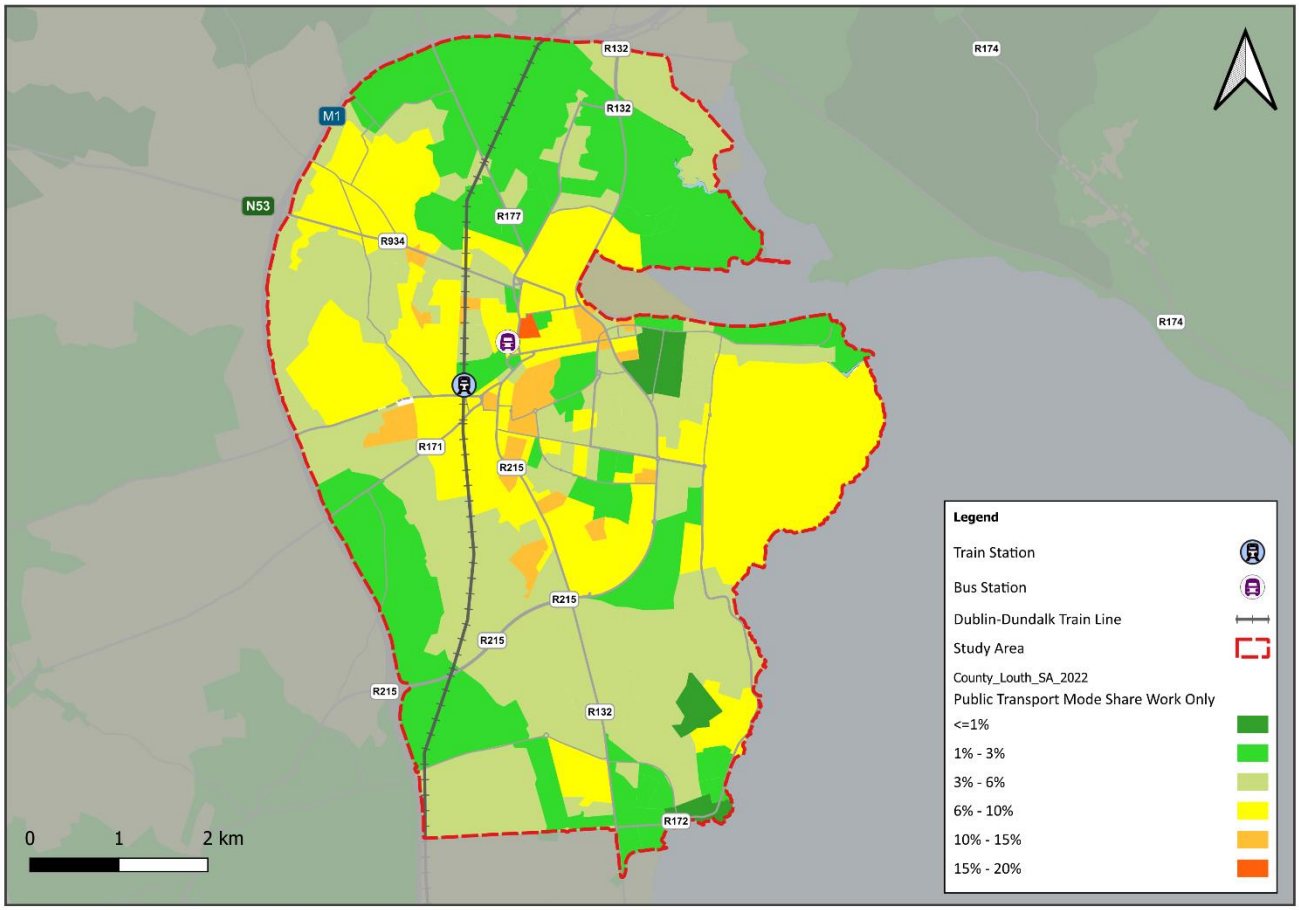


Figure 2-17 – Public Transport to Work Mode Share (CSO)

2.5.2.2.1 Rail Demand

The total number of daily rail passengers recorded at Dundalk Clarke railway station in 2022 was 1,281. While The Enterprise and Commuter services have a similar number of trains operating daily through Dundalk Clarke (i.e., 16 trains and 15 trains respectively), the vast majority of these 1,281 passengers (71%) were found to be travelling on the Enterprise line which runs between Belfast and Dublin. This is mostly due to journey times, as the Enterprise service has a 25 minutes shorter journey time than the Commuter service when travelling to Dublin. The Enterprise takes people from Dundalk to Dublin in an hour which makes commuting to Dublin for work/ college a viable option. It was found that 77% of people boarding an Enterprise service at Dundalk are travelling southwards towards Dublin, while the remainder travelling northwards towards Belfast.

2.5.2.2.2 Bus Demand

Bus route 174 is the most popular route in Dundalk. This route is a local urban route with a typical 30-minute frequency which connects the Long Walk Bus Station to Grange Drive Muirheavna to the south of the town. The annual boarding passenger numbers on this route was over 300,000 in both 2022 and 2023, demonstrating a strong existing demand for local bus travel.

The second most popular route is bus route 100 which connects Dundalk to Drogheda and intermediate areas, providing commuters with a connection between Louth two largest urban centres.

The third most popular route is bus route 168 which also connects Dundalk to Drogheda. The annual boarding passenger number for this route was found to be over 100,000 in both 2022 and 2023. This route runs nine times per day.

Route 166 connects to Dundalk to Cavan, serving Bailieborough, Kingscourt, Carrickmacross, Inniskeen and other intermediate areas. The annual boarding passenger number was found to be over 17,000 for 2022 and 2023. It should be noted that while this figure appears low in comparison to other routes the service operates only once per day in each direction.

Dundalk Long Walk Bus Station is by far the most popular location for people to avail of bus transport, with an average of 313 daily boardings. The second most popular stop is located at O'Fiach College, which is within walking distance of both Louth County Hospital and DkIT, with 62 daily passengers recorded.

The data above demonstrates that there is a significant demand for local and inter-urban bus services in the Study Area.

2.5.2.3 Private Vehicle Demand

Data relating to private vehicle commuter trips was extracted and mapped, as per Figure 2-18. Private vehicle is the dominant mode (50% or higher mode share) within the majority of SAs, particularly those further from the centre with less access to public transport services and active travel infrastructure.

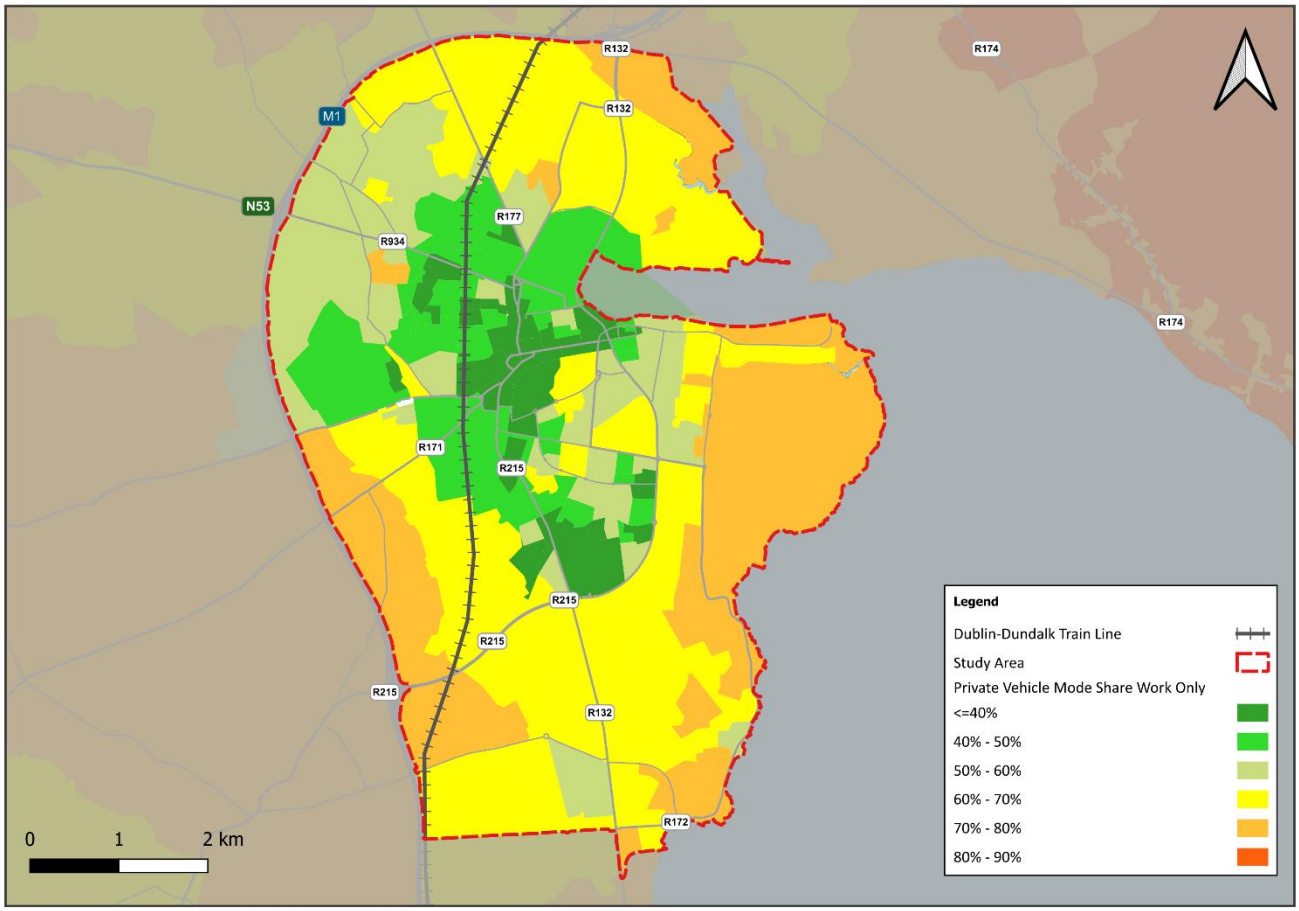


Figure 2-18 - Private Vehicle to Work Mode Share (CSO)

2.5.2.4 Household Car Ownership

Car ownership data was extracted from the Census 2022 and mapped in Figure 2-19. Throughout the Study Area a generally high level of car ownership was observed, with most SAs having a household car ownership level in excess of 90%. The SAs in the periphery of the Study Area were found to have the highest levels of car ownership

reflecting the higher car dependency within these areas due to a lack of existing bus services and active travel infrastructure.

Closer to the centre of Dundalk, there are relatively fewer people in possession of a car with some SAs having a household car ownership level of less than 40%, reflecting the lower car dependency of these households. It is also worth noting that within the Study Area, 22% of households reported owning no motorised vehicle at all.

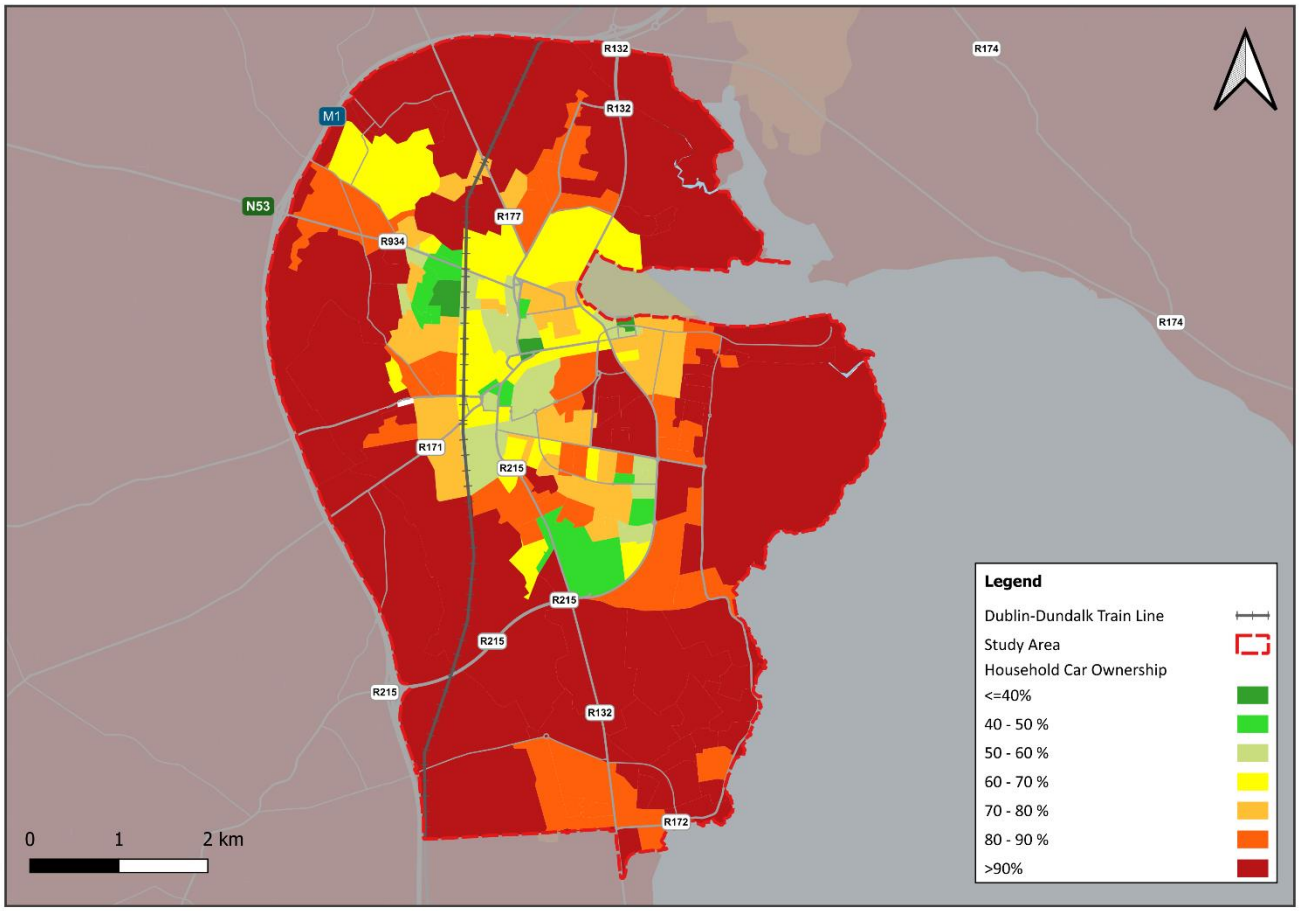


Figure 2-19 - Percentage of Households in Dundalk in Possession of a Car (CSO)

2.5.3 Modelled Transport Demand

2.5.3.1 Sector- to-Sector Analysis

In order to understand the transport demand within and between the various parts of Dundalk, a sector-to-sector analysis was undertaken. The analysis also includes the interactions between the Study Area and its surrounding areas such as the rest of County Louth, the Greater Dublin Area, Northern Ireland and the rest of Ireland. The defined sectors are illustrated in Figure 2-20 and Figure 2-21. These sectors are based on the NTA ERM zone system and, for analysis purposes, were defined considering physical boundaries such as national and regional roads.

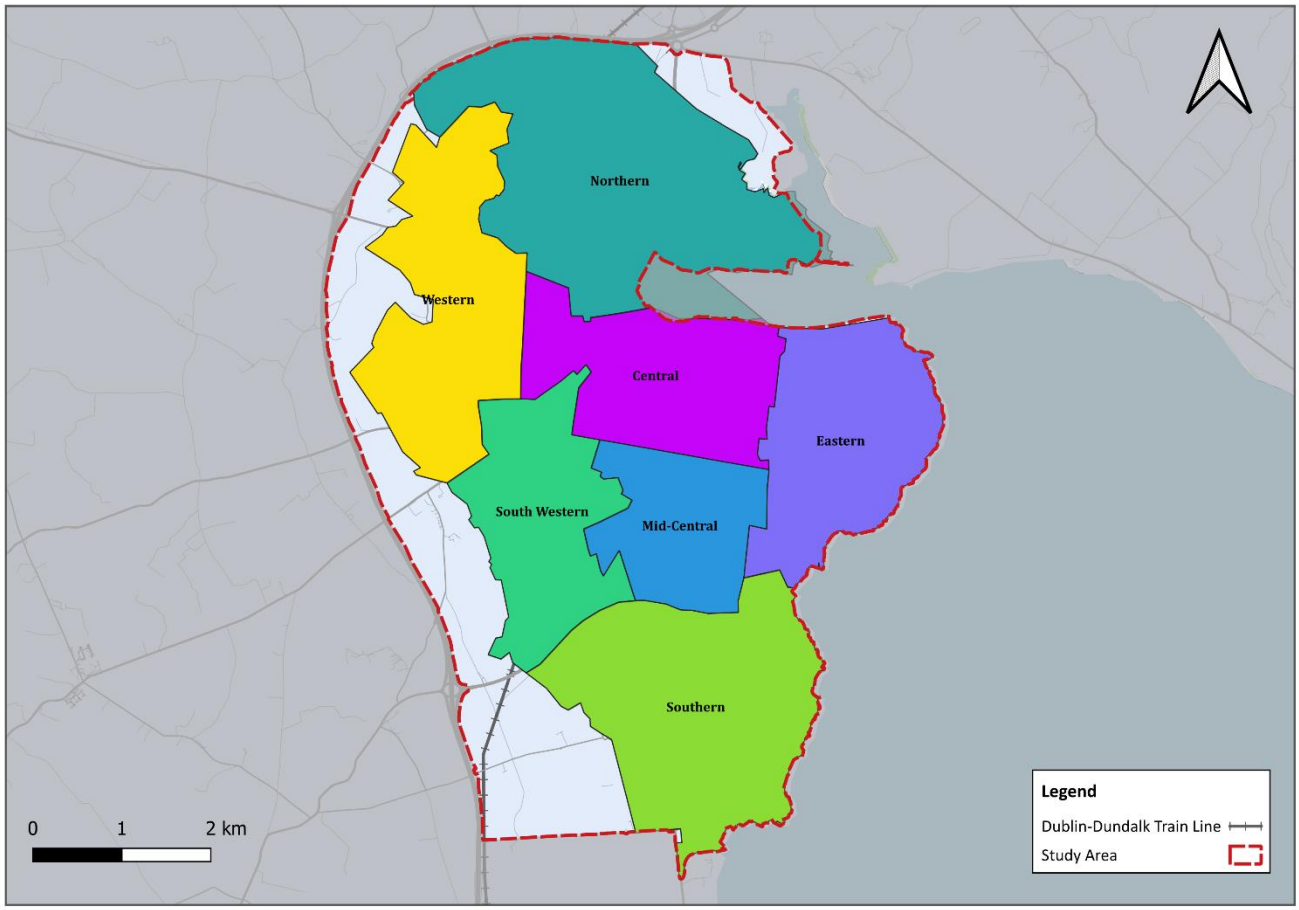


Figure 2-20 – Study Area Internal Sectors

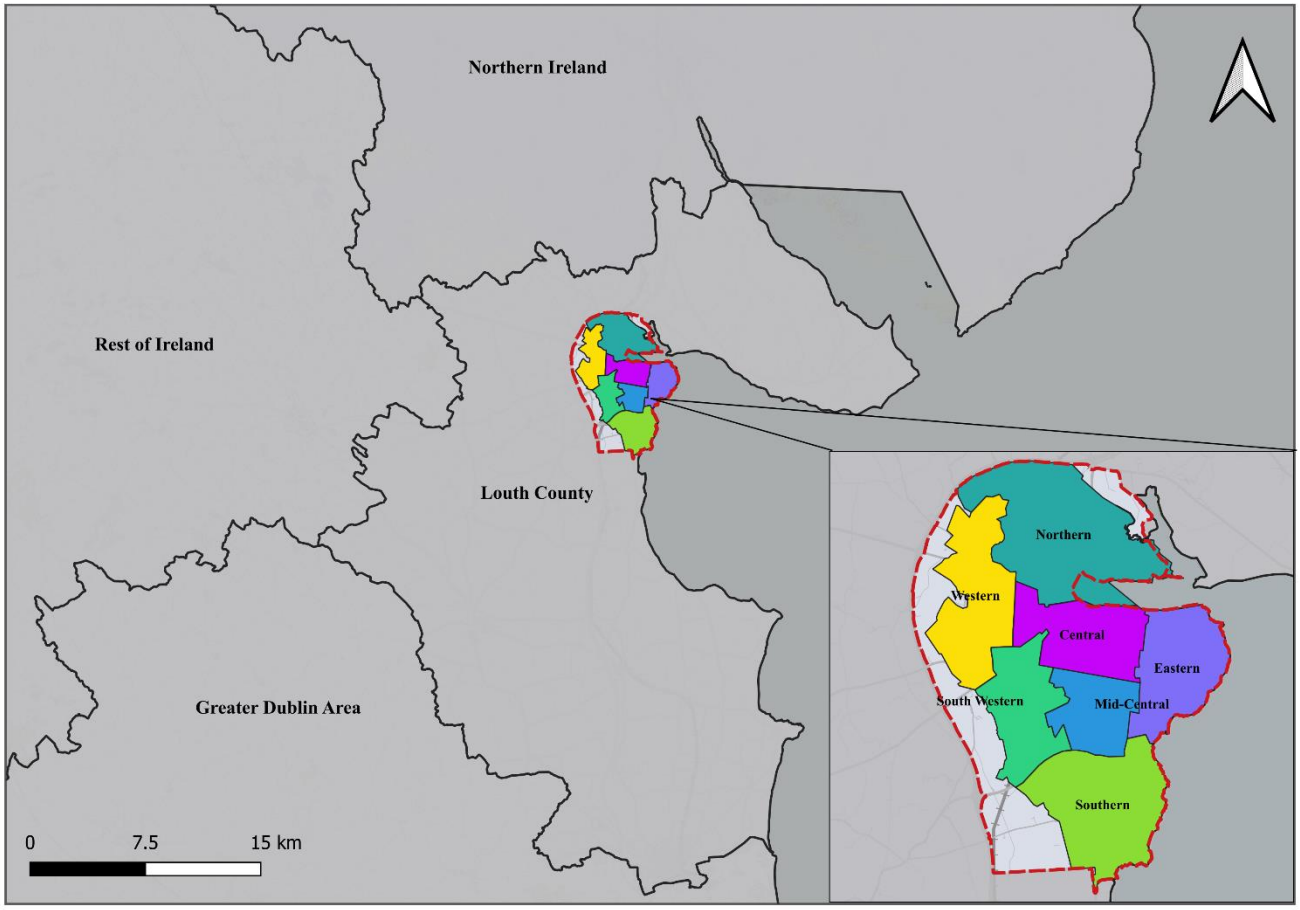


Figure 2-21 – Study Area External Sectors

The sector-to-sector analysis found that the majority of the trips generated within the Dundalk study area have a destination within the Study Area (72%). The second largest trip attractor for the Study Area was found the be the remainder of County Louth (21%). It was observed that the reminder of the country and Northern Ireland together account for a marginal number of trips generated in the Study Area (7%).

The Study Area retains trips thanks to its large number of jobs and places of education (primary, secondary and tertiary). Its area of influence extends across the county with a limited number of daily trips are made beyond the county border.

Table 2-10 – Study Area Daily External Travel Patterns (2016-NTA ERM)

		Dundalk	Rest of Louth	Rest of GDA	Northern Ireland	Rest of Model	Total
Dundalk (Origin)	Total No. of Trips	72,006	19,545	3,120	864	3,253	**98,789**
	% of Trips	73%	20%	3%	1%	3%	100%
Dundalk (Destination)	Total No. of Trips	72,006	22,496	3,592	811	3,440	**102,346**
	% of Trips	70%	22%	4%	1%	3%	100%

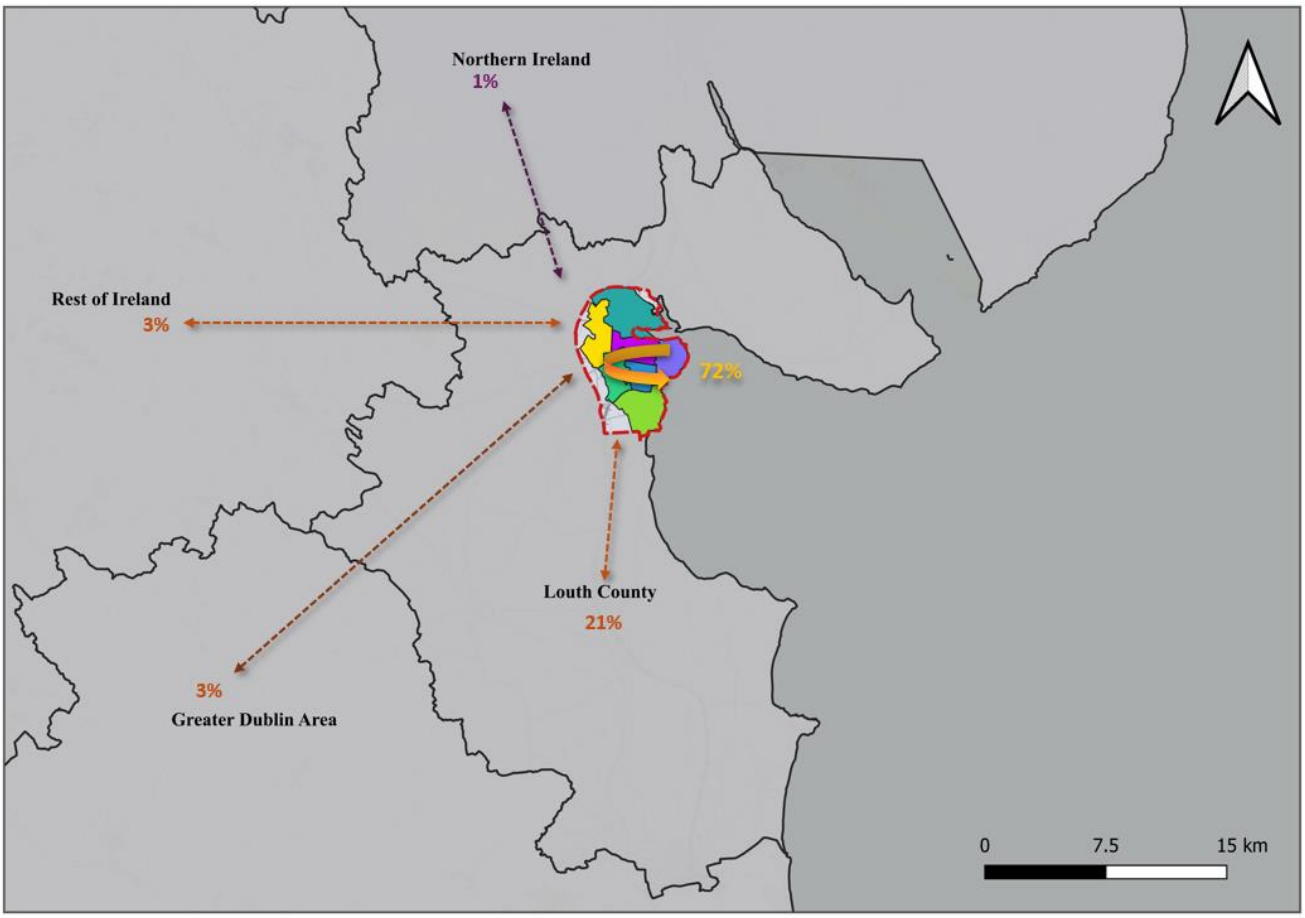


Figure 2-22 – Study Area External Travel Patterns

Within the Study Area, it was found that the majority of trips originate within the Central Sector (36%), followed by the Mid-Central Sector (19%). This is the number of trips originating in each sector and the destination of these trips is detailed within Table 2-11 below and illustrated graphically in Figure 2-23.

Table 2-11 - Internal Daily Travel Patterns (2016-NTA ERM)

		Destination								
Origin	Sector	Central	Mid-Central	Eastern	South-Western	Western	Northern	Southern	Total	%
	Central	12,592	3,441	523	2,192	3,378	1,889	2,132	26,147	**36%**
	Mid-Central	3,689	5,236	203	1,447	928	478	1,586	13,567	**19%**
	Eastern	564	197	72	123	78	57	139	1,230	**2%**
	South-Western	2,184	1,320	113	1,637	1,151	381	659	7,445	**10%**
	Western	3,287	806	68	1,163	3,708	619	452	10,103	**14%**
	Northern	1,984	444	53	404	653	1,291	319	5,148	**7%**
	Southern	2,445	1,552	126	887	572	361	2,422	8,365	**12%**
	Total	26,745	12,996	1,158	7,853	10,468	5,076	7,709	72,005	**100%**
	%	**37%**	**18%**	**2%**	**11%**	**15%**	**7%**	**11%**	**100%**	-

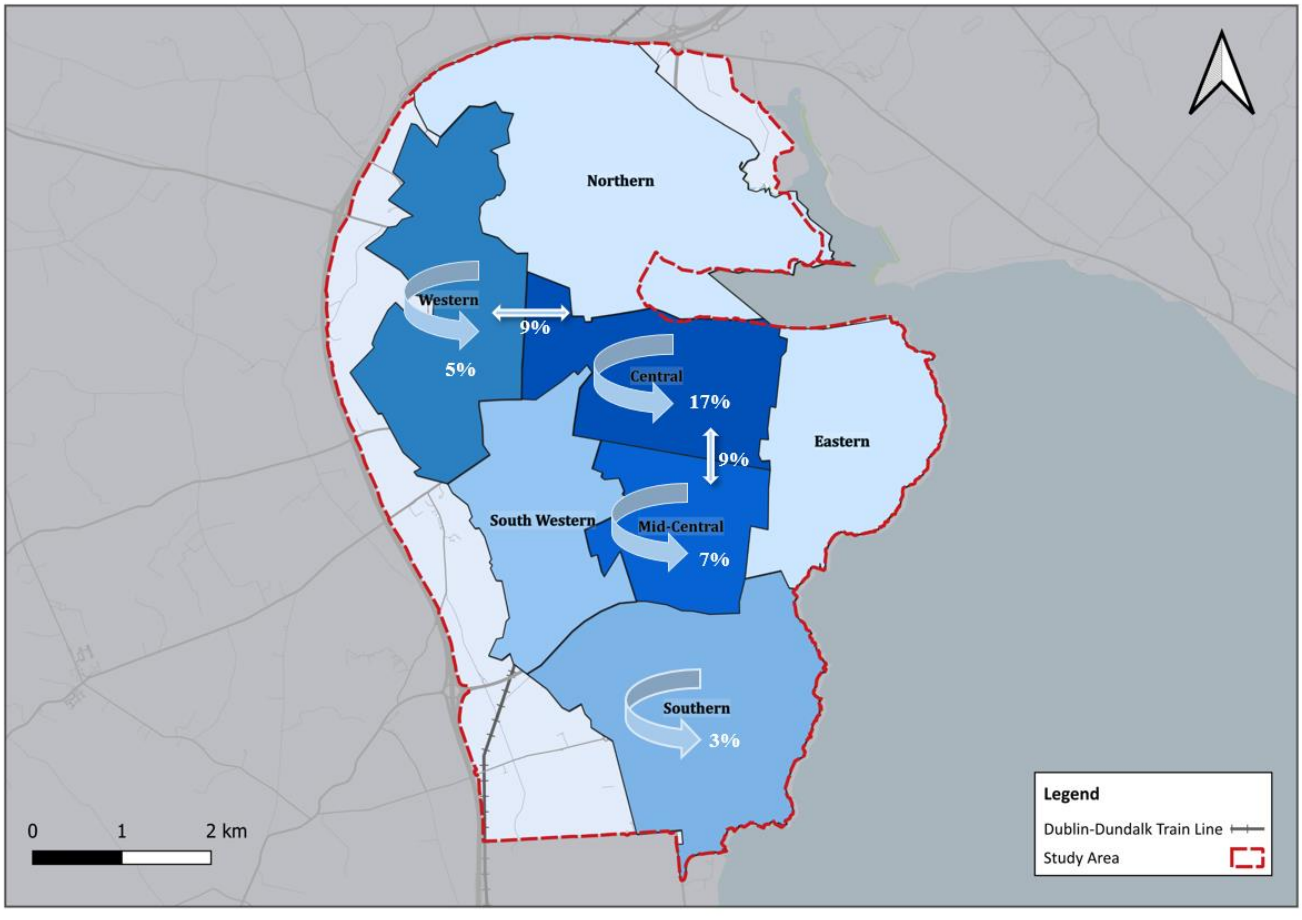


Figure 2-23 – Study Area Internal Travel Patterns

Table 2-12 details the share of each transport mode modelled (Car, Public Transport, Walking and Cycling) for trips undertaken within the Study Area and between the Study Area and external regions.

Table 2-12 - Mode Share (2016 – NTA ERM)

Trips between Study Area and:	Mode Share (%)			
	Car	Public Transport	Walking	Cycling
Study Area	65%	5%	27%	3%
Rest of Louth	92%	7%	0%	1%
Rest of GDA	71%	29%	0%	0%
Northern Ireland	93%	7%	0%	0%

The private car is the dominant mode for internal trips within the Study Area (65%), followed by walking (27%). The relatively low mode shares of public transport and cycling (5% and 3% respectively) reflect the limited bus services and active travel infrastructure within the Study Area.

2.5.3.2 Link Flow Analysis

For the major road network within the study area, the two-way Annual Average Weekday Traffic (2-Way AAWT) data for vehicles, pedestrians, and cyclists and the daily bus demand was derived from the 2016 ERM Base Year scenario. These daily flows are illustrated in Figure 2-24 to Figure 2-27 below.

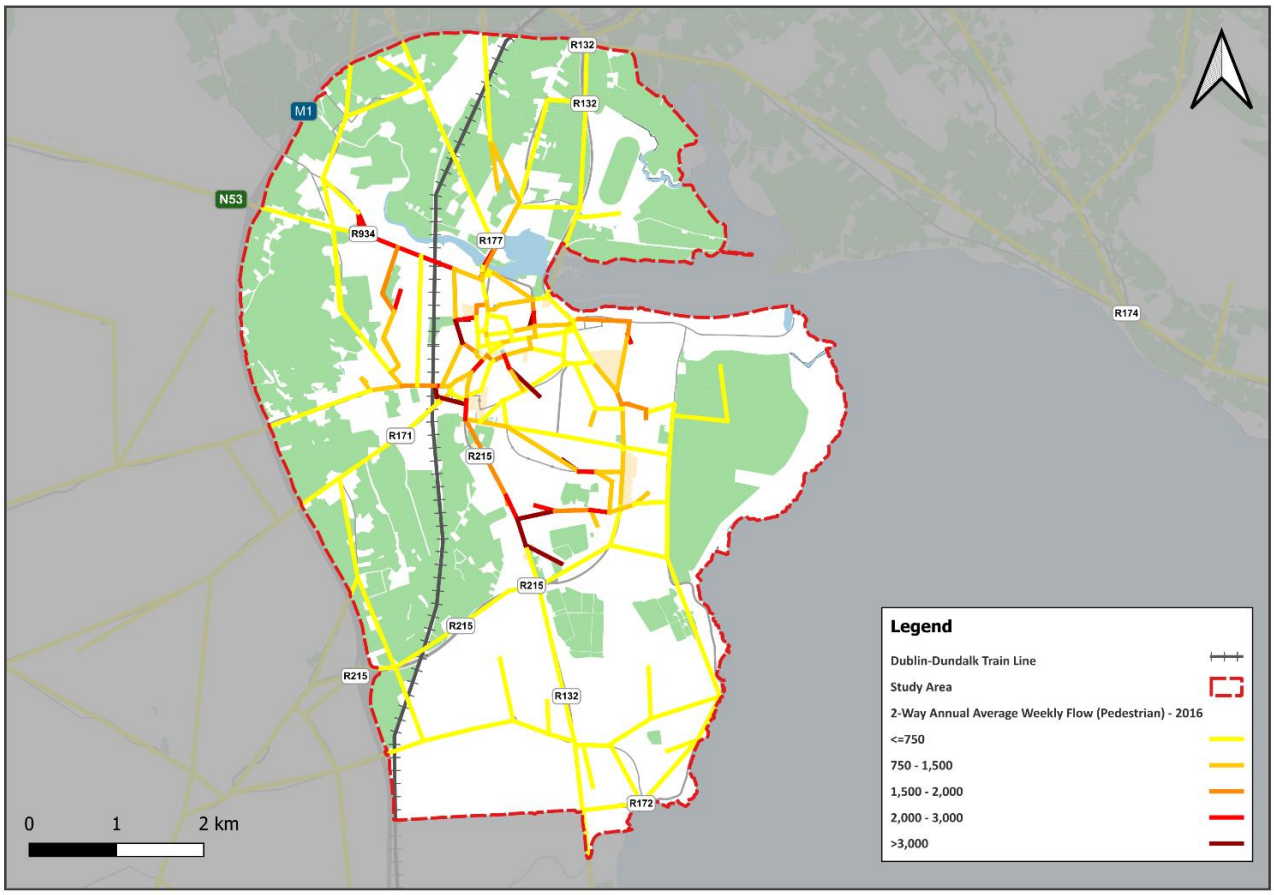


Figure 2-24 - 2-Way Annual Average Weekday Traffic 2016: Pedestrians

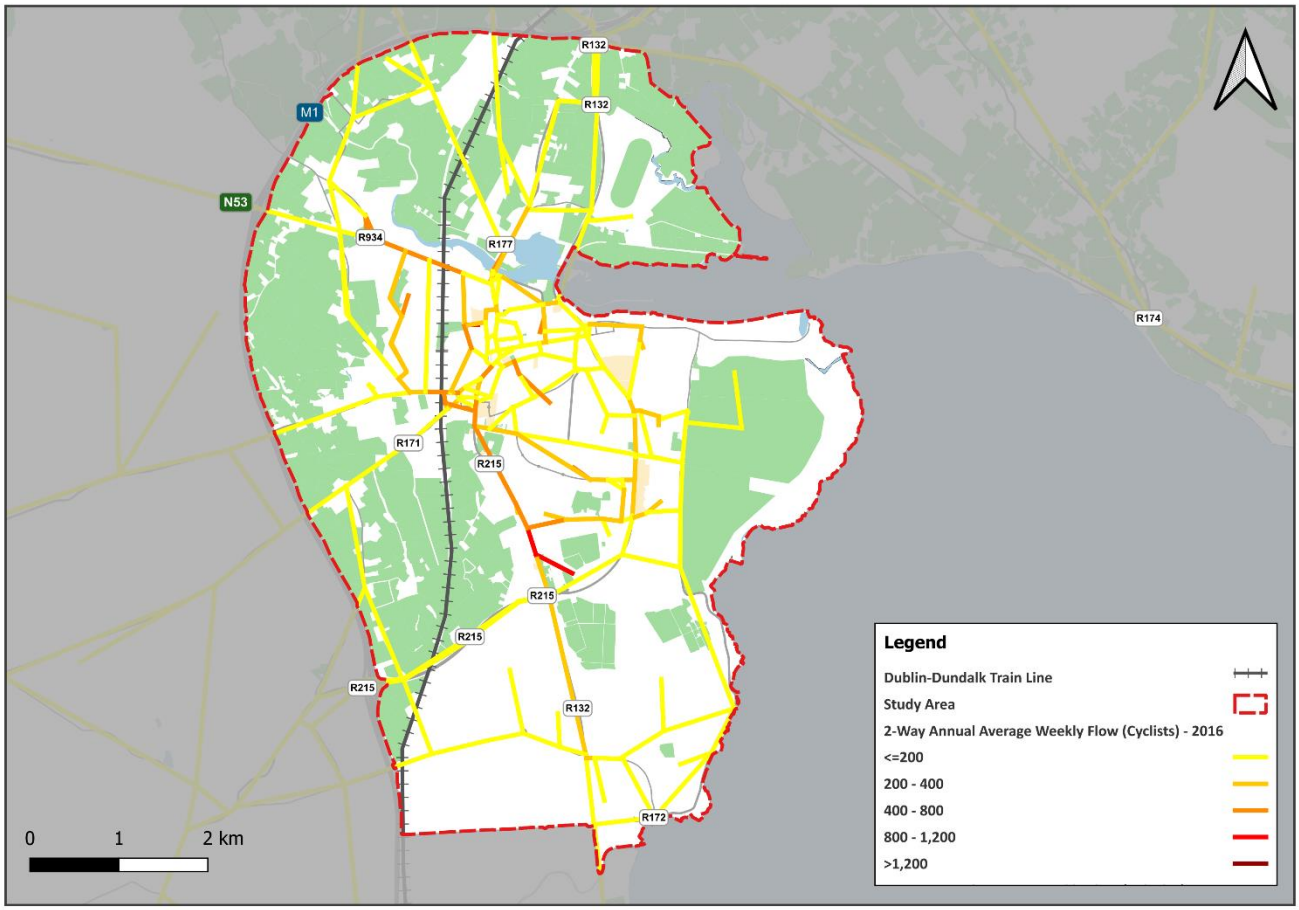


Figure 2-25 - 2-Way Annual Average Weekday Traffic 2016: Cyclists

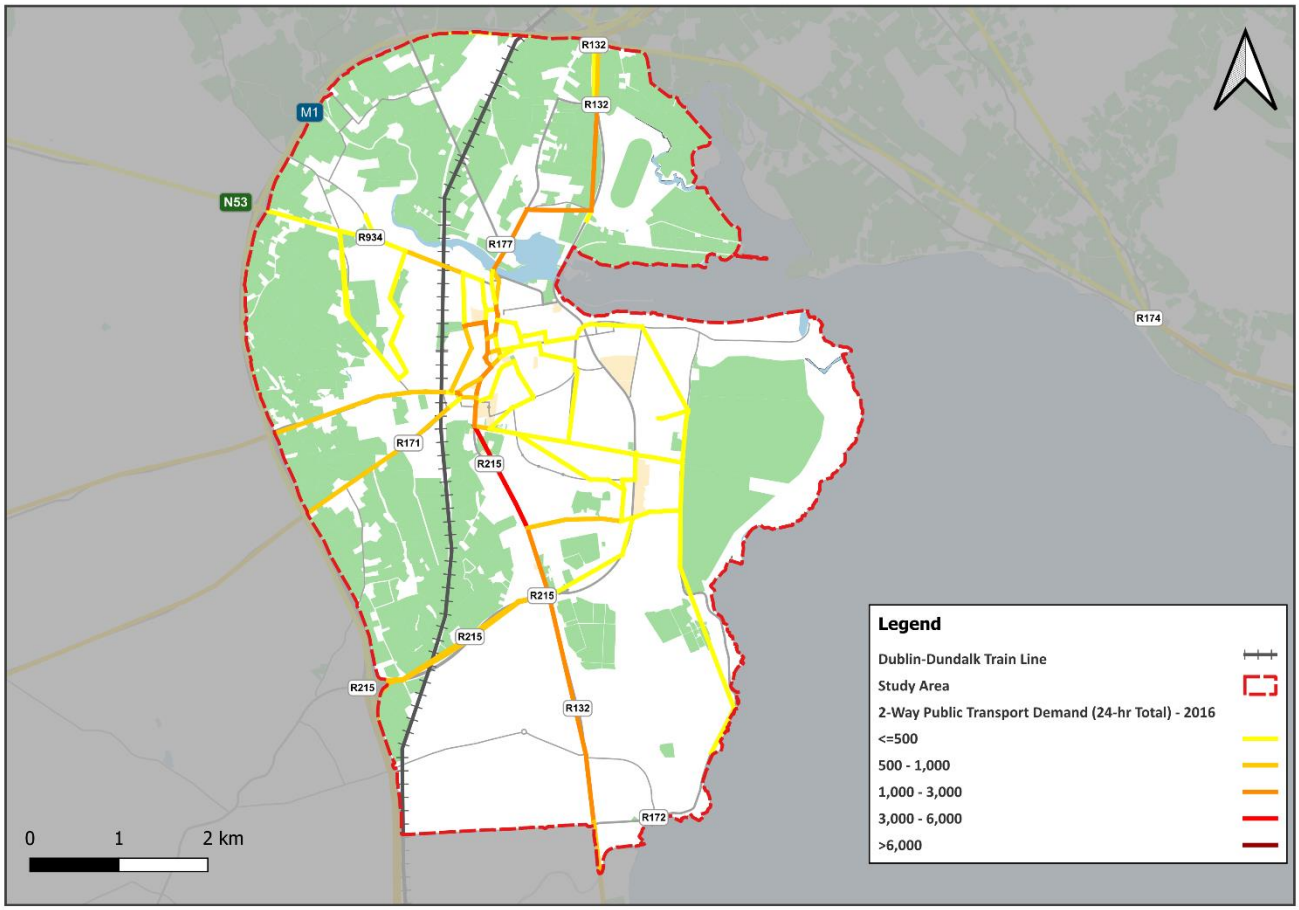


Figure 2-26 - 2-Way Daily Bus Demand

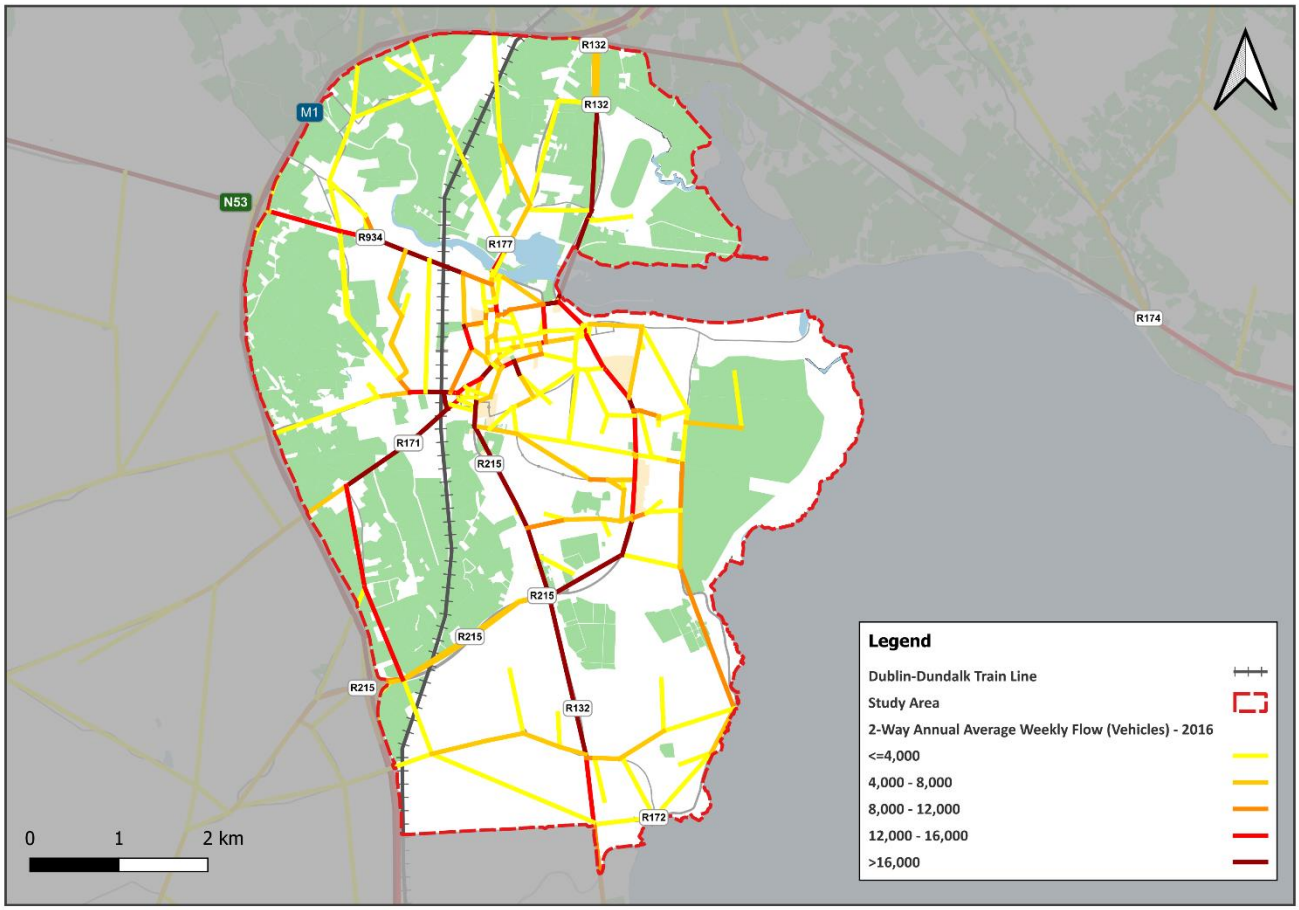


Figure 2-27 - 2-Way Annual Average Weekday Traffic 2016: Vehicles

The analysis undertaken found that the greatest pedestrian flows occur within the town centre, which is consistent with the analysis of active mode share being dominant in that area. High volumes of pedestrian flows were recorded in the vicinity of DkIT, Dundalk Clarke railway station and the Bus Éireann Bus Station.

The greatest cyclist flows were found to occur along the R132/R215 in the vicinity of the DKIT, where cycle lane infrastructure is currently provided. The higher cycle flows in the town centre are spread across several network links, reflecting the multiple route options in that part of the network.

The bus passenger flows are aligned with the current bus network, gradually increasing and converging towards Market Square which acts as a hub. The bus corridor along the R132/ R215 roads near DKIT is the busiest public transport route, carrying over 3,000 passengers per day (both directions combined).

The M1 motorway along with regional roads such as the R132 and R171 carry the greatest volume of traffic in the Study Area. The section of the R215 between Faughart Lower and Gibstown via the town centre also carries a significant volume of traffic.

2.6 Access: ATOS Tool

2.6.1 Presentation of ATOS

Access to Opportunities and Services (ATOS) analysis serves as an indicator of how easy it is to access essential key services and opportunities at a location using a given mode of transport. An area is broken down into a grid containing 100m x 100m squares. Each square is given a score based on how well it is connected to a particular service, e.g., education or shopping centre. ATOS scores range between A and E, where A indicates the best level of connectivity. A square will receive a higher ATOS score if:

- There is a high quantity of the chosen service type within close proximity to the grid square.
- The network in the vicinity of the grid square is dense and well developed, reducing the time taken to travel to the service locations.

ATOS analysis is useful when trying to determine which locations are in need of permeability improvements. It can also be a vital tool for identifying locations where access to a particular service may be poor. The NTA ATOS methodology focuses on analysis of a grid of 100m squares. In this manner an ATOS score provides a realistic representation of the relative connectivity of a grid square to a given service within the entire selected grid area.

2.6.2 Primary Schools

Figure 2-28 and Figure 2-29 illustrate that most primary schools are easily accessible within walking distance in the town centre and its surroundings such as the Marshes Lower and Marshes Upper areas. Blackrock and Haynestown also have good walking and cycling accessibility with three primary schools in the area. However, there is low accessibility in the northern portion of the Study Area with no schools located to the north of the Castletown River.

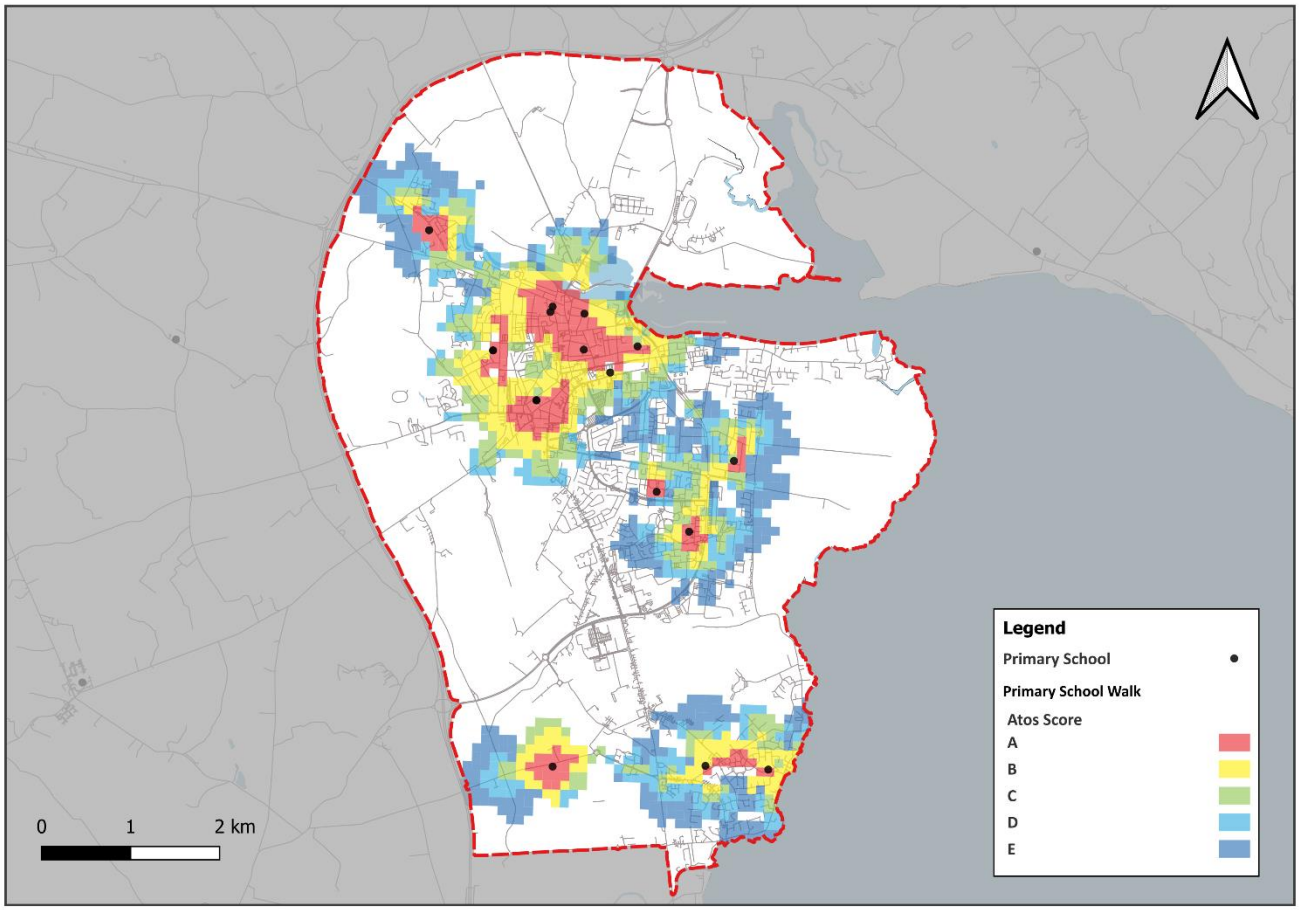


Figure 2-28 – ATOS: Primary Schools (Walking)

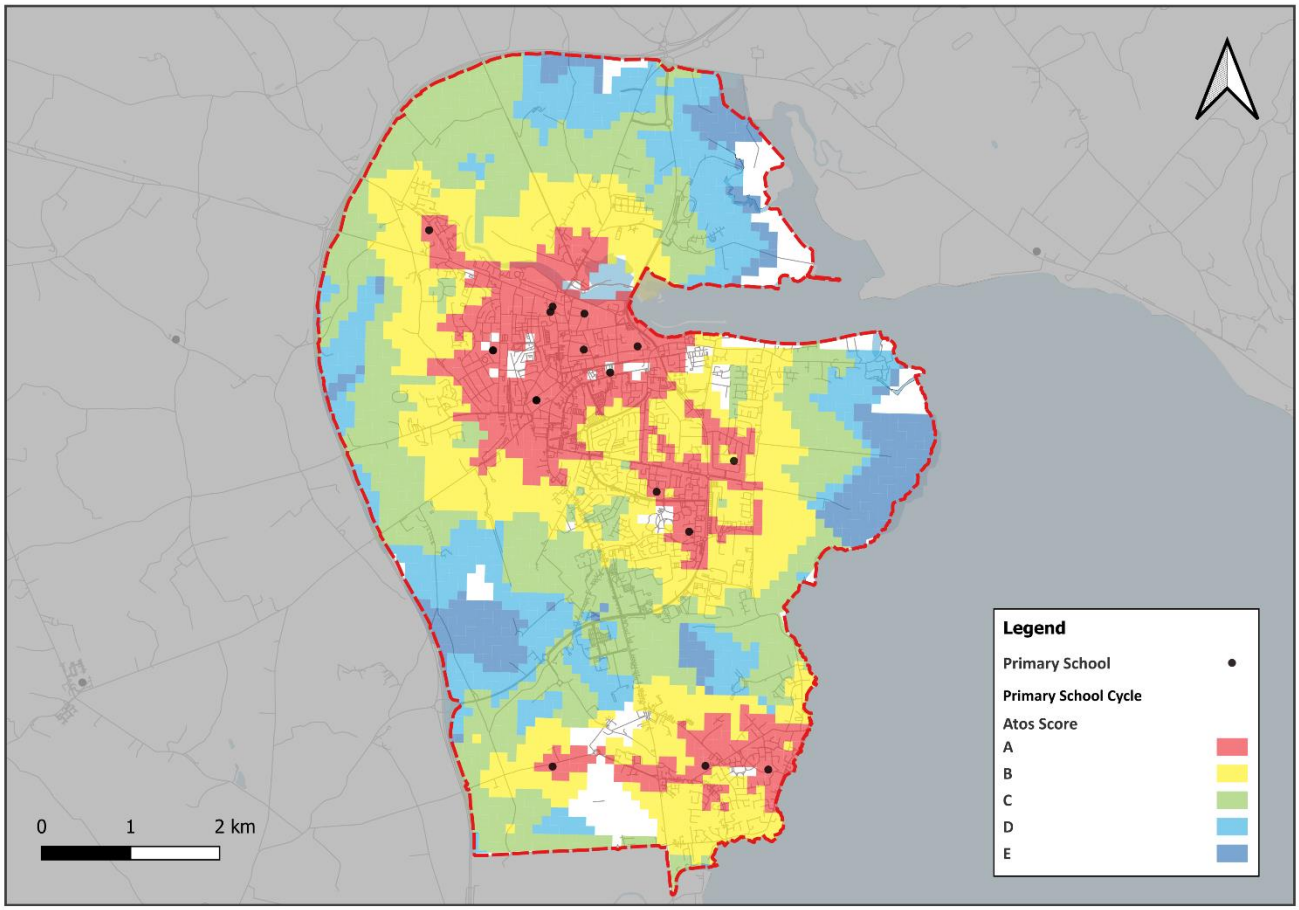


Figure 2-29 – **ATOS**: **Primary Schools** (**Cycl**ing)

2.6.3 Post-primary Schools

Figure 2-30 and Figure 2-31 illustrate that only a few populated areas have good walking access to post-primary schools, such as around the Castletown area, in the vicinity of the town centre and in the vicinity of DkIT. Most post-primary schools can be accessed by cycling, apart from the southern area (Blackrock and Haynestown), where there are no post primary schools.

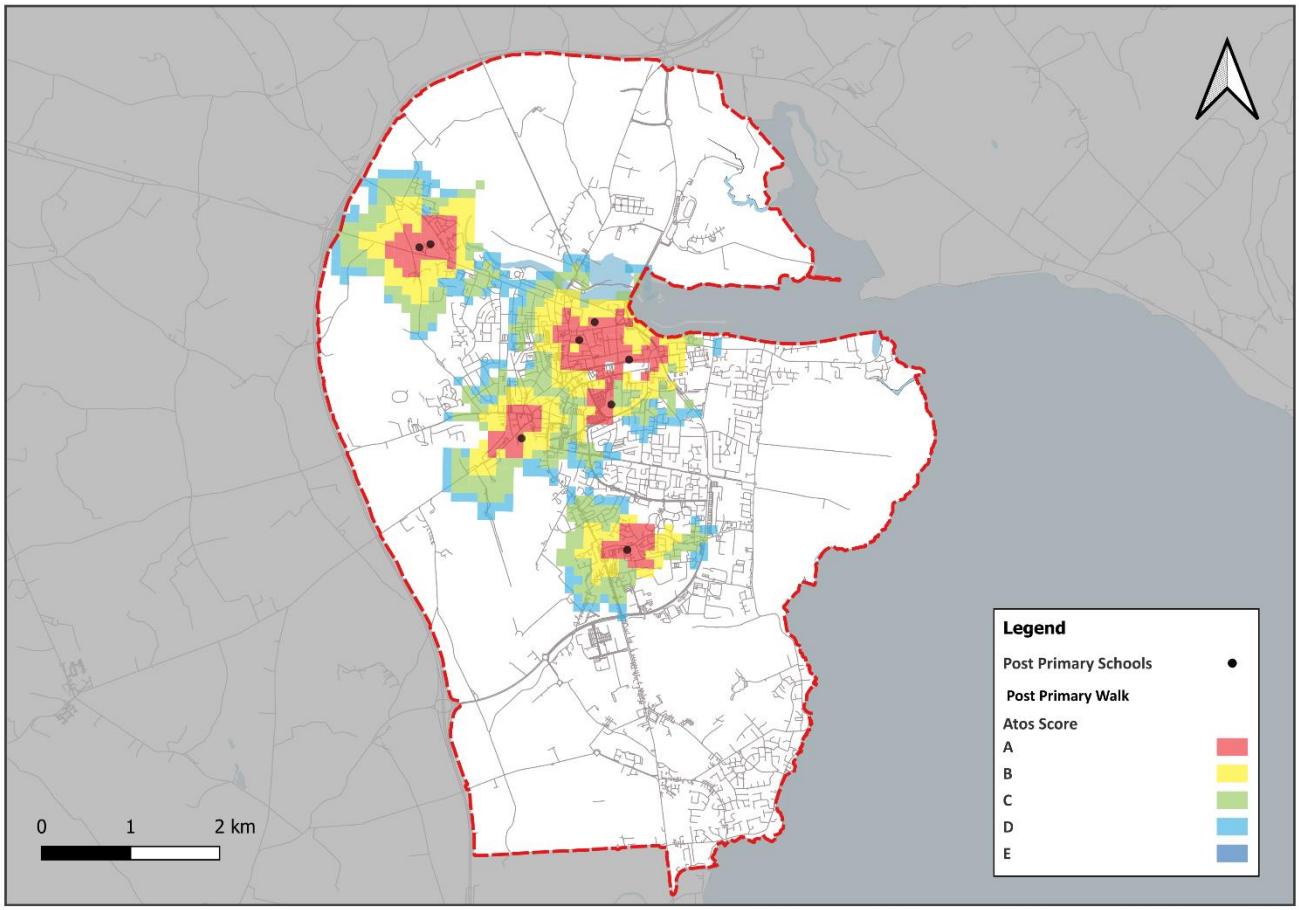


Figure 2-30 – ATOS: Post Primary Schools (Walking)

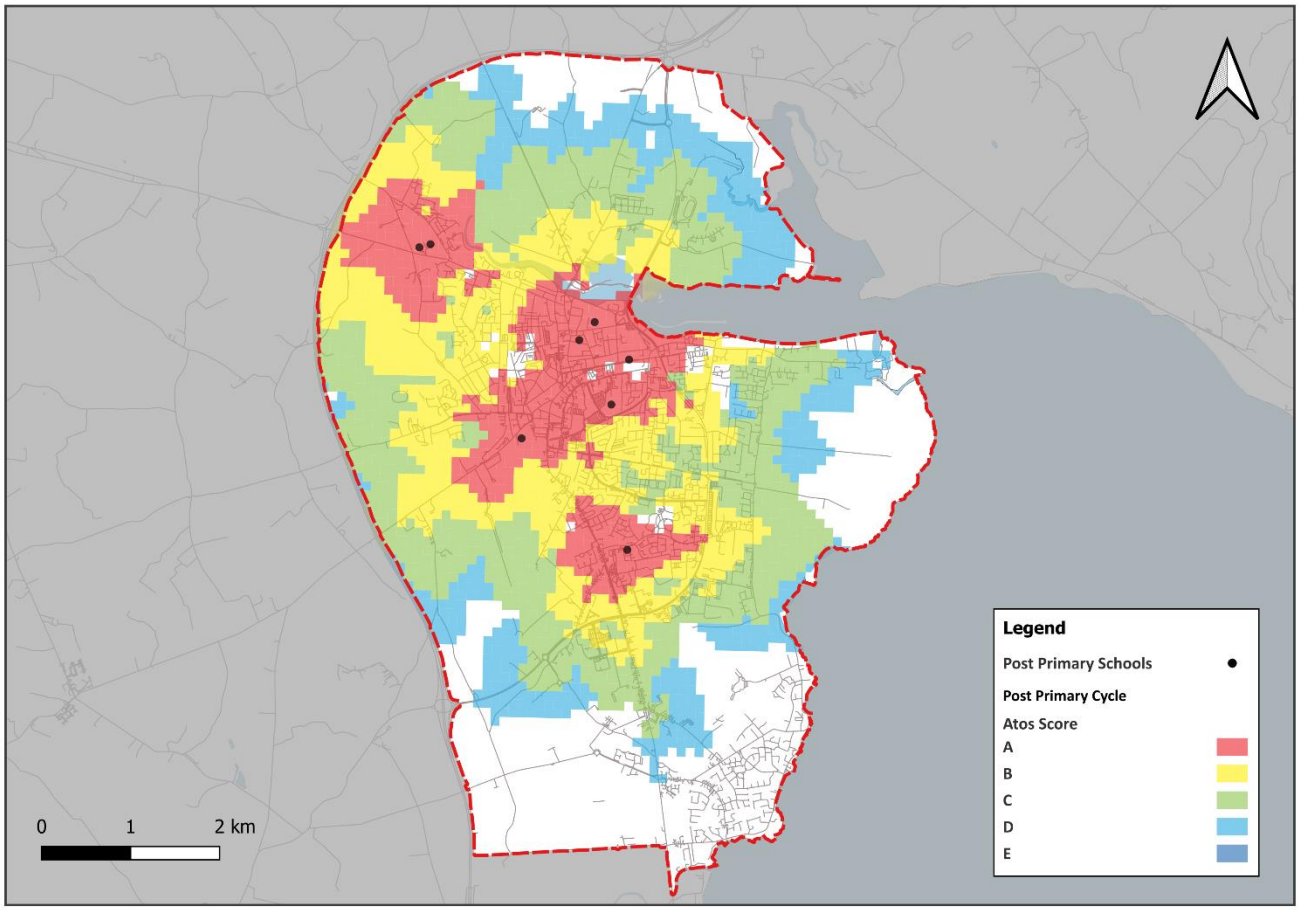


Figure 2-31 – ATOS Post Primary Schools (Cycling)

2.6.4 Supermarkets

Figure 2-32 and Figure 2-33 illustrate that most areas have a favourable ATOS score in relation to supermarkets. Most supermarkets are a well-connected to the transport network which reduces travel time to these service locations. However, people in the northern and southwestern area have lower accessibility to these services.

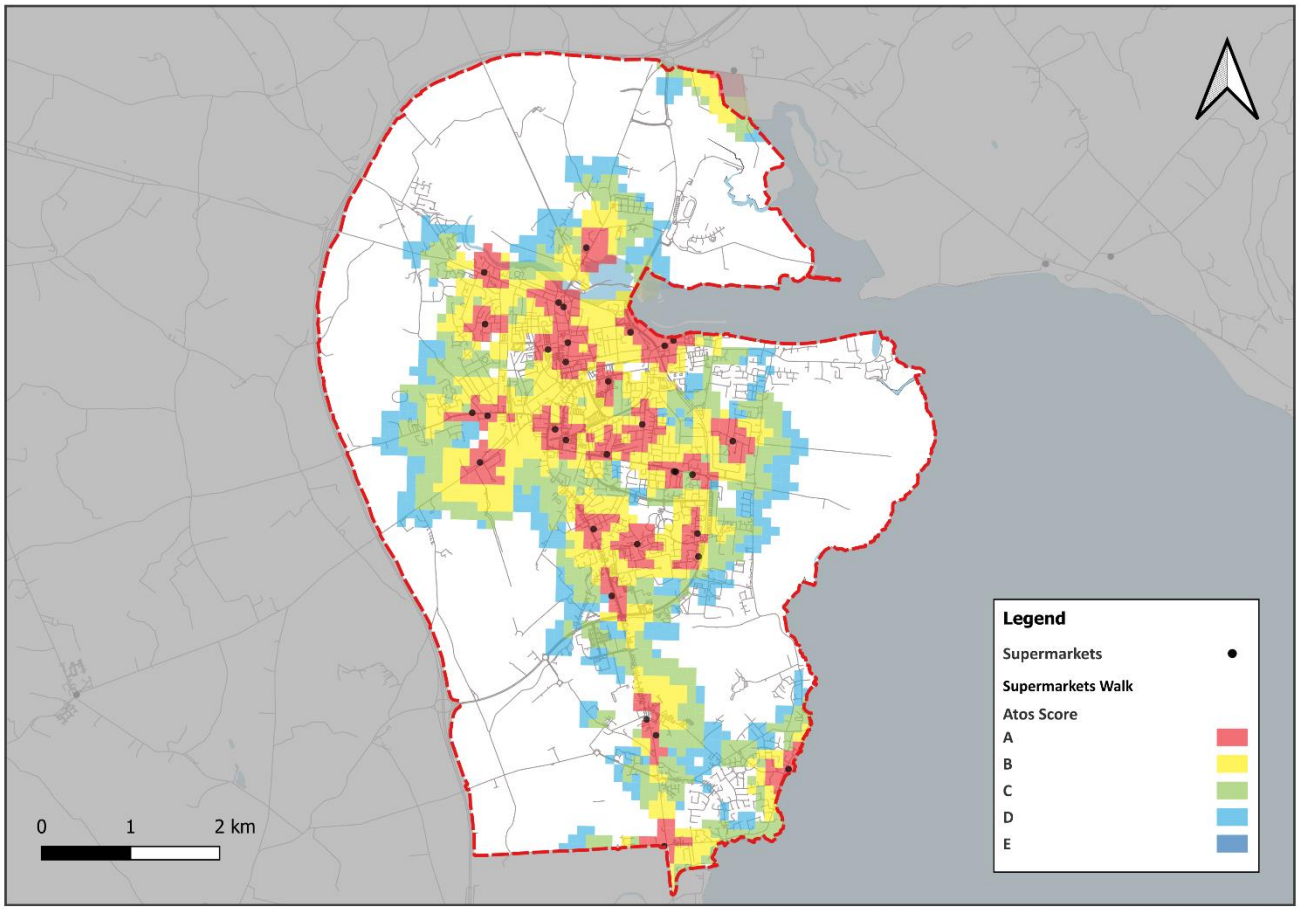


Figure 2-32 – ATOS: Supermarkets (Walking)

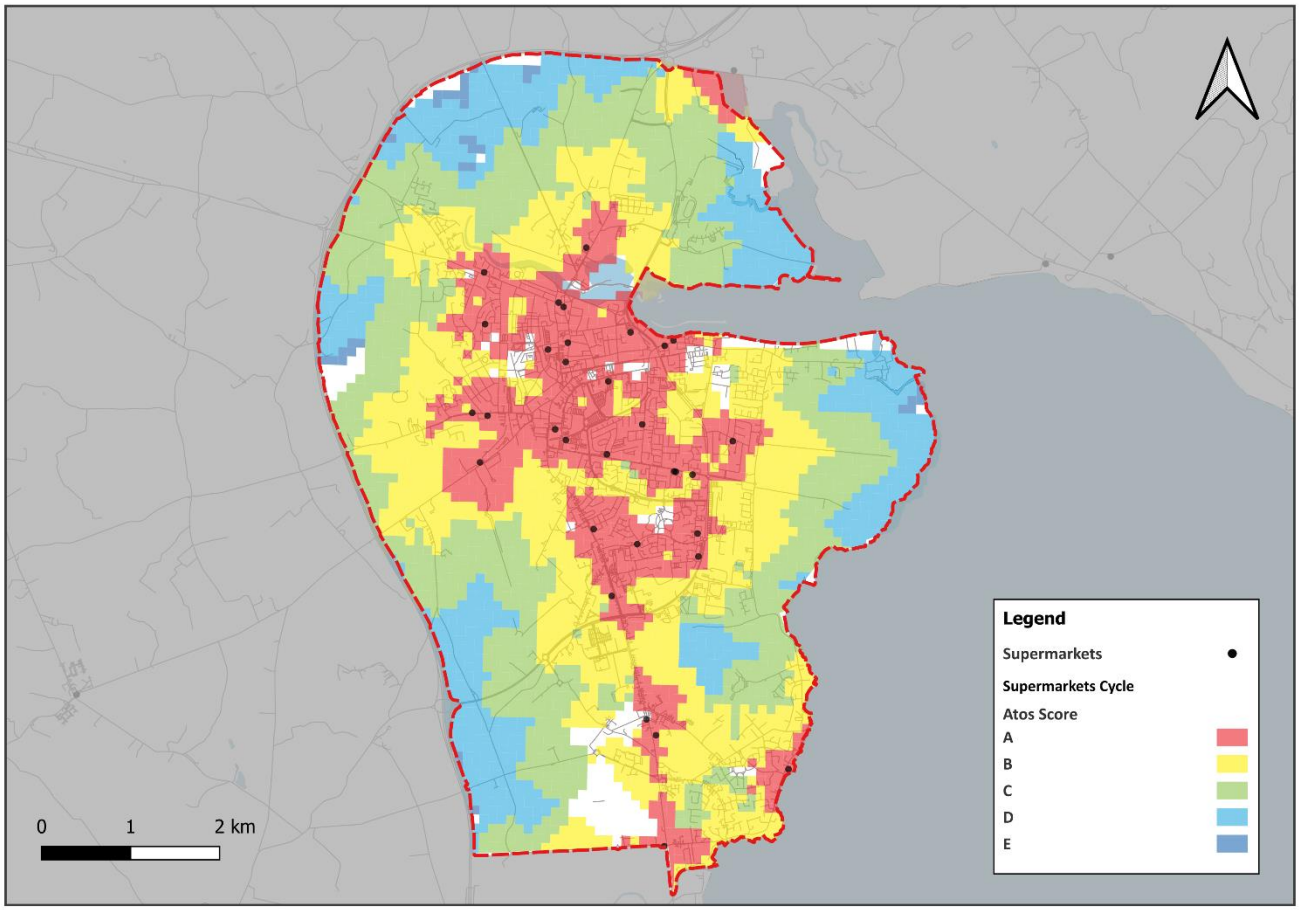


Figure 2-33 – ATOS: Supermarkets (Cycling)

2.7 Access: PTAL

The Public Transport Accessibility Tool (PTAL) is a measure of connectivity by public transport, originally developed by Transport for London[1], which is reflected in the range of the scoring system applied. For any selected location, the PTAL suggests how well it is connected to public transport services, without covering trips made by car. The PTAL outcome values range from zero to six, with the highest value representing the best connectivity. All together there are nine possible values of PTAL: 0, 1a, 1b, 2, 3, 4, 5, 6a and 6b. A location will have a higher PTAL score if:

- It is at a short walking distance to the nearest stations or stops;
- Waiting times at the nearest stations or stops are short;
- More services pass at the nearest stations or stops;
- There are major rail stations nearby; and
- Any combinations of all the above.

Figure 2-34 represents the PTAL score for Dundalk in the morning peak (08:00 to 09:00AM). Higher PTAL scores are notable around the Train station area due to the availability two types of public transport (rail and bus services). Additionally, more services are provided around Dundalk Institute of Technology area and the town centre. Conversely, among the built-up areas lower scores are noted around Haynestown and Haggardstown. Northern region which indicates there is an opportunity to improve permeability in the local public transport network and the frequency of the services.

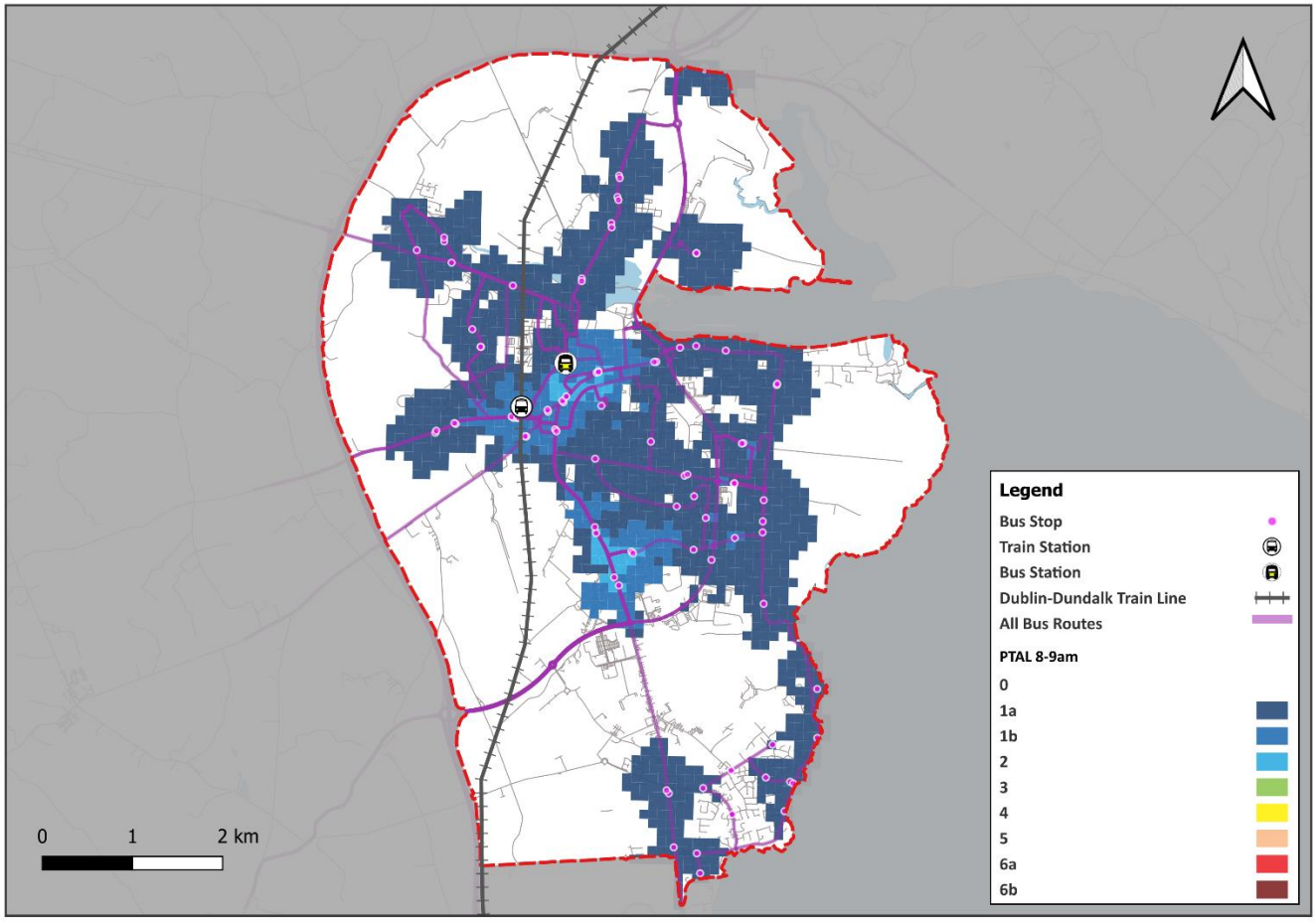


Figure 2-34 – Dundak PTAL Scores AM peak (08:00hrs – 09:00hrs)

[1] Assessing transport connectivity in London (tfl.gov.uk)

2.8 Strengths, Weaknesses, Opportunities and Constraints (SWOC) Analysis

2.8.1 Introduction

A broad range of information have been collected and analysed in relation to policy, area characteristics, transport infrastructure and travel patterns in the Study Area. The findings from this baseline assessment are organised in a Strength, Weaknesses Opportunities and Constraints (SWOC) analysis, providing a summary of Dundalk's transport system performance and potential.

2.8.2 SWOC Analysis

The SWOC Analysis is summarised in Table 2-13. The strengths and weaknesses focus on the existing characteristics of the area, while the opportunities and constraints focus on the external or long-term plan. The SWOC analysis has helped develop the LTP Strategy.

Table 2-13 – SWOC Analysis

Strengths	Weaknesses
• Recognition of Dundalk as a key Regional Growth Centre on the Dublin-Belfast corridor and the Gateway region. • All Island Rail connectivity (direct services to Belfast and Dublin). • M1 motorway which connects Dundalk to both Drogheda and Dublin and N1/ A1 which connects Dundalk to Newry and Belfast. • Strong policy basis for compact growth and the integration of land use and sustainable transport. • Strong town centre which is a focal point for trip making • Relatively compact urban form that supports shorter distance trip making on foot and bicycle. • Principal urban centre in the northeast of the country. • Highly attractive, award-winning streetscape in Market Square and Clanbrassil Street. • Attractive to major multinational employers. • Well-located regional centre in relation to strategic transport network connectivity • Proximity to international seaports (Dublin, Belfast, Drogheda, Greenore, Warrenpoint) and international airports in Dublin and Belfast. • Local employment base: High proportion of commuting short distance. • Existing bus station located in town centre.	• High reliance on the private car as a means of travel. • High levels of car parking provision in the town centre (both on-street and off-street). • Inadequate and poorly maintained pedestrian footways in many locations. • Lack of pedestrianisation: Earl Street is the only fully pedestrianised street in the town. • Limited and generally poor-quality segregated cycle facilities along streets, roads and at junctions. • Bus service characterised by its low frequency and circuitous routes. • Bus service operated by private operator using older vehicles which do not facilitate access for the mobility impaired. • The Long Walk Bus Station is spatially constrained with inadequate facilities. • No access to public transport in some areas. • No dedicated bus lanes which could improve the efficiency of the routes. • Inadequate cycle parking facilities and a particular shortage of bicycle parking in the town centre. • Existing bus network connecting Dundalk to its surroundings. • Severance effect of rail line

Opportunities	Constraints
• Topography consisting of mainly flat land would significantly facilitate the development of active travel (walking and cycling networks) in Dundalk. • Large and growing town able to support an urban public transport network. • Population growth linked to higher densities and more compact urban form. • Dundalk Institute of Technology (DkIT) is a large trip attractor at the regional/national level. • Numerous schools and education places, generating a predictable travel demand. • Roads and streets with wide cross-sections can readily be retrofitted with improved footways and segregated cycle facilities. • Public realm improvements, including increased pedestrianisation, in the town centre.	• History of car dependency and car ownership, • Agglomeration effect, reinforcing the implementation of new businesses and employment on the outskirt of town along the R132. • Legacy of urban sprawl has resulted in development taking place on the edge of the town. • Lack of permeability between the town centre and train station.

3. Objectives

3.1 Introduction

This section presents the objectives of the Dundalk LTP, the methodology used to develop them and their alignment with policy. The objectives for Dundalk were developed based on the SWOC analysis (see section 2.8), existing national and local policies and engagement with both Louth County Council and the National Transport Authority. The objectives inform the option development process and act as guidance tool.

3.2 List of Objectives

The main purpose of the Dundalk LTP is to deliver improvements across the transport sector in the short, medium, and long term. The eight agreed objectives of the LTP are:

1. Increase the share of sustainable transport modes.
2. Improve the coherency, safety and reach of Dundalk's cycle network.
3. Develop an attractive public transport network for all users.
4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.
5. Align with the Climate Action Plan and reduce greenhouse gases (GHG) emissions.
6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.
7. Protect the strategic function of the national road network.
8. Strengthen the attractiveness of Dundalk for economic development.

3.3 Objectives Alignment with Policy

These eight bespoke objectives were developed for Dundalk, in alignment with the Climate Action Plan (CAP), the Louth County Development Plan (LCDP), Louth Climate Action Plan 2024-2029 (LCAP), National Planning Framework (NPF), National Investment Framework for Transport Infrastructure (NIFTI), the Regional Spatial and Economic Strategy for the Eastern and Midlands Region (RSES) and the Transport Appraisal Framework (TAF). Table 3-1 summarises the Objectives and demonstrates how they align with current policy and climate actions.

Table 3-1 – Objectives Alignment with Policy and Climate Actions

NO	Objective	CAP 24	LCDP	LCAP	NIFTI	NPF	RSES	TAF
1	Increase the share of sustainable transport modes.	Walking, cycling and public transport to account for 50% of our journeys	MOV1, MOV2, MOV7, MOV8	BEI 3, BEI 4, BEI 10, BEI 14, GL 4, GL 14, DZ 7	Modal Hierarchy, Investment Priority: Decarbonisation	Sustainable Mobility, Transition to Low Carbon and Climate Resilient Society	Support the Transition to Low Carbon and Clean Energy, Integrated Transport and Land Use	Climate Change Impacts, Safety Impacts, Local Environmental Impacts
2	Improve the coherency, safety and reach of Dundalk's cycle network.	Increase walking and cycling networks	MOV1, MOV6, MOV7, MOV9, MOV 26, MOV27, MOV28, MOV36, MOV37	BEI 2, BEI 3, BEI 4, BEI 14, NEGI 14, DZ 7	Modal Hierarchy, Investment Priority: Decarbonisation	Sustainable Mobility, Transition to Low Carbon and Climate Resilient Society, Enhanced Regional Accessibility	Support the Transition to Low Carbon and Clean Energy, Integrated Transport and Land Use, Enhance Regional Connectivity	Climate Change Impacts, Safety Impacts, Local Environmental Impacts, Accessibility Impacts
3	Develop an attractive public transport network for all users	70% of people in rural Ireland will have buses that provide at least 3 trips to the nearby town daily by 2030	MOV1, MOV6, MOV7, MOV9, MOV13, MOV18	GL 4, DZ 5	Modal Hierarchy, Investment Priority: Decarbonisation, Enhanced Regional and Rural Connectivity	Sustainable Mobility, Transition to Low Carbon and Climate Resilient Society, Enhanced Regional Accessibility, Strengthened Rural	Support the Transition to Low Carbon and Clean Energy, Integrated Transport and Land Use, Enhance Regional Connectivity	Climate Change Impacts, Accessibility Impacts

NO	Objective	CAP 24	LCDP	LCAP	NIFTI	NPF	RSES	TAF
						Economies and Communities		
4	Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.	Increase walking and cycling networks	MOV1, MOV6, MOV7, MOV9, MOV 26, MOV28	BEI 2, BEI 3, BEI 4, BEI 14, BEI 15, NEGI 14, DZ 7, DZ 11	Modal Hierarchy, Intervention Hierarchy, Investment Priority: Decarbonisation, Protection and Renewal	Sustainable Mobility, Transition to Low Carbon and Climate Resilient Society, Enhanced Amenities	Support the Transition to Low Carbon and Clean Energy, Integrated Transport and Land Use, Enhanced Green Infrastructure	Climate Change Impacts, Safety Impacts, Local Environmental Impacts, Accessibility Impacts
5	Align with the Climate Action Plan and reduce greenhouse gases (GHG) emissions.	Envisions a 50% reduction in emissions by 2030 in the transport sector	MOV 1, MOV2, MOV 6, MOV 7, MOV9, MOV 28	BEI 2, BEI 3, BEI 4, BEI 5, BEI 9, BEI 10, BEI 14, BEI 15, GL 4, GL 14, CRT 12, DZ 5, DZ 7, DZ 11	Mobility of people and goods in urban areas, Decarbonisation	Sustainable Mobility, Transition to Low Carbon and Climate Resilient Society	Support the Transition to Low Carbon, Sustainable Settlement Patterns	Climate Change Impacts, Safety Impacts, Local Environmental Impacts
6	Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	Reducing or avoiding the need for travel	MOV2, MOV4, MOV6, MOV7, MOV42	BEI 2, CRT 12	Modal Hierarchy, Intervention Hierarchy, Investment Priority: Decarbonisation	Sustainable Mobility, Transition to Low Carbon and Climate Resilient Society, Compact Growth	Support the Transition to Low Carbon, Integrated Transport and Land Use, Compact Growth and Urban Regeneration Sustainable	Climate Change Impacts, Land Use Impacts

NO	Objective	CAP 24	LCDP	LCAP	NIFTI	NPF	RSES	TAF
							Settlement Patterns	
7	Protect the strategic function of the national road network.		MOV43, MOV53	BEI 2, BEI 4, GL 4, GL 14	Mobility of People and Goods in Urban Areas	Enhanced Regional Accessibility, Strong Economy	Enhanced Regional Connectivity, Strong Economy	Other Economic Impacts
8	Strengthen the attractiveness of Dundalk for economic development.		MOV 1, MOV2, MOV 6, MOV 7, MOV9, MOV 28	BEI 2, BEI 3, BEI 4, BEI 9, BEI 14, BEI 15, GL 4, GL 14, NEGI 14, CRT 12, DZ 5, DZ 7, DZ 11	Mobility of people and goods in urban areas,	Sustainable Mobility		Climate Change Impacts, Safety Impacts, Local Environmental Impacts

4. Future Context

4.1 Introduction

The National Transport Authority has developed 2040 forecast planning sheets, pivoted off the 2016 Census and aligned with the 2040 National Planning Framework projections. In these planning sheets, population, employment, and education growth have been distributed based on the existing development plans at the time they were defined (2018). The publication of the 2022 Census and changes to the development plans (location and size) since 2018 require the forecast planning sheets to be updated. Louth County Council (LCC) reviewed the original NTA planning sheets and adjustments to the forecasted population, employment, and education figures were made, to better reflect the recent evolution in Dundalk. The overall forecast totals for the study area are aligned with the published policy growth. The revised planning sheet has been mapped and the projected growth for the year 2030 is presented in the subsequent sub-sections, including population, employment, and education.

4.2 Projected Growth

4.2.1 Population

Figure 4-1 illustrates the population growth between 2016 and 2030 as per LCC revision. Two areas will experience a significant population growth (>800 inhabitants) in the Blackrock area. There are also plans for additional residential housing closer to Dundalk town centre, which aligns with the compact growth recommendation.

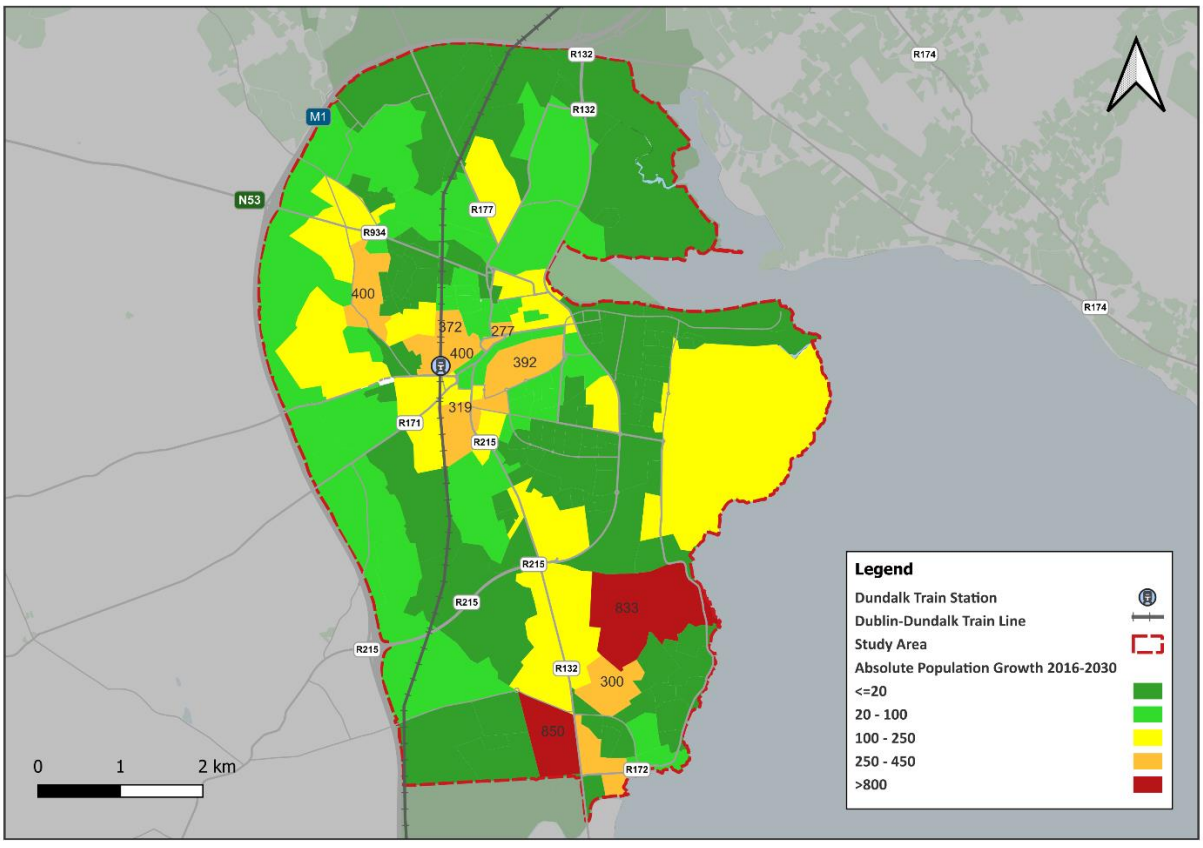


Figure 4-1 - Population Growth 2016-2030

4.2.2 Employment

Figure 4-2 illustrates the growth in number of jobs between 2016 and 2030 as per LCC planning sheet revisions. The growth is principally located to the already developed employment zones (Dundalk Science and Technology Park (Xerox, Wuxi etc.), Finnabair Industrial Park and likely to accentuate the pressure on the R132 during the commuting peak hours. Construction is also ongoing at the Dundalk North Business Park on the Armagh Road.

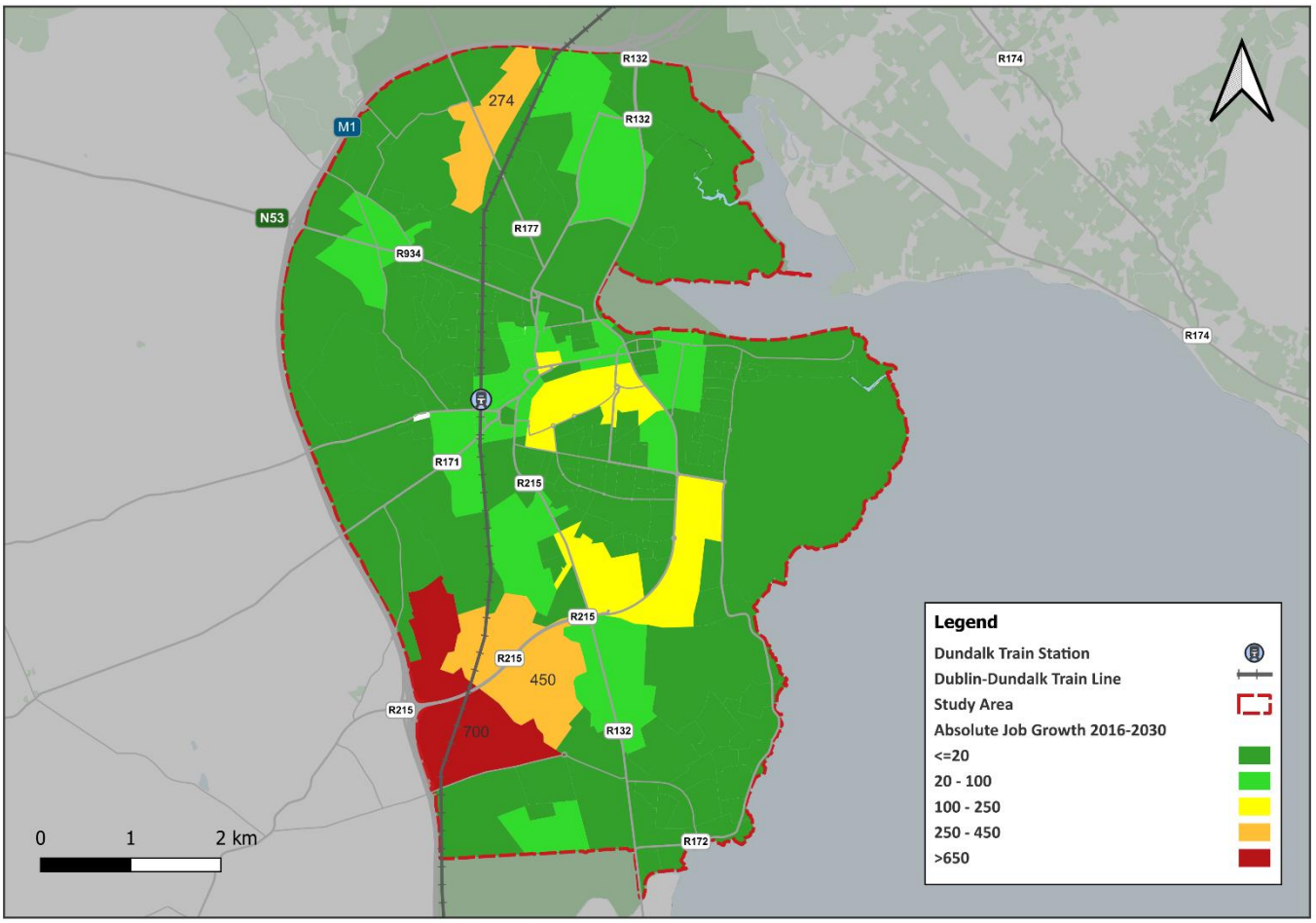


Figure 4-2 – Job Attraction Growth 2016-2030

4.2.1 Education

Figure 4-3 illustrates the growth in the number of students, also named education attraction, between 2016 and 2030 as per LCC planning sheet revisions, at the census Small Area level. Three sites have been identified to accommodate more than 300 additional students: one on the west side and two on the south side. The rest of the growth will be organic growth at the existing educational facilities. The overall number of future students is aligned with the population growth forecast.

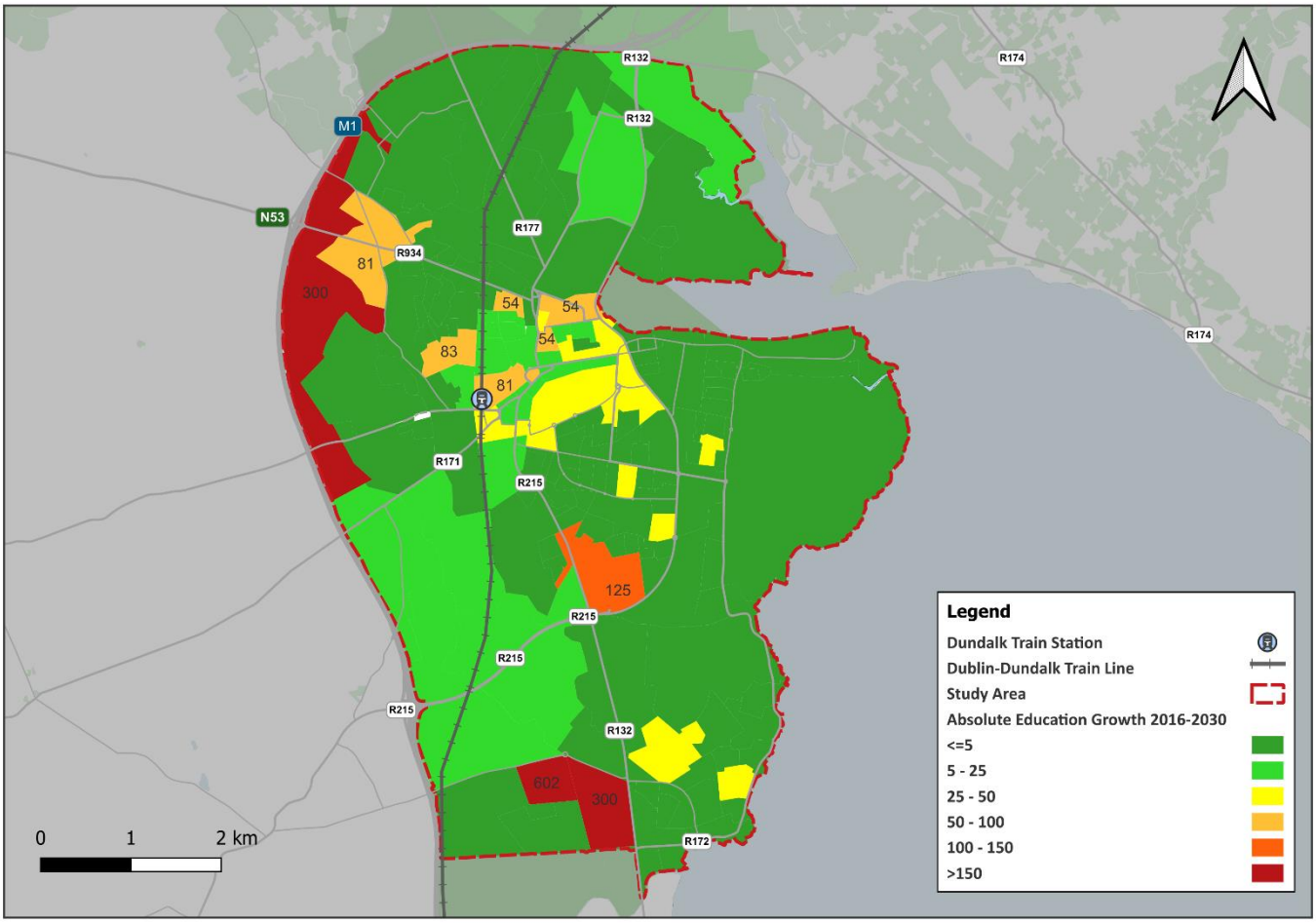


Figure 4-3 - Education Attraction Growth 2016-2030

4.3 On-going Projects

4.3.1 CycleConnects & National Cycle Network

The NTA developed CycleConnects: Ireland's Cycle Network with the main goal of improving active travel by providing opportunities for more sustainable trips on a safe, convenient, and accessible cycle network, connecting more people to more places. Both proposed and existing infrastructure, including greenways and blue ways, have been incorporated into the plan.

This proposed network spans across the study area with cycle facilities present on most roads. Primary routes are planned on the major radials and arteries, connecting the densely populated areas of Dundalk and providing a connection to Blackrock. The Secondary routes interconnect the Primary routes, and they penetrate further into the residential estates. Greenways and Inter-urban cycle routes have also been identified, to connect Dundalk with its regional hinterland and neighbouring settlements (Carlingford, Carrickmacross, Ardee, Drogheda).

TII prepared the National Cycle Network (NCN) Plan, linking cities and towns of over 5,000 people with a safe, connected and inviting cycle network. The proposed cycle network of approximately 3,500km will connect destinations such as transport hubs, centres of education, centres of employment, leisure, and tourist destinations with the intention of facilitating greater cycling and walking amongst students, leisure users, tourists, and commuters alike.

The NCN proposes to connect Dundalk with Drogheda, Carrickmacross (and the rest of Monaghan County) and Newry. The NCN aligns with the NTA's CycleConnects programme of urban and county-level cycle networks, as well as other cycle routes and networks in various stages of development, including the EuroVelo routes, national and regional greenways, and the Strategic Plan for Greenways in Northern Ireland.

4.3.2 Other Active Travel Schemes

The Louth County Development Plan 2021-2027, as varied, contains several objectives aimed at supporting future active travel developments with the goal of making active travel safer and more convenient. Objective MOV27 pledges to review the feasibility of the installation of 30 kph zones in Dundalk and MOV30 aims to provide more traffic free routes for pedestrians and cyclists. Table 4-1 details the proposed improvements to Dundalk's Active Travel Network as per the Plan.

Table 4-1 - Proposed Improvements to Active Travel Facilities in Dundalk

Project	Details
Cycle Facilities	
Great Eastern Greenway	Omeath to Carlingford Greenway is to be extended to Newry and then Dundalk.
Louth Coastal Way	A greenway connecting Dundalk to Blackrock while simultaneously acting as a Coastal Defence scheme
Dundalk to Sligo Greenway	A 176km route linking Dundalk to Sligo passing through 5 counties

4.3.3 Regional Bus Network

The Connecting Ireland Rural Mobility Plan is a major public transport initiative developed by the NTA with the goal of increasing connectivity for those living outside major towns and cities. This is to be done by providing better public transport connections between villages and towns through the addition of new services, improvement of already existing services and the enhancement of current Demand Responsive Transport (DRT) which meets transport needs of those in more remote rural locations.

All of the proposed routes that stop in Dundalk were collected and presented in Table 4-2. MOV23 and MOV24 policy objectives from the County Development Plan state that the council will continue to support the Connecting Ireland plan as well as Local Link services.

Table 4-2 - Proposed Regional Bus Routes - Dundalk

Route Number Proposal	Connecting	Other Details
Regional Corridor Proposals		
30	Cavan to Dundalk	More frequent service than the existing 166 – minimum frequency of 2 hours
33	Enniskillen to Dundalk via Monaghan	New corridor with a minimum frequency of 2 hours
39	Belfast to Dublin	The corridor is served by routes which are mainly express services like 100X, 400 etc. Proposal to better integrate routes along the corridor.

41	Mullingar to Dundalk via Kells and Ardee	Replacing partial corridor currently serviced by the 167 - minimum frequency of 2 hours
168	Newry to Drogheda via Dundalk	Integration of the 161 and 168 routes with 9 return trips to be scheduled daily

4.3.4 Rail Network

At present Dundalk is directly connected to both Dublin and Belfast by rail. A maximum of 12 trains per hour per direction can circulate North of Connolly station. The City Centre Re-signalling Project aims to increase this number to 20 trains in each direction per hour, providing potential for increased rail frequency. Upgrades are planned for the Dublin to Belfast line, which will reduce journey times to 90 minutes and decrease the time between trains to one hour. The County Development plan, through a series of policy objectives, has committed to supporting the Re-signalling project, the improvement of the Dublin to Belfast line and the enhancement of current park and ride facilities. Policy Objective MOV18 of The Plan seeks to carry out a feasibility study for another rail station in south Dundalk.

4.3.5 Road Network

Chapter 7 of the Louth County Development Plan 2021-2027 discusses the upcoming proposed upgrades and additions to the county's road network. The key road projects planned for Dundalk are listed below.

- East-West Link Cavan to Dundalk
- R215 (Old N52) Realignment Mapastown Bridge
- Link Road from L-3161 Marlbog Roundabout to L-7163 Chapel Road Roundabout
- Link Road from R177 Armagh Rd to R215 old Dublin Road
- Link Road from R934 Castleblayney/Castletown Road to R178 Carrickmacross Road
- Link Road from R178 Carrickmacross Rd to R171 Old Ardee Road
- Local Road linking R215 through Belfield Estate to the Marlbog Roundabout
- Link Road from upgraded Mount Avenue Road to the proposed Road linking the Castleblayney Road to the Carrickmacross Road
- Marlbog Road roundabout link to Old Golf Links Road, Blackrock

Policy Objective MOV53 in the Development Plan pledges to ensure a continuous stakeholder and local landowners engagement in securing funding to design and deliver these projects. The purpose of these link roads is to better connect businesses and neighbourhoods within Dundalk to the main access roads leading in and out of the town.

4.3.6 Public Realm Regeneration

The on-going Public Realm schemes in Dundalk that have an impact on the transport system are listed in Table 4-3.

Table 4-3 – Public Realm Schemes

Project	Description
Long Walk Regeneration	LCC received funding from the Urban Regeneration and Development Fund (URDF) to create a Framework Plan for the Longwalk Quarter. The aim of the project is to help to enhance Dundalk town centre, regenerating an area right in the centre of Dundalk town. At present the Long Walk Shopping Centre experiences a vacancy rate of approximately 50% which could be improved with the regeneration of the area. The development plan states that the area has the potential to be redeveloped so that it can be better suited for retail and other mixed uses. The framework plan will consider options for the refurbishment of the Carroll Village Shopping Centre, the upgrading of streets, the enhancement of public spaces and the incorporation of art into communal spaces. Improvement of connectivity between Long Walk, Clanbrassil Street and the Town Centre has been highlighted as a key goal for this project.
St. Nicholas Quarter Regeneration	Louth County Council received €7.4 million in funding from the URDF in order to regenerate the St. Nicholas Quarter of Dundalk Town. This project will help to rejuvenate both Bridge Street and Linenhall Street, preventing them from falling further behind the rest of the town. The project will improve pedestrian areas and increase accessibility for elderly and disabled people. The first phase of the regeneration, which is due to commence in Q3 2024, will primarily focus on the improvement of the public realm on Bridge Street, Linenhall Street, Northgate Street and Peace Park, while the second phase will place emphasis on preparing compulsory purchase orders for vacant buildings in the area. The plans for the regeneration were brought for public consultation in November 2023. The public realm works are due to commence in Q3 of 2024.
Navvy Bank Upgrade	The Navvy Bank offers a very picturesque and attractive path on the north-east side of Dundalk. Even though primarily use for recreational purposes, this link can provide an off-road solution for active travel to the population living on the Point Road. This project has been identified in the County Development Plan.
Dundalk Library and Museum Quarter	The VARCITIES Research Project, which was recently completed, aims at enhancing the open space beside Dundalk's library and the County Museum. Funded by the European Union Horizon 2020 Research and Innovation programme, VARCITIES has selected Dundalk as one of its eight European Pilot Cities. One of the primary goals of this initiative is to implement integrated and sustainable measures aimed at enhancing the health and well-being of citizens while supporting municipal actions and local SMEs in seizing growth opportunities and generating revenue. Three key developments are planned for the open space, as listed below: • Outdoor learning pod. • Urban green learning and sensory garden. • Enhancements to the existing bicycle station.

4.4 Future Travel Demand

4.4.1 Modelling Approach

To build a robust context for the development of the Dundalk LTP, the NTA Eastern Regional Model (ERM) has been utilised to forecast future travel demand. It is important to note that the modelling exercise's purpose was to help understand the area's existing traffic and transport conditions while delivering a vision led approach rather than a forecast led one. Both the road and the active travel model networks were reviewed and refined to represent the existing transport infrastructure. Dundalk is part of the ERM buffer road network, meaning that it is represented in a more simplistic manner than the core part of the network; junctions are not detailed, and traffic conditions are modelled on a link basis using speed-flow relationships or fixed speed elements. Therefore, the model was used for a high-level assessment of the study area and the model's outputs will only be used as a guiding tool.

4.4.2 Mode Shares

The total number of internal trips within the study area increases by 24% between 2016 and 2030, aligned with the forecasted population growth (see Table 4-4.). The number of internal car trips increases at a greater rate (+25%) than the number of Public Transport trips (+17%). The model outputs indicate that travelling behaviour and transport mode choice are comparable to the current situation, **in the absence of any intervention** (similar mode shares in 2016 and 2030).

Table 4-4 - Internal Trips by Mode (2016 and 2030 – NTA ERM)

Mode	2016 Trips (%Mode Share)	2030 Trips (%Mode Share)	Difference	% Difference
Car	46,774 (65%)	58,235 (65%)	11,461	+25%
Public Transport	3,482 (5%)	4,088 (5%)	606	+17%
Walking	19,456 (27%)	24,032 (27%)	4,576	+24%
Cycling	2,294 (3%)	2,804 (3%)	511	+22%
Total	**72,006 (100%)**	**89,160 (100%)**	**17,153**	**+24%**

4.4.3 Road Traffic Flows

Figure 4-4 below represents the projected 2030 Annual Average Weekday Traffic (2-Way AAWT). High flows are observed on the town radials (R132 Dublin Road, R171, R934 Castletown Rd, R132 Newry Rd, R215) and the R215 through the town centre.

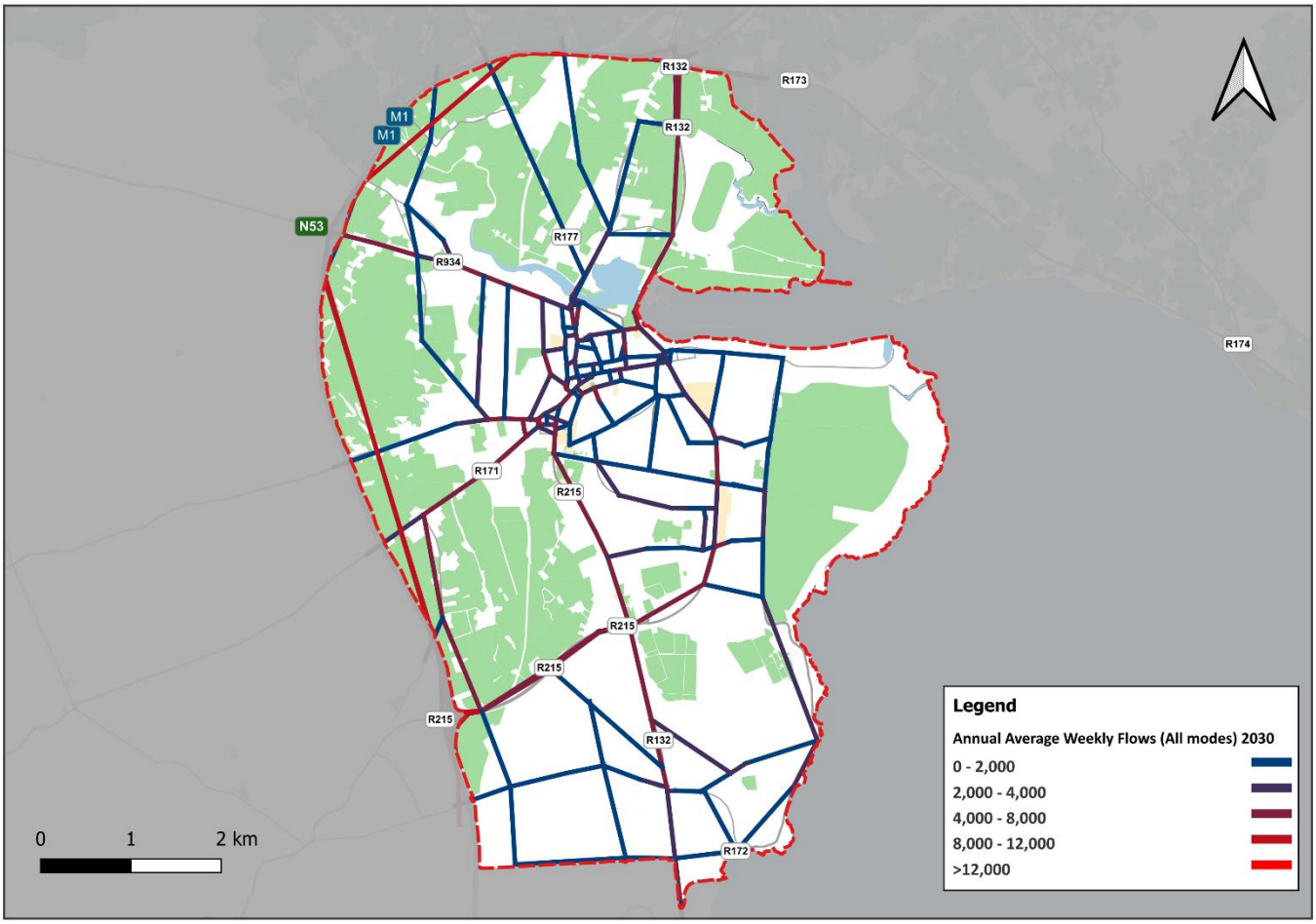


Figure 4-4 - 2030 Average Weekday Daily Traffic Flow

4.4.4 Application

The modelling of the 2030 travel demand, based on the future land use, feeds into the development of the Local Transport Plan. Strategic transport options, such as the proposed urban bus network or the active travel schemes have been developed to meet the 2030 forecasted demand and they are presented in the following chapter.

5. Emerging Preferred Strategy

5.1 Introduction

This Section of the LTP sets outs the Emerging Preferred Strategy (EPS) for Dundalk. It gives an overview of the development of the strategy and introduces the transport measures to be implemented to achieve the project objectives. Details on the measures for each relevant mode of transport are outlined below with their extents mapped. Together, these interventions will create a balanced and integrated transport network which seeks to facilitate the sustainable growth of Dundalk and increase the quality of life for its citizens.

5.2 Strategy Development

Dundalk is a well-developed area and a regional growth centre, currently accommodating over 40,000 people, and aiming to reach a population of 50,000 by 2031. This bespoke Transport Strategy has been developed in that context, to tackle the challenges Dundalk faces now and in a near future and to capitalise on its strengths and opportunities. The Transport Strategy is built on the preparation work detailed in the previous chapters which:

- Assessed the current transport system and transport demand;
- Identified objectives; and
- Anticipated the future population growth and the resulting transport demand.

The Strategy follows a “Decide and Provide” approach, a vision-led approach that drives the project towards desirable goals that have been initially agreed and aligned with policy, rather than a traditional “Predict and Provide” approach which relies upon using past experience to predict transport demand and infrastructure needs and results in the reinforcement of the status quo. The Strategy is made of independent options that have been developed by a wider team of Planners, Engineers and field specialists - see Appendix A1 for further details. The options have been assessed through a framework, aligned with the objectives presented in Chapter 3 and further detailed in Appendix A2.

The Strategy is subsequently presented by mode of transport, following the NIFTI modes hierarchy, putting active travel at the forefront of the Strategy, followed by public transport and private vehicle transport.

5.3 Active Travel Measures

5.3.1 Connectivity

Two of the common barriers to active travel are travelling distances and safety concerns, particularly with cycling. These are:

- **Distance:** Active travel is powered by a person’s own energy, which is limited. According to the 2022 National Household Transport Survey[2], 75% of the walking trips are under 30 minutes, corresponding to a maximum 2 - 3 kilometres range at a decent pace. This range is reduced further for people with restricted mobility (younger children and their carers, senior population, mobility impaired persons) and any distance savings, even small, can be of great benefit.

[2] https://www.nationaltransport.ie/wp-content/uploads/2024/05/NTA_NHTS2022_UpdateReport_13May2024.pdf

- **Safety:** Safety concern, is the fear of potential conflict with other modes sharing the road space. These concerns are founded on the actual safety record of the infrastructure or may be based on the perception that the infrastructure or cycling itself as a mode of travel is unsafe. Providing infrastructure which is both safe and perceived as safe for active travel is at the core of this Strategy, supported by objective 4 *"Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network"*.

The Connectivity measures presented in Table 5-1 and Figure 5-1 below seek to alleviate the two abovementioned barriers to active travel, by reducing travel distance and making every part of an active travel journey safe.

A list of 25 locations has been identified where there is an existing active travel demand and a lack of safe crossing, captured in Option 14. There are also several parts of Dundalk where natural and artificial barriers are unnecessarily increasing the travel distance and discouraging people from walking and cycling. Improving the permeability of these areas is the purpose of Option 38.

Table 5-1 - Proposed Active Travel Connectivity Measures

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.

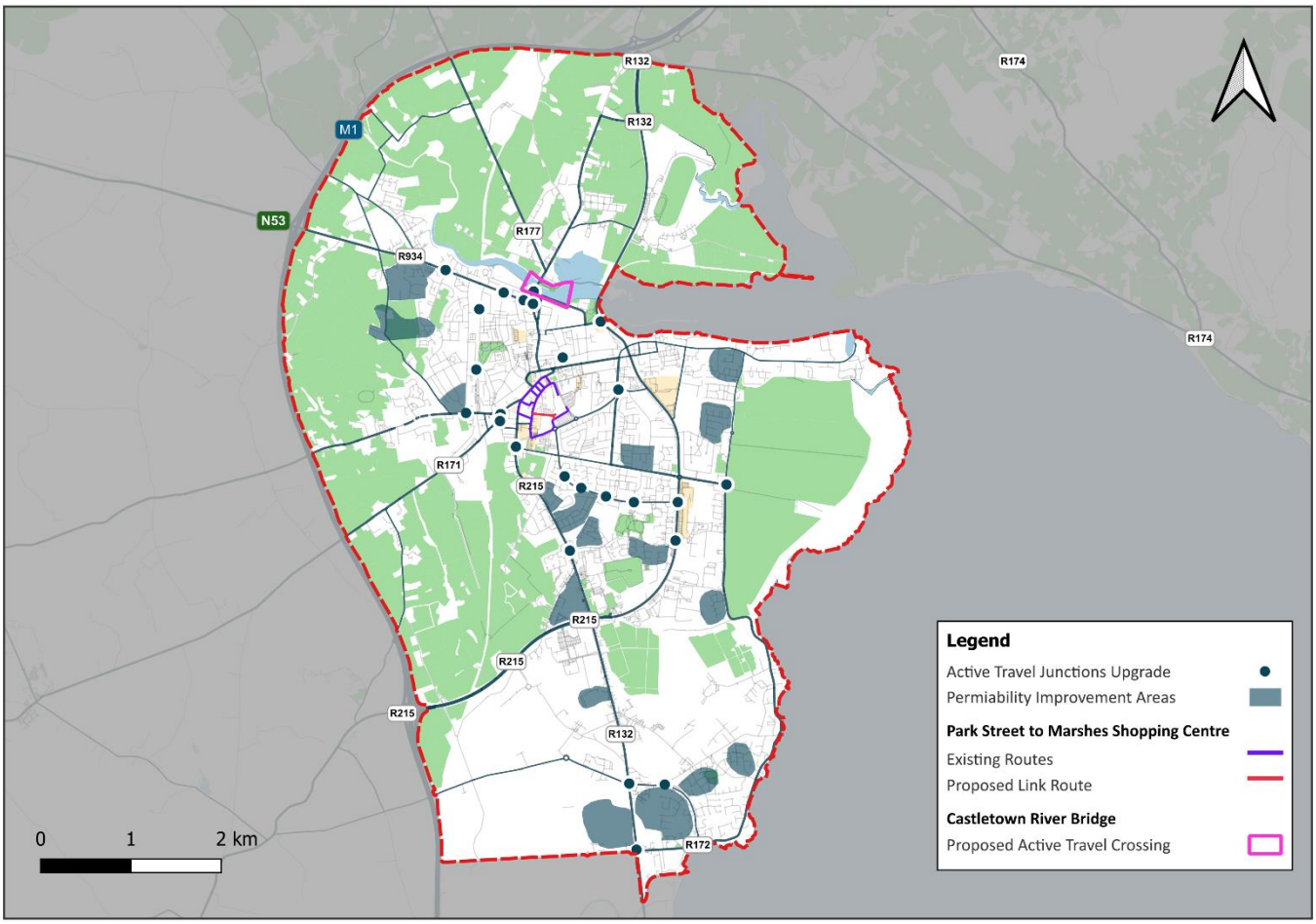


Figure 5-1 – Proposed Active Travel Connectivity Measures

5.3.2 Infrastructure

The Cycle Design Manual[3] states that *"the delivery of safe cycling infrastructure to encourage more people to cycle as a regular mode of transport is strongly supported by a number of national policies and plans."* The Strategy is therefore including segregated and safe active travel infrastructure.

There are on-going active travel schemes in the study area, which are at different stages of implementation from option development, preliminary design, planning consents and detailed design. The Strategy strongly supports the implementation of these schemes and the options developed are aimed at completing and rationalising the network into a coherent and far-reaching active travel network, presented in Table 5-2 and Figure 5-2.

[3] Cycle Design Manual - National Transport

Table 5-2 - Proposed Active Travel Infrastructure Measures

Option ID	Name	Description
30	CycleConnects[4]	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.
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 Ct.
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 heading south towards Castlebellingham and beyond.
69	Dundalk to Castleblayney Greenway	Development of the Dundalk to Castleblayney section of the Dundalk- Sligo Greenway.

[4] The CycleConnects summary report states that *'This network plan will not specify or prescribe any cycling infrastructure for the routes presented.'*

Option ID	Name	Description
79	Carrickmacross Rd 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.

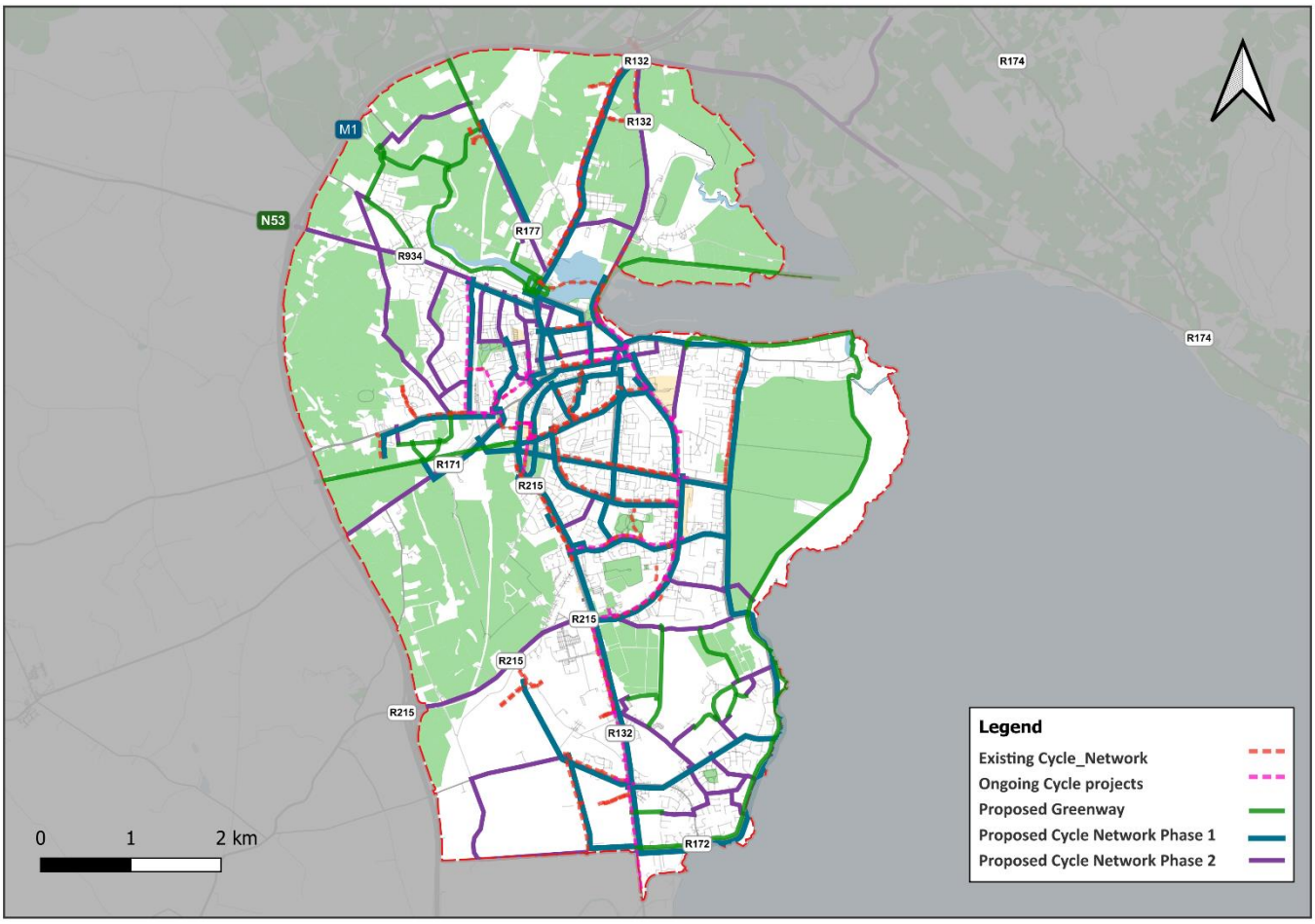


Figure 5-2 – Proposed Active Travel Infrastructure Measures

5.3.3 Complementary Measures

Any journey can be broken into separate phases or legs. A negative perception or experience in one of these phases can shift a person away from a transport mode, for example having to undertake an unsafe road crossing or the absence of secure bike parking. Complementary measures are playing an essential role to remove these negative elements of our journeys and they are providing an overall better door-to-door experience.

A Cycle Share Scheme (Option 41) facilitates access to bikes without the ownership, maintenance or parking constraints. It increases sustainable modes visibility in the public environment and similar schemes are now present in all five major Irish cities as well as a number of towns of varied sizes across Ireland. Proposed complementary active travel measures are displayed in **Table 5-3.**

Table 5-3 - Proposed Active Travel Complementary Measures

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[5].
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 section 14 of the Planning and Development Act 2000 (as amended).

[5] Infrastructure Equality Guidance - National Transport

5.4 Public Transport Measures

Public Transport plays an important role in any urban transport strategy as it can move more people than personal motorised vehicles without negatively impacting road network capacity. This is illustrated in Figure 5-3, showing the road space required to transport twenty people by four different modes of transport.

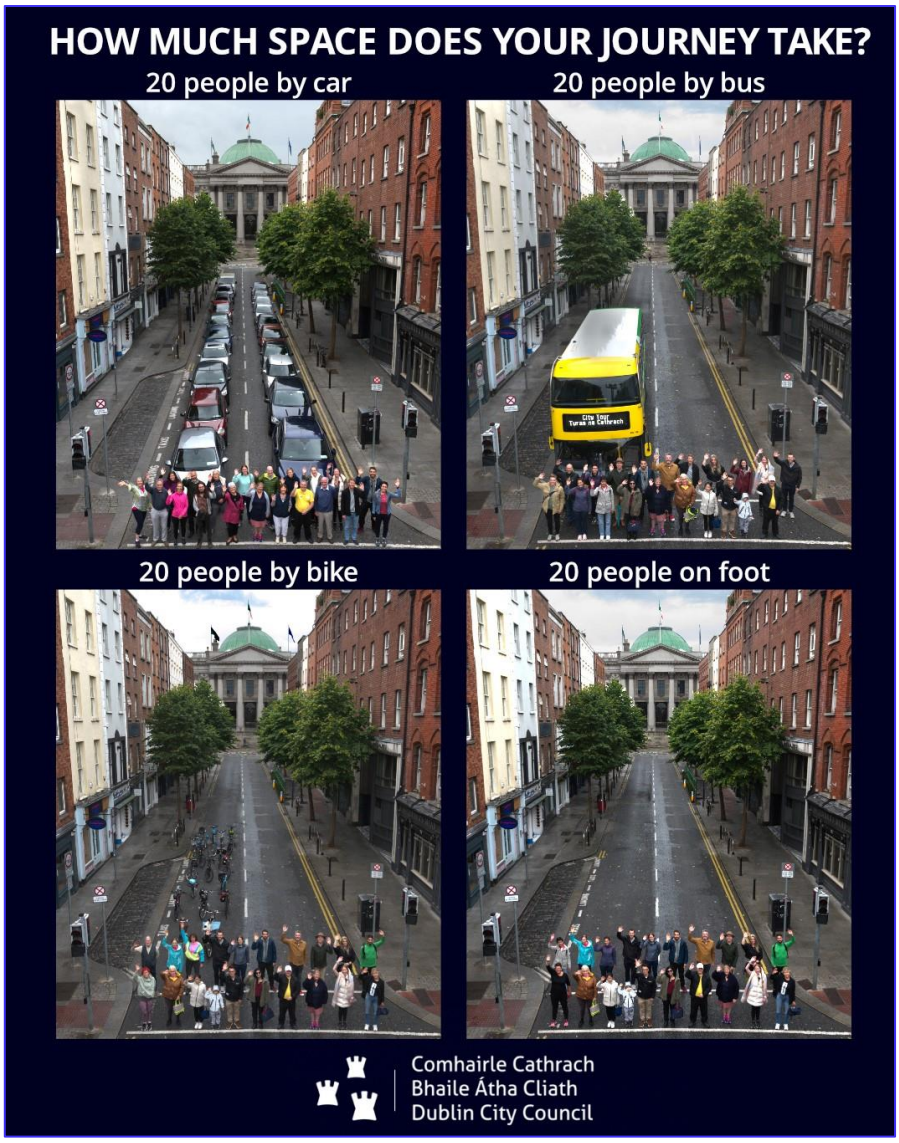


Figure 5-3 – How Much Space Does Your Journey Take?

Dundalk is a relatively compact town by Irish standards, with most of the population living within a 3km radius of the town centre. This urban form presents an ideal opportunity to operate a bus network as it offers the possibility to run short and frequent routes through densely populated areas.

The list of proposed Public Transport measures is presented in Table 5-4. The improvement to the bus station at Long Walk (Option 21) is under consideration by Bus Éireann, who currently operate at this location. The Local Transport Plan has identified the need to improve the station, to increase the capacity of the public transport system and to make the station attractive and generate a positive experience for the passengers. This would be supported by technology (Smart ticketing: Option 24 and Real Time Information: Option 25) and infrastructure enhancements to the bus network (Bus stop improvements: Option 26). The integration of the urban bus network with the regional and national bus services, including the Local Link scheme, is also supported by the Plan.

The proposed new urban bus network (Option 31) is presented in Figure 5-4 below. This network was developed using the NTA's bus planning department guidance. A high public transport demand corridor was identified using a 2030 scenario in the East Regional Model. A spinal bus route on a north-south alignment along the R215/ R132 emerged from the analysis. The spine diverges into two branches in the south of the Study Area with one route serving Blackrock (DN1) and the other serving Haynestown (DN2). Similarly, the spine diverges into two branches in the north of the Study Area, with one route serving Castletown Road (DN1) and the other serving Newry Road (DN2). The network is completed by two further routes: DN3 between Ard Easmuinn and Mullagharlin via the Marshes and DN4 between Blackrock and Clarke station via R171.

Frequencies are expected to be a service every 20 – 30 minutes during the peak periods, which would result in a combined frequency of 10 – 15 minutes on the spine between the R132 near Blackrock and Bridge Street to the north of the town, making bus an attractive and reliable mean of travel.

It should be noted that the bus network illustrated in Figure 5-4 is a preliminary design and would require agreement with the NTA.

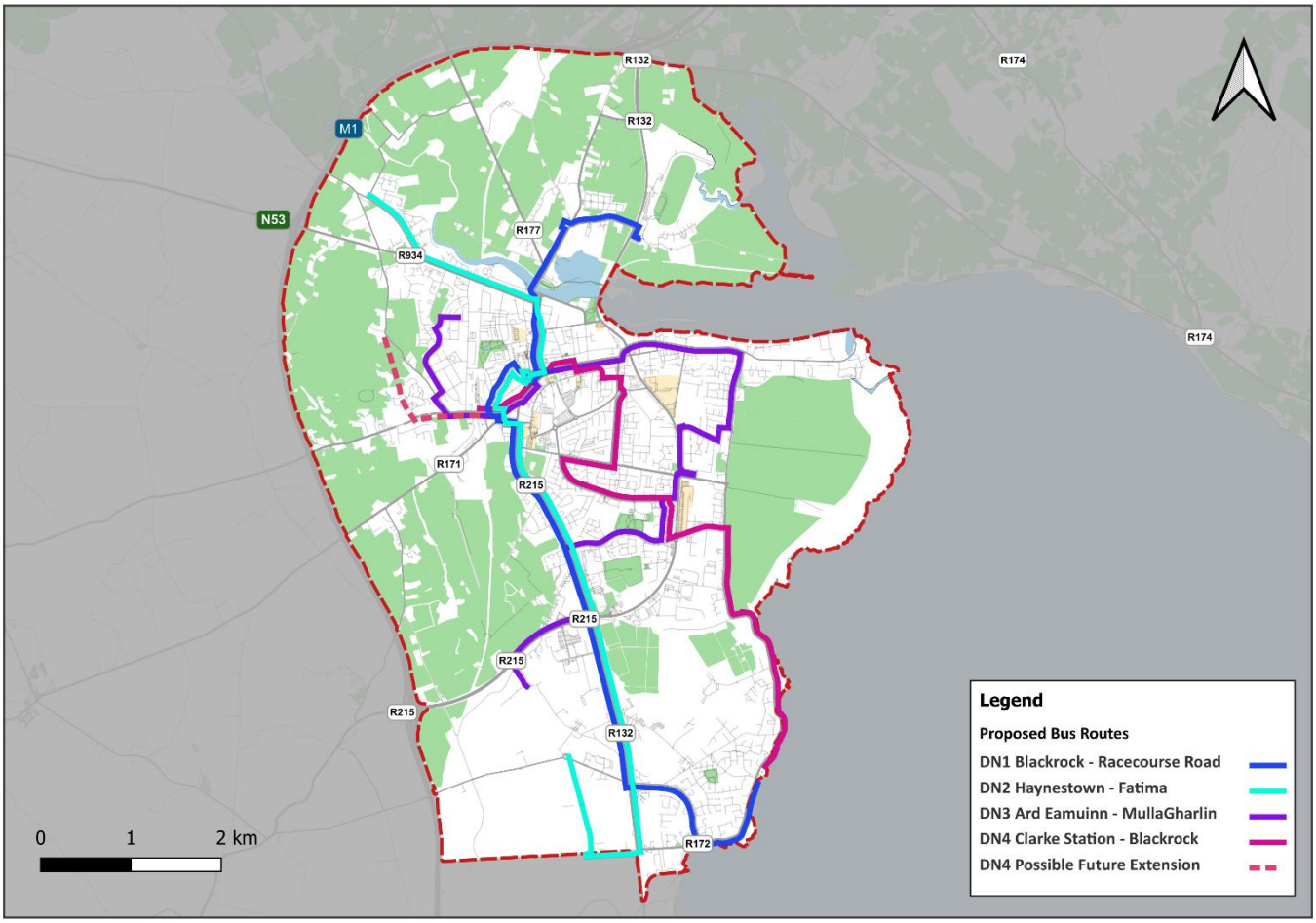


Figure 5-4 – Proposed Urban Bus Network

Table 5-4 - Proposed Public Transport Measures

Option ID	Name	Description
21	Bus Station Improvement	Improvements to the 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. 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.

5.5 Road Measures

5.5.1 Improvement Measures

The road network accommodates a significant share of trips within Dundalk (private vehicle mode share is 65%) and maintaining a functioning road network is one of the objectives of this Plan: *"Protect the strategic function of the national road network (Objective 7)".* The Improvement Measures relate to the existing roads and streets. These measures are classified in the NIFTI intervention hierarchy level 2 "Optimise" and level 3 "Improve", to be prioritised over level 4 "New" interventions.

The vehicular carriageway of Chapel Street is narrow, resulting in 'pinch points' where cars are struggling to pass each other, leading to congestion during the peak hours. It is recommended as part of this Plan to convert Chapel Street into a one-way street (Option 3). The direction of the one-way system and traffic management measures necessary to support this measure are to be determined at a later stage.

Rock Road and Sandy Lane in Blackrock are suffering from sub-standard or wholly absent provisions for cyclists and pedestrians. Options 17 and 18 seek to address these deficiencies.

A review of the existing resident parking system is proposed as part of The Plan (Option 40). The possibility to park private vehicles would be retained for residents but a zoning system would be implemented to control residential parking in commercial areas where businesses operate. The electrification of the private vehicle fleet requires additional charging points, especially where residential units have no access to private driveways (apartment blocks, terrace housing, etc.). The Plan foresees the future need for charging infrastructure and recommends the preparation of an EV charging strategy for Dundalk to anticipate the demand and help its population shift to EVs (Option 71).

It is also noted that the *Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities* was published by the Department of Housing, Local Government and Heritage in January 2024 to set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements. The guidance sets out, *inter alia*, development standards for new housing and has implications in relation to the quantum of car parking that should be provided for new developments. Applicants for residential development should be required to provide a rationale and justification for the number of car parking spaces proposed (based on proposed development site attributes such as location, accessibility, public transport provision, etc.) and to satisfy the Planning Authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. This will likely lead to a reduction in the provision of residential car parking for new developments at certain locations in Dundalk. Proposed measures linked to the improvement of roads can be found in Table 5-5.

Table 5-5 - Proposed Road Improvement Measures

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.

5.5.2 New Transport Infrastructure Measures

The projected population growth and the on-going developments in the Study Area are dependent on a certain number of new transport infrastructure interventions. The provision of new transport links is at the lower level of the NIFTI Intervention Hierarchy (level 4 “New”) and would be recommended only from an accessibility perspective (i.e., not encouraging rat-running and through traffic). These new links would incorporate high quality active travel facilities and should be an opportunity to improve the safety of the junctions where they connect to the existing network. The primary purpose of these links would be to release strategic lands for development.

The new transport corridors proposed in The Plan are listed in Table 5-6 and shown graphically in Figure 5-5.

Table 5-6 - Proposed New Transport Infrastructure Measures

Option ID	Name	Approximate Length (KM)	Description
5	Transport Corridor from L-3161 Marlbog Roundabout to L-7163 Chapel Road Roundabout	0.8	Relief road from Wuxi to Marlbog Road in order to prevent bottlenecks along Chapel Road.
22	Mount Avenue Transport Corridor	0.7 (New Road) 1.5 (Upgrades)	The new Transport Corridor will join the existing Mount Avenue Road north-west of the ESB Substation. From that point, the Mount Avenue Road will be widened and upgraded to Castletown Cross on the Castleblaney Road. The 1.5km long section of upgrade works was completed in September 2024.
23	Northern relief Transport Corridor	1.5	Inner Transport Corridor between Armagh Road and Newry Road.
60	Transport Corridor from R934 Castleblayney Road to R178 Carrickmacross Road	2.3	Orbital route allowing access to the R934 from the R178, therefore removing traffic from the core town centre area.
61	Transport Corridor from R178 Carrickmacross Rd to R171 Old Ardee Road	0.8	Orbital route providing a connection between the R178 and the R171 without requiring drivers to enter the town centre.
62	Transport Corridor linking R132 through Belfield Estate to the Marlbog Roundabout	0.67	Link route linking R132 through Belfield Estate to the Marlbog Roundabout.
63	Transport Corridor from upgraded Mount Avenue Road to the proposed Road linking the Castleblayney Road to the Carrickmacross Road	0.52	A route linking option 60 to option 22. A new roundabout is to be built where this corridor meets the upgraded Mount Avenue transport corridor.
65	Removal of Hill Street Bridge and new Junction layout with the Millennium Road, Dundalk	0.18	Demolition of existing rail bridge and reconstruction of existing carriageway and new junction works, providing safe infrastructure for active travel. Located on the key North-South transport corridor used by all modes.

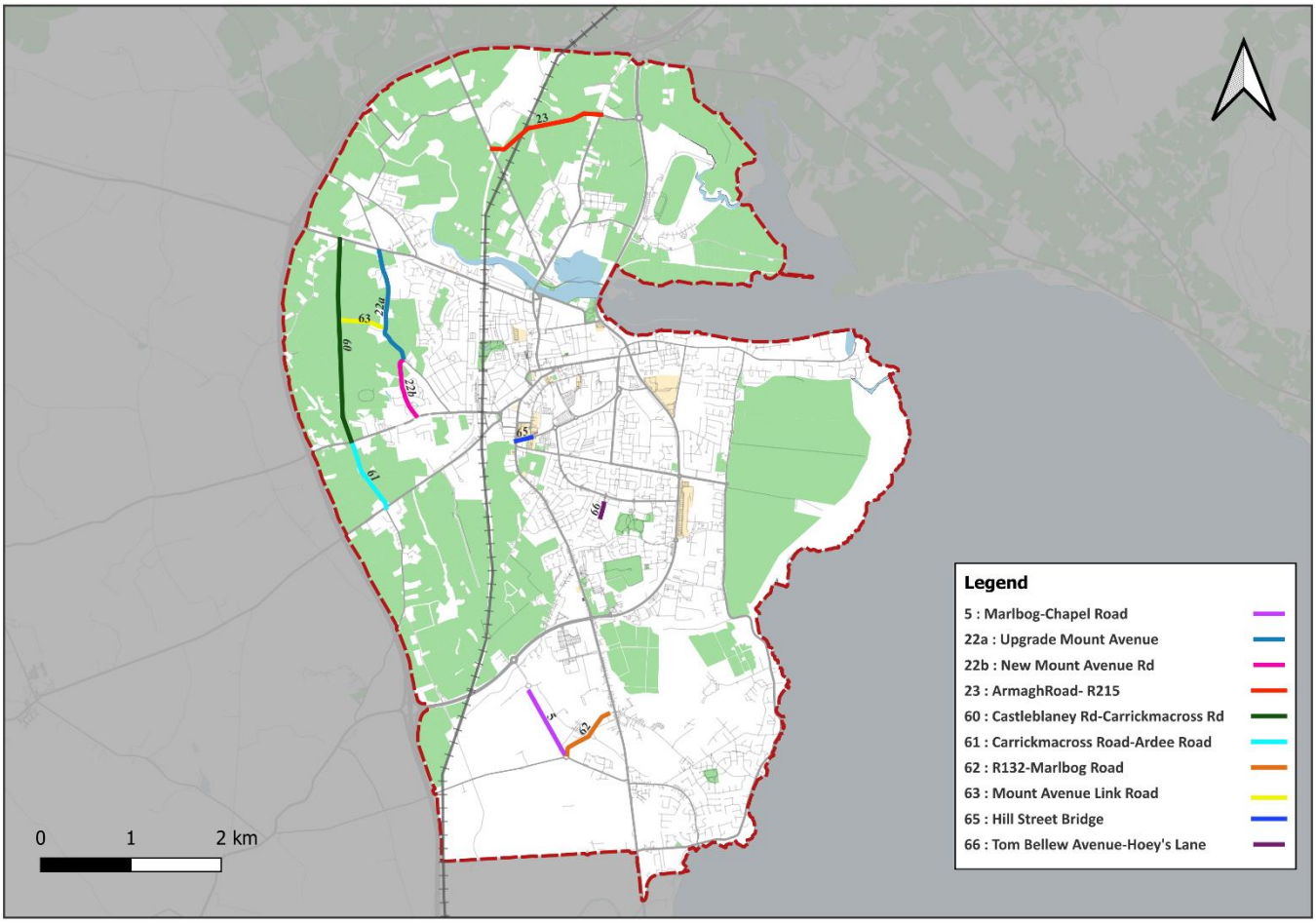


Figure 5-5 – Proposed New Transport Corridors

5.6 Multimodal Measures

Because mobility is multidimensional and journeys can be made of separate legs on different modes of transport, this Strategy includes a list of multimodal measures. These measures are providing solutions to help people choosing more sustainable modes of transport as part of their journeys.

Mobility hubs are a key component of The Plan (Options 32A to 32E) by allowing transfer between modes and proposing attractive transport alternatives. Each of the five proposed hubs has a functionality specific to its location on the network which is outlined below. The indicative location of each mobility hub is illustrated in Figure 5-6.

- Mobility Hub 1 (North): This hub would facilitate commuters using the Armagh Rd (R177) and Newry Road (R132 and R215). The hub would be served by proposed DN1 Bus route and function as a Park & Ride to reduce vehicular traffic on the Dundalk Bridge, Newry Road. The close proximity to Clanbrassil Street could also function as a Park & Stride, allowing people to walk or wheel to Dundalk Town Centre.

- Mobility Hub 2 (Northwest): This hub would be served by the proposed DN2 bus route, which would facilitate transfer onto buses. The proximity of two large secondary schools (St Louis and De La Salle) is an opportunity to offer car sharing or bike sharing facilities at the hub.

- Mobility Hub 3 (West): This hub would be served by the DN4 bus route. Its proximity to Dundalk Clarke Train Station (1.0km) could make this hub a Park & Stride to the station.

- Mobility Hub 4 (Southwest): This hub would be served by proposed DN3 bus route and would facilitate access to the Science and Technology Park. The site is approximately a 15-minute cycle from DkIT (Park & Stride) and it could also be a second Park & Share site, next to the M1 Junction 16.

- Mobility Hub 5 (South): would be served by the proposed DN1 bus route. It has the potential to form a stop for regional and long-distance bus services and provide service to the large local catchment (Blackrock and new developments in the south of the Study Area).

The potential locations for these Mobility hubs are presented in Figure 5-6, which also displays two proposed 30km/h zones (Option 34). It should be noted that the implementation of these zones would be carried out in accordance with the recommendations of the Department of Transport's Speed Limit Review which states that, in general, a 30km/h limit should apply, for all city or town centres, residential roads and locations where there is a significant presence of vulnerable/active road users.

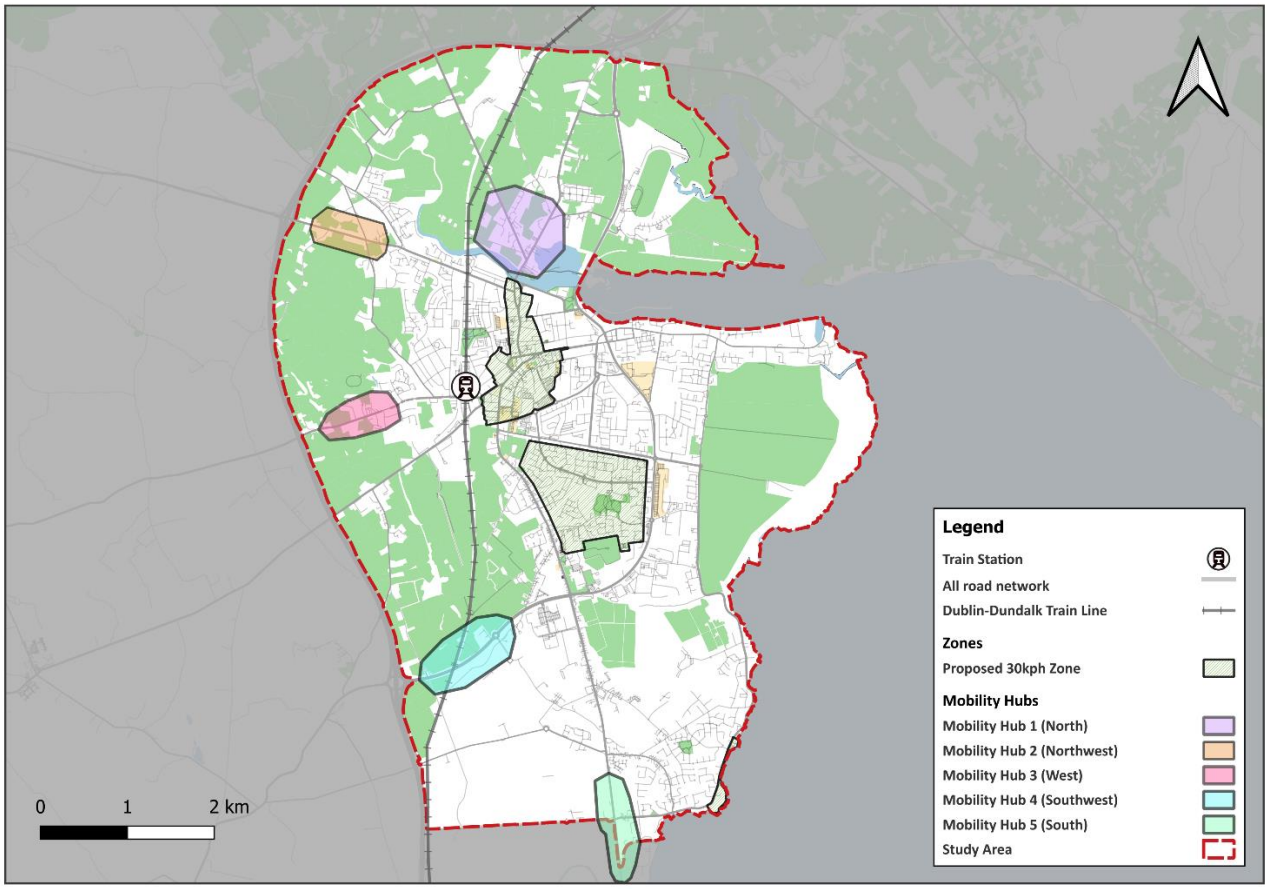


Figure 5-6 - Proposed 30km/h Zones and Mobility Hub Locations

Francis Street-Park Street and Crowe Street are parts of Dundalk core town centre, where several recreational and hospitality businesses are located. These streets are currently very car-orientated, catering for two lanes of traffic and on-street parking on both sides, to the detriment of pedestrians and cyclists. The Plan is proposing public realm enhancement for these two locations (Option 47 and 48), to reallocate some of the car space to the other modes of transport and add new amenities.

The remainder of the proposed multimodal measures are listed in Table 5-7 below.

Table 5-7 - Proposed Multimodal Measures

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.

Option ID	Name	Description
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.
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.

5.7 Conclusion

The two figures below are images of the same location (Roden Place, front of Louth County Library) in 1930 and 2023, showing the transformation of the area from a people-centric place to a car-centric place. This Local Transport Plan is aiming at bringing back the attention on people rather than vehicles and rebalancing the allocation of space towards sustainable modes. All the measures presented in this document are contributing to that aim at different levels.

Figure 5-7 - Photo of Roden Place, 1930
Source: ***https://www.olddundalksociety.ie/***

Figure 5-8 – Photo of Roden Place, 2024

6. Implementation and Monitoring

6.1 Introduction

This LTP contains a range of measures to support the development of all modes of transport including active travel, public transport, and roads. It is the aim of The Plan to bring change by providing existing and future residents of Dundalk with sustainable travel choices. This chapter sets out how these measures could be delivered, including priority actions to be taken within the short-term. This chapter also sets out the strategy for monitoring the implementation of the LTP.

It should be noted that this LTP is one of a number of complementary non-statutory assessment processes used in the preparation of the Dundalk LAP with the aim of ensuring consistency between land use and transport planning. This LTP is not a definitive document but a guidance document on how to approach the development of a transport planning framework for the Dundalk LAP. As such, the LPT is flexible and will evolve over time, as plans of different scales, and in different spatial contexts develop, which will feed into future revisions of the Plan.

6.2 Delivery Process

6.2.1 Delivery

A number of delivery mechanisms would be used to implement the measures set out in this LTP. The delivery mechanisms depend on the type and scale of the project. Each individual project would need to be delivered in accordance with the relevant guidance and standards, including project management guidelines, appraisal guidelines, design manuals and other technical standards.

Smaller interventions within the Plan Area with the aim of improving safety for pedestrians, cyclists and other road users may be delivered under Section 38 of the Road Traffic Act 1994 (as amended). For larger projects, these may be delivered through the Part 8 process or require a planning application to An Bord Pleanála, with the process depending on the scale and nature of the project. These may also involve undertaking statutory or non-statutory public consultation.

6.2.2 Funding

The delivery of the measures set out in the Emerging Preferred Strategy set out in Section 5 will be subject to available funding. As displayed in Table 6-1, funding is available from multiple different sources and will depend on the type, size and cost of the project.

Table 6-1 - Potential Funding Streams

Project Type	Potential Funding Stream
Local authority active travel projects	These projects would typically be funded by through the NTA's Active Travel Investment Grants programme.
Projects targeted at improving safe access routes to schools	Possibility of funding through the NTA's Safe Routes to School (SRTS) Programme.
Other local transport interventions necessary to facilitate access to development lands	As set out in Louth County Council Development Contribution Scheme.
Public Service Obligation (PSO) public transport	NTA's Connecting Ireland programme, improvements to bus service routes and frequencies and bus stop provision. Improvements to rural transport could be achieved through the Rural Transport Programme. NTA's Public Transport Accessibility Programme on behalf of the Department of Transport, Tourism and Sport.

Project Type	Potential Funding Stream
Public realm enhancements	Funding may be obtained from The Department of Housing, Local Government and Heritage's Urban Regeneration and Development Fund (URDF).
Improvements to the safety or operation of the National Road network	Typically funded and managed by TII under their capital expenditure programme in line with TII's Project Appraisal Guidelines.

6.3 Priority Actions Summary

The list of options included in The Plan and presented in Section 5 have been assessed in a Multi Criteria Analysis (MCA) based on the project objectives introduced in Section 3. The options that are aligned with more than half of the objectives (i.e., at least 5 out of 8) are listed in Table 6-2 below. These options are at the core of the Local Transport Plan and their delivery should be prioritised in order to achieve the objectives.

Table 6-2 - Priority Actions for Implementation

Mode	Action Name	Description
Active	Improve Active Travel Crossings	Improve the quality of pedestrian and cycle crossings in order to facilitate safer active travel.
	Improve Permeability	Open cul-de-sacs, estates etc. to pedestrians to decrease active travel times.
	Castletown River Active Travel Crossing	Construct another crossing over the Castletown River in order to better facilitate active travel.
	Improve Link from Park Street to Marshes Shopping Centre	Improve access from the town centre to the Marshes and increase permeability.
	Active Travel Schemes	Improve footpath, crossing, junctions and provide segregated cycle infrastructure.
Cycle	CycleConnects	Primary routes along major radial/ arterial routes, secondary routes interconnecting primary routes and residential estates, Greenways/ interurban routes connecting surrounding areas Plan could highlight which sections to build first
	Additional Cycle Parking	Provide increased cycle parking facilities across the study area to facilitate active travel

Mode	Action Name	Description
Bus	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.
	Network Overhaul	Provision of a new bus network with emphasis on core spine along the R132/ R215.
Multimodal	Road Space Reallocation	Reduce private vehicle use and through traffic in Urban spaces through the reallocation of road space.
	Mobility Hub 2 (Northwest)	Mobility hub on the Castletown Road.
	Mobility Hub 4 (Southwest)	Mobility hub on the Inner Relief Road.
	Mobility Hub 5 (South)	Mobility hub close to Greengates.
	Francis Street and Park Street Public Realm Improvement	Remove 1 no. lane of traffic and widen the footways to make the area attractive and to support the night-time economy. Continuity with the people-focused Earl Street and Market Square.
	Crowe Street Public Realm Improvement	Improve public realm along Crowe Street by reallocating road space, in particular in front of An Táin Centre. Continuity with the people-focused Earl Street and Market Square.
	Dundalk Clarke Station Parking Facilities Improvement	Install EV charging points at the station, encouraging commuters to park there and change mode to complete their journey via active travel or public transport.
	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.
Road	Removal Of Hill Street Bridge and Revised Junction Layout at Millennium Road	Demolition of existing rail bridge and reconstruction of existing carriageway and new junction works, providing safe infrastructure for active travel on the key North-South transport corridor.

6.4 Monitoring Strategy and LTP Review

Monitoring of the LTP would include reviewing the progress achieved in securing the objectives of the LTP and experience in implementing the various options. The monitoring and review process of this LTP will be a standalone process (i.e., separate from any review of the LAP) but would complement a review of the LAP. This will aid Louth

County Council in identifying if the LTP requires an amendment to respond to any variations to the LAP or if different outcomes are achieved in relation to public transport usage, active travel usage, traffic growth levels, etc.

Table 6-3 sets out the monitoring strategy for the LTP, to be conducted in the short medium and long term.

Table 6-3 - Monitoring Strategy and Timeframes

Monitoring Method	Description	Timeframe
Progress Report	A progress report will be produced setting out the current status of the implementation of each of the measures for each mode of transport and the steps requiring action to complete implementation of each measure.	Every 3 years
Surveys / Data Collection and Review	Surveys to be conducted to understand: • pedestrian and cyclist flows • cycle parking usage at key locations • travel patterns • public transport usage • public transport user surveys • vulnerable road user surveys • footfall / spends at businesses • road safety and collision statistics • car parking usage at key locations • automatic number plate recognition (ANPR) surveys • traffic flows and speeds on key routes Updated CSO Census statistics in relation to commuting, employment, education, etc. and NTA Household Travel Survey data will also be reviewed. This data collection exercise will allow for assumptions in the LTP to be cross-checked against prevailing conditions at the time and determine whether new measures are necessary to achieve the LTP objectives. This will also allow LCC to demonstrate to citizens, business owners and other key stakeholders the success of the implemented measures.	Years 2, 5 and 10
Assessment of actual development outcomes within the Plan area against original assumptions	An assessment will be undertaken to determine whether the outcomes of the current LAP are being achieved and if there is need to reorientate or propose new measures within an updated LTP. An assessment will also be undertaken to determine that assumptions and projections within the LTP hold true e.g., assumptions around population growth, travel demand, etc.	Years 2, 5 and 10

Monitoring Method	Description	Timeframe
Review of new local, regional and national policy	As part of the monitoring process, a review of new policies will be undertaken and where necessary the LTP will be updated to reflect these new policies.	Years 2, 5 and 10

Using the monitoring measures set out above, an in-depth review of the LTP can be undertaken and, if necessary, the LTP will be updated in order to achieve the overarching objectives of the Plan. The performance of the LTP will be in measured based on the increased usage of active travel and public transport and the decreased usage in private car transport.

APPENDICES

Appendix A.

A.1 Options Development

A.1.1 Introduction

This appendix presents how the options were developed for the Dundalk Local Transport Plan (LTP), following the NTA-TII Area Based Transport Assessment (ABTA) 'How-To' guidelines.

A.1.2 Options Development Overall Approach

The development of multi-modal transport options for Dundalk comes after the high-level assessment of the transport system and the review of the forecasted growth. The strategic transport modelling done using the NTA Regional Modelling System (RMS) helped identifying key trip attractors, transport corridors and sensitive areas with competing demand. In these locations interventions may be required to achieve sustainable development in the face of projected population growth in Dundalk and associated national climate action goals. It is essential to emphasise that strategic modelling was used only as a supporting tool to facilitate the Decide and Provide approach.

Decide and provide is a vision-led planning approach, rather than a forecast-led approach (Predict and Provide), aiming to improve the resilience of planning decisions by deciding on a preferred future and providing a development path best suited to achieving it. The Predict and Provide approach is outdated as it assumes that pre-existing traffic trends will continue indefinitely, contrary to our climate action commitments. Predict and Provide approach supports continued car-based land use and transport planning, whereas Decide and Provide empowers decision makers to choose the mode share targets and then deliver the required improvements to deliver on these ambitions.

The sustainable transport elements of the network will be prioritised and developed first. Considerations for private motor vehicles and the wider road network will be developed to support the sustainable proposals and climate action targets. Therefore, development of options follows both the National Investment Framework for Transport in Ireland (NIFTI) mode hierarchy and the Design Manual for Urban Roads and Streets (DMURS) road user hierarchy:

- Walking,
- Cycling,
- Public Transport, and
- Road Network.

Multiple sources have contributed to the longlist of options. An initial task of information gathering was undertaken, engaging with Louth County Council departments (Physical Development, Housing, Roads, Planning, Environment etc.) to list all the on-going projects and include work done prior to the preparation of this LTP. The movement policy objectives from the Louth County Development Plan have also been added to the longlist.

A Pre-Draft Issues Paper for the Dundalk Local Area Plan 2024 – 2030 was also published by Louth County Council on the Tuesday 30th May 2023 in order to give an overview of the key issues facing Dundalk and to encourage members of the public and interested parties to engage in the plan-making process and make a submission. This Issues Paper gave the citizens of Dundalk and any interested parties an opportunity to shape the future of the town and to have their say when it comes to certain issues including movement. The period to make a submission lasted from Thursday 01st June 2023 until 4.30pm on Friday 30th June 2023 (inclusive). Public 'drop-in' events were also held on Tuesday 6th June 2023 and Thursday 8th June 2023 at Dundalk Library and a workshop and neighbourhood walk, in collaboration with UCD was held on Tuesday 13th June 2023. A total of 45 observations were made by

individual people, schools, governmental bodies, semi-state bodies, developers, etc. with a number of these observations relating to movement.

Overall, the sources for the options are:

- Louth County Development Plan, as varied
- Workshop with LCC departments, the NTA and TII
- Submissions from stakeholders and members of the public
- Submissions made in relation to the Pre-Draft Issues Paper for the Dundalk Local Area Plan 2024 – 2030 and associated public drop-in events and workshops
- Existing on-going projects
- Project team analysis and research

The following sections are presenting the longlist of options, classified per mode.

A.1.3 Active Travel Options

A.1.3.1 Approach

Walking represents the highest priority transport mode, and the network has been reviewed to ensure integration and alignment with proposals in the Strategy. The ERM outputs are used as a starting point for identification and analysis of Strategic Active Travel Routes. The analysis will include the possibilities for increased permeability within Dundalk Town as well as implementation of new traffic free areas.

Some of the Active Travel Options were developed using the Access to Opportunities and Services (ATOS) analysis, which serves as an indicator of how easy it is to access essential key services and opportunities at a location using a given mode of transport. An area is broken down into a grid containing 100m x 100m squares. Each square is given a score based on how well it is connected to a particular service, e.g., education or health. ATOS scores range between A and E, where A indicates the best level of connectivity.

A square will receive a higher ATOS score if:

- There is a high quantity of the chosen service type within close proximity to the grid square.
- The network in the vicinity of the grid square is dense and well developed, reducing the time taken to travel to the service locations.

ATOS analysis is useful when trying to determine which locations are in need of permeability improvements. It can also be a vital tool to the development planning process as it highlights where access to a particular service may be poor.

The NTA's ATOS methodology focuses on analysis of a grid of 100m squares. The ATOS score provides a realistic representation of the relative connectivity of a grid square to a given service within the entire selected grid area.

A permeable street network is a crucial part of creating a more walkable environment. A number of the residential developments across Dundalk are impermeable cul-de-sacs forcing pedestrians to take longer routes to access services, education and public transport stops. In order to assess the quality of service, an analysis was carried out on selected locations to determine the Pedestrian Route Directness (PRD) factor to quantify and compare against different grades set out in the NTA's Permeability Best Practice Guide. The PRD factor is the relationship between the actual distance required to walk or cycle and the direct line distance. Table A-1 below displays the scoring criteria for active travel links.

Table A-1 – Active Travel Link Quality of Service - Quality of Service for a Pedestrian/Cycle Link from an Origin to Destination

Grade	Width	Surface	Lighting	Security	Crossings	Directness
Level A	4m+	Completely Smooth	Fully lit	Fully overlooked	Few but signalised – no significant delays	PRD < 1.2
Level B	3-4m	Smooth but with occasional minor interruptions (e.g., utility cover)	Fully lit but with some areas of darkness	Some overlooking but secured by high usage	Many but signalised – some delay	PRD 1.2 – 1.39
Level C	2-3m	Generally smooth but with regular interruptions	Partially lit	Some overlooking but with low usage	Unsignalised crossing necessary	PRD 1.4 – 1.59
Level D	1.5-2m	Uneven with several significant interruptions (potholes, covers)	Unlit but with some passive light	Not overlooked	Unsignalised unsafe crossing necessary	PRD 1.6 – 1.79
Level E	<1.5m	Very uneven or unsurfaced	Dark	Not overlooked and low usage	No safe crossings on route	PRD > 1.8

Potential measures that can be implemented to improve permeability for pedestrians can include:

- Opening walled boundaries and removing cul-de-sacs;
- Traffic filters to restrict rat-running by vehicles whilst allowing pedestrians and cyclists to pass through. Decreasing traffic volumes allow for social and leisure uses of the street, including as play spaces for children;
- DIY Streets encourage communities to redesign their owns streets affordably in a way that puts people, safety and street-life first. This concept aims to make streets less car dominated, and more community focused, making them safer and more attractive places to live;
- Requiring quality design and pedestrian accessibility audits in planning applications for new residential areas;
- Provision of pedestrian and cycle crossings to link areas that are separated by roads or other physical barriers;

Planning and design that ensures accessibility for persons with mobility challenges. The NTA's Permeability Best Practice Guide and DMURS are available to assist local authorities and other organisations in tackling the issues that impact on permeability providing a basis for addressing the legacy of severance.

The NTA's Universal Design Walkability Toolkit for Roads and Streets was developed as a collaboration between the NTA, Age Friendly Ireland, Green-Schools and the National Disability Authority's Centre for Excellence in Universal Design. This Audit was created to help check that neighbourhoods and streets are places where people of all ages and abilities can walk safely, conveniently and independently. The Audit can be used to capture the existing conditions of a specified walking route in relation to its 'Walkability'. Walkability is the extent to which the built environment is supportive of pedestrians living, shopping, visiting, engaging with or spending time in an area. The Audit is intended to be undertaken by a wide range of people of various ages and abilities, as well as Local Authority officers. The

outcomes of the Audit would then be compiled and analysed to determine whether improvements should be made to the study area.

The National Safe Routes to School (SRTS) programme was developed in partnership with the NTA and Green-Schools in March 2021, as a response to the need to support schools to increase walking and cycling as a means of travelling to and from schools. It is an initiative of the Department of Transport, supported by the Department of Education, and complements the Green-Schools Travel behaviour change programme. The SRTS programme aims to:

- accelerate the delivery of walking/scooting and cycling infrastructure on key access routes to schools;
- provide “front of school” treatments which will enhance access to school grounds; and
- expand the amount of bike parking available at schools.

SRTS Design Guide provides technical guidance on design principles and considerations that will enable the creation of safer, calmer and more attractive routes to school and front of school environments. It also includes a set of design concepts and ideas, including examples of successfully implemented schemes.

Changes to the age-profile of Dundalk will require that the public realm and transport network will need to further adapt to consider the needs of elderly people, those with mobility, visual or hearing impairments and those with buggies. Improvements include further re-allocation of road space in favour of pedestrians in the city and town centre areas, matching crossing facilities with pedestrian desire lines and re-timing of signals to reduce pedestrian wait times.

Amenity routes provide a linkage between and improve access to areas of public open space and recreational amenities. Local amenity routes normally cater for both pedestrians and cyclists. Minimising conflict between pedestrians and cyclists will become a more pressing concern as the popularity of these areas increases. Where full segregation between pedestrian and cyclist movement is not possible, site-specific interventions including traffic calming of adjacent residential streets, low level bicycle rumble strips and considerate walking and cycling campaigns to reduce conflict may be appropriate. Shared pavements for pedestrians and cyclists are often not an appropriate response and cause conflict between a range of users, particularly in a constrained environment.

The natural environment of the Dundalk area includes significant environmental resources including such features as Castletown River, Dundalk’s coastline and areas of saltmarshes. Combined with its many undeveloped green spaces, there are considerable opportunities to create green-blue corridors in the area. Green and blue infrastructure corridors are multi-functional natural and semi-natural spaces and corridors in an area. While these corridors could play a vital role in addressing climate change (e.g. through surface water and flood management, storing greenhouse gases, providing habitats for wildlife), the also can provide a wide range of benefits in terms of:

- Society - by improving health and well-being, improving air and noise quality, creating attractive and inclusive places to live, enhancing access to nature and expanding social and community cohesion;

- Biodiversity - threading nature into streetscapes, balancing competing demands of recreation with the need to retain and increase biodiversity in the Study Area;

Lack of awareness of routes and distances to destinations can be a barrier to walking, not only for tourists or visitors, but also for those with various mental health issues. Wayfinding can address these issues through creating information systems that can guide people through a physical environment. Examples of wayfinding include the development of signage and information systems for both pedestrians and motorists. Comprehensive wayfinding information systems often combine signage, maps, symbols, colours and other communications. These signs can allow people to create “mental maps” of their terrain and simplify their routes. These information systems can enhance an individual understanding and experience of destinations throughout Dundalk.

The NIFTI Modal Hierarchy states that cycling is the second highest priority transport mode. The cycling network has been developed based on the CycleConnects Plan for Dundalk. The proposed network was reviewed and future-proofed based on the modelling exercise undertaken using the ERM.

The NTA's proposed CycleConnects network aims to improve sustainable travel by providing the opportunity for more trips on a safe, accessible and convenient cycling network, which will connect more people to more places. Include in The Plan are key cycling links in key cities, towns and villages in each county. The CycleConnects network is divided into the following four categories:

- Urban primary;
- Urban secondary;
- Interurban; and
- Greenway.

A.1.3.2 Options Longlist

The Active Travel options developed as part of the ABTA process are listed in Table A-2 below. Not all options are considered in the LTP, as explained in Appendix A2 – Options Appraisal.

Table A-2 – Longlist of Active Travel Options

#ID	Type	Name	Source	Description
2	Improve Infra	Upgrade Táin Trail	LAP submission	Develop and enhance the existing trail and make it an appealing active travel route.
7	Improve Infra	R132 Pedestrian Improvements	LAP submission / Louth County Development Plan	Widening of paths and improvement of pedestrian crossings along the R132, particularly at the junction with Chapel Road
8	Improve Infra	Ecco Road Underpass improvements	LAP submission / Louth County Development Plan	Engineering constraints to modify this underpass. It is noted that this underpass will be partially upgraded as part of LH/21/0011 Ard Easmuinn Rd to Train Station/Friary School and Dundalk Bus Station to Rail Station.
14	Improve Infra	Improve Active Travel Crossings	LAP submission / Louth County Development Plan	Improve the quality of pedestrian and cycle crossings in order to facilitate safer active travel for all users regardless of age, ability or disability.
19	New Infra	River Fane Active Travel Bridge	LAP submission / Louth County Development Plan	Install a bridge for pedestrians and cyclists over the Fane in order to facilitate a potential future greenway

#ID	Type	Name	Source	Description
20	Soft Measure	New Line Blackrock Nature Trail	LAP submission / Louth County Development Plan	Upgrade existing New Line pathway in Blackrock.
27	New Infra	Pedestrianised area	Project Team Analysis	Provision of new pedestrianised areas within the Study Area.
28	Improve Infra	Improved interchange	Project Team Analysis	Improve connectivity between the bus and rail stations.
30[6]	New Infra	CycleConnects	CycleConnects - Louth Urban Cycle Networks	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.
38	Optimise	Improve Permeability	Permeability Best Practice Guide	Reduce active travel door-to-door distances by overcoming natural barriers and/or removing artificial barriers.
41	Soft measure	Cycle Share Scheme	Project Team Analysis	Work towards the implementation of a cycle share scheme in Dundalk.
44	New Infra	Castletown River Active Travel crossing	Dundalk Options Workshop	Construct another crossing over the Castletown River to better facilitate active travel.
49	Improve Infra	Improve link from Park Street to Marshes Shopping Centre	Dundalk Options Workshop	Opportunity to improve access from the town centre to the Marshes Shopping Centre and increase permeability.
50	Improve Infra	Improve Walking Environment	Dundalk Options Workshop / LAP Submissions	Improve, extend and widen footpaths and add more lighting where necessary across the study area. Implement the principles of the NTA Infrastructure Equality Guidance.

[6] The CycleConnects summary report states that *'This network plan will not specify or prescribe any cycling infrastructure for the routes presented.'*

#ID	Type	Name	Source	Description
51	New Infra	Additional cycle parking	Dundalk Options Workshop	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).
52	Optimise Infra	Active Travel Enhancements along R132	Existing scheme	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	Optimise Infra	Ard Easmuinn Rd to Train Station/Friary School and Dundalk Bus Station to Rail Station Active Travel Scheme	Existing 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	Optimise Infra	Ard Easmuinn Rd to Train Station/Friary School and Dundalk Bus Station to Rail Station Active Travel Scheme	Existing 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	Optimise Infra	Hill Street Active Travel	Existing scheme	From Stapleton Place to Rampart Road via Stapleton Drive. Improvements to footpaths, cycle lanes, crossings and junctions.
56	Optimise Infra	Hoey's Lane Active Travel	Existing scheme	Along Hoey's Lane from R132 to R215. Improvements to footpaths, cycle lanes, crossings and junctions
57	Optimise Infra	R132 Active Travel	Existing scheme	Along the R132 from Xerox to Greengates. Improvements to footpaths, cycle lanes, crossings and junctions.
68	New Infra	Coastal Greenway from Dundalk to Blackrock and infrastructure on	Louth County Development Plan	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

#ID	Type	Name	Source	Description
		both sides of the Castletown River.		Defence Projects. This greenway could then potentially link to a future greenway heading south heading south towards Castlebellingham and beyond.
69	New Infra	Dundalk to Castleblayney Greenway	Louth County Development Plan	Development of the Dundalk to Castleblayney section of the Dundalk- Sligo Greenway.
76	Optimise infra	Mapping and listing public rights of way	Louth County Development Plan	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 section 14 of the Planning and Development Act 2000 (as amended).
78	New Infra	Pedestrian Crossings at R132 Inner Relief Rd at Táin Bridge to Racecourse Road Junction	Existing scheme	Provide pedestrian crossings on R132 between Táin Bridge and R132/Racecourse Road Junction (Active Travel Scheme LH/22/0001 allocated NTA funding in 2024)
79	Optimise infra	Carrickmacross Rd from Clarke Train Station entrance to Mount Hamilton Housing Estate	Dundalk Options Workshop	Active Travel scheme on the Carrickmacross Rd from Clarke Train Station entrance to Mount Hamilton Housing Estate.

Note: All existing schemes are subject to funding

A.1.4 Public Transport Options

A.1.4.1 Approach

Public transport is ranked just after active travel in the hierarchy of the modes of transport according to NIFTI and DMURS. Dundalk's public transport options have been developed based on a detailed analysis of the current supply network and travel patterns.

The proposed bus routes and service frequency have been developed and refined through identifying and connecting key trip attractors with the future demand. The bus network was developed following the NTA bus planning department method and reviewed independently by the NTA.

A.1.4.2 Options Longlist

The Public Transport options developed as part of the ABTA process are listed in Table A-3 below. Not all options are considered in the LTP, as explained in Appendix A2 – Options Appraisal.

Table A-3 – Longlist of Public Transport Options

#ID	Type	Name	Source	Description
1	New Infra	New Rail Station South	LAP submission/Louth County Development Plan	Open a new rail station South of Dundalk Clarke, providing access to employment and new development in the area.
4	New Infra	Junction 16 to St. Patrick's Cathedral Bus Route	LAP submission	Create a bus route that begins at the Junction 16 car park and goes to Marlbog Road, Western Relief Road, Greengates, Blackrock, ending at St Patrick's
6	New Infra	Haggardstown Bus Network	LAP submission	An increase in the quality and quantity of bus routes available in Haggardstown
10	Improve Infra	Comprehensive Bus Network	LAP submission	24 hour local and regional bus routes servicing all current and future developments across the area
13	New Infra	New Rail Station North	LAP submission	Open a new rail station North of Dundalk Clarke, providing access to employment and new development in the area.
21	Improve Infra	Bus Station Improvement	Stakeholder engagement	Improvements to the 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. Facilities to include bicycle parking, upgraded lights and signage, improved pedestrian access and more public space.
24	Improve Infra	Smart Ticketing	Project Team Analysis	Allow passenger to use Leap Cards on all services.
25	Improve Infra	Real Time Information	Project Team Analysis	Provide passengers with live departure times for all services.
26	Improve Infra	Bus stop improvements	Project Team Analysis	Seating, shelters, uniform design
29	New Infra	Bus Lanes	Project Team Analysis	addition of bus lanes in order to facilitate the efficiency of new bus routes

#ID	Type	Name	Source	Description
31	Improve Infra	Network overhaul	Project Team Analysis	New bus network with emphasis on core spine along the R132/ R215.
72	Improve infra	Local Link rural bus transport service	Louth County Development Plan	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.
73	Improve infra	Rural Mobility Plan	Louth County Development Plan	To support and work with the National Transport Authority in finalising and implementing the Rural Mobility Plan 'Connecting Ireland' in order to improve public transport connectivity and sustainable mobility between towns and villages.

Note: All schemes are subject to funding

A.1.5 Road Options

A.1.5.1 Approach

The road options are imported from existing projects and Louth County Development Plan, as varied. These options are supporting the development of land and they are an opportunity to add safe active travel links to the network.

A.1.5.2 Options Longlist

The Road options developed as part of the ABTA process are listed in Table A-4 below. Not all options are considered in the LTP, as explained in Appendix A2 – Options Appraisal.

Table A-4 – Longlist of Road Options

#ID	Type	Name	Source	Description
3	Optimise	Chapel Street One Way	LAP submission	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.
5	New Infra	Transport Corridor from L-3161 Marlbog Roundabout to L-7163 Chapel Road Roundabout	LAP submission	Relief road from Wuxi to Marlbog Road in order to prevent bottlenecks along Chapel Road.

#ID	Type	Name	Source	Description
12	New Infra	Goods Delivery Strategy	LAP submission	A goods depot serviced by HGVs and potentially rail would allow last mile deliveries to be made via cargo bike
16	New Infra	Increase Blackrock Off Street Parking	LAP submission	Increase the quantity of off-street parking in Blackrock to cater for a growing number of visitors
17	Improve Infra	Sandy Lane Upgrades	LAP submission/Louth County Development Plan	Reconfigure Sandy Lane and improve the footpaths.
18	Improve Infra	Rock Road Footpaths	LAP submission/Louth County Development Plan	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.
22	New Infra	Mount Avenue Transport Corridor	Existing scheme	The new Transport Corridor will join the existing Mount Avenue Road north-west of the ESB Substation. From that point, the Mount Avenue Road will be widened and upgraded to Castletown Cross on the Castleblaney Road. The 1.5km long section of upgrade works was completed in September 2024.
23	New Infra	Northern relief Transport Corridor	Louth County Development Plan	Inner Transport Corridor between Armagh Road and Newry Road.
35	New Infra	New Transport Corridors	Louth County Development Plan	Deliver the roads listed within the Louth County Development Plan
40	Soft measure	Residential Parking Review	Dundalk Options Workshop	Define a zoning system for residential parking to prevent usage of retail spaces.
42	Improve Infra	30km/h Zone	Existing scheme	Reduce speed limit to 30km/h on certain sections of the network to protect vulnerable users. Note: implementation of these zones would be carried out in accordance with the recommendations of the Department of Transport's Speed Limit Review.

#ID	Type	Name	Source	Description
46	Soft Measure	HGV Ban	Dundalk Options Workshop	Ban on HGVs and bin lorries during peak times, e.g. 08:00-10:00AM
59	New Infra	Transport Corridor from R177 Armagh Rd to R215 old Dublin Road	Proposed scheme	Superseded. Same as option 23
60	New Infra	Transport Corridor from R934 Castleblayney Road to R178 Carrickmacross Road	Proposed scheme	Orbital route allowing access to the R934 from the R178, therefore removing traffic from the core town centre area.
61	New Infra	Transport Corridor from R178 Carrickmacross Rd to R171 Old Ardee Road	Proposed scheme	Orbital route providing a connection between the R178 and the R171 without requiring drivers to enter the town centre.
62	New Infra	Transport Corridor linking R132 through Belfield Estate to the Marlbog Roundabout	Proposed scheme	Local Road linking R132 through Belfield Estate to the Marlbog Roundabout.
63	New Infra	Transport Corridor from upgraded Mount Avenue Road to the proposed Road linking the Castleblayney Road to the Carrickmacross Road	Proposed scheme	A route linking option 60 to option 22. A new roundabout is to be built where this corridor meets the upgraded Mount Avenue transport corridor.
64	New Infra	Marlbog Road roundabout Transport Corridor to Old Golf Links Road, Blackrock	Proposed scheme	Link route between Marlbog Road roundabout link to Old Golf Links Road, Blackrock allowing traffic access to the R132, removing pressure from the existing, busy “Jackie Murphy’s” Junction.
65	New Infra	Removal of Hill Street Bridge and new Junction layout with the Millennium Road, Dundalk	Louth County Development Plan	Demolition of existing rail bridge and reconstruction of existing carriageway and new junction works, providing safe infrastructure for active travel. Located on the key North-South transport corridor used by all modes.

#ID	Type	Name	Source	Description
66	New Infra	Transport Corridor connecting Tom Bellew Avenue to Hoey's Lane	Louth County Development Plan	New Transport Corridor including pedestrian link from Woodville Manor to Rockfield Ct
67		Car sharing infrastructure and facilities	Louth County Development Plan	Provision of car sharing infrastructure and facilities in appropriately located area
71	Optimise	Provide EV charging infrastructure both on street and in new developments	Louth County Development Plan	Provision of charging infrastructure for electric vehicles both on street and in new developments.
74	Improve infra	Improvement of R215 Mapastown Bridge	Louth County Development Plan	Support bridge improvement projects
75	Improve infra	Dundalk- Sligo Road	Louth County Development Plan	To support the progression of the Dundalk-Sligo road, as per the Louth County Development Plan.

Note: All schemes are subject to funding

A.1.6 Multimodal Options

A.1.6.1 Approach

Because Mobility is multidimensional and journeys can be made of separate legs on different modes of transport, this Strategy has developed a list of multimodal measures. These measures are providing solutions to help people choosing more sustainable modes of transport as part of their journeys.

Mobility hubs are a key component of The Plan (Options 32A to 32E) by allowing transfer between modes and proposing attractive transport alternatives. Each of the five proposed hubs has a functionality specific to its location on the network and outlined below.

- Mobility Hub 1 (North): This hub would facilitate commuters using the Armagh Rd (R177) and Newry Road (R132 and R215). The hub would be served by proposed DN1 Bus route and function as a Park & Ride to reduce vehicular traffic on the Dundalk Bridge, Newry Road. The close proximity to Clanbrassil Street could also function as a Park & Stride, allowing people to walk or wheel to Dundalk town centre.

- Mobility Hub 2 (Northwest): This hub would be served by the proposed DN2 bus route, which would facilitate transfer onto buses. The proximity of two large secondary schools (St Louis and De La Salle) is an opportunity to offer car sharing or bike sharing facilities at the hub.

- Mobility Hub 3 (West): This hub would be served by the DN4 bus route. Its proximity to Dundalk Clarke Station (1.0km) could make this hub a Park & Stride to the station.

- Mobility Hub 4 (Southwest): This hub would be served by proposed DN3 bus route and would facilitate access to the Science and Technology Park. The site is approximately a 15-minute cycle from DkIT (Park & Stride) and it could also be a second Park & Share site, next to the M1 Junction 16.

- Mobility Hub 5 (South): would be served by the proposed DN1 bus route. It has the potential to form a stop for regional and long-distance bus services and provide service to the large local catchment (Blackrock and new developments in the south of the Study Area).

Francis Street-Park Street and Crowe Street are parts of Dundalk core town centre, where several recreational and hospitality businesses are located. These streets are currently very car-orientated, catering for two lanes of traffic and on-street parking on both sides, to the detriment of pedestrians and cyclists. The Plan is proposing public realm enhancement for these two locations (Option 47 and 48), to reallocate some of the car space to the other modes of transport and add new amenities.

A.1.6.2 Options Longlist

The Multimodal options developed as part of the ABTA process are listed in Table A-5 below. Not all options are considered in the LTP, as explained in Appendix A2 – Options Appraisal.

Table A-5 – Longlist of Multimodal Options

#ID	Type	Name	Source	Description
9	Improve Infra	Road Space Reallocation	LAP submission	Reduce private vehicle use and through traffic in Urban spaces through the reallocation of road space.
11	New Infra	R215 Park and Ride facility	LAP submission	Park and Ride facility on the R215 to the south, serviced by bus and possibly rail, discouraging people from bringing private vehicles inside the N52
15	Soft Measure	Active Travel Portal	LAP submission	Create a website where locals can submit suggestions to improve active travel facilities and the streetscape
32	New Infra	Park and share/ ride	Project Team Analysis	provision of additional parking on the outskirts of Dundalk/ near PT to facilitate park and share/ ride
32A	New Infra	Mobility Hub 1 (North)	Project Team Analysis	Mobility hub 1km from the town centre with potential to facilitate active travel

#ID	Type	Name	Source	Description
32B	New Infra	Mobility Hub 2 (Northwest)	Project Team Analysis	Mobility hub on the Castletown Road (indicative location)
32C	New Infra	Mobility Hub 3 (West)	Project Team Analysis	Mobility hub on the Carrickmacross Road (indicative location)
32D	New Infra	Mobility Hub 4 (Southwest)	Project Team Analysis	Mobility hub on the Inner Relief Road (indicative location)
32E	New Infra	Mobility Hub 5 (South)	Project Team Analysis	Mobility hub close to Greengates (indicative location)
33	Optimise	Support road space reallocation	Project Team Analysis	Public realm and active travel projects with parking reduction as a consequence rather than its own measure
34	Optimise	30km/h zones	Existing scheme	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.
36	Improve Infra	Low Emission Zone	Dundalk Options Workshop	Restricted access to certain areas for the most polluting vehicles.
37	Soft measure	Promote Travel Plans	Louth County Development Plan	Collaborate with major trip generators (e.g., DkIT) and prepare mobility management plans.
39	Soft measure	Safe Routes to School	Existing scheme	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.
43	New Infra	North Dundalk Park and share/ ride	Dundalk Options Workshop	provision of additional parking on the outskirts of Dundalk/ near PT to facilitate park and share/ ride
45	Improve Infra	Temporary Pedestrianisation	Dundalk Options Workshop	Pedestrianisation of some streets close to the town centre at off-peak times in the evening

#ID	Type	Name	Source	Description
47	Improve Infra	Francis Street and Park Street Public Realm	Dundalk Options Workshop	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	Improve Infra	Crowe Street Public Realm	Dundalk Options Workshop	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	Optimise Infra	Mill Street Active Travel and One Way System	Existing scheme	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	Optimise infra	Improve parking facilities at Dundalk Clarke Station	Louth County Development Plan	Install EV charging points at the station, encouraging commuters to park there and travel and complete their journey via active travel or public transport.
77	Optimise infra	New active travel access to Dundalk Clarke train station on the North side, connecting to Pearse Park.	Project Team Analysis	Active Travel access on the north side of Dundalk Clarke car parking lot, via Pearse Park.

Note: All schemes are subject to funding

A.2 Options Assessment

A.2.1 Options Assessment Overview

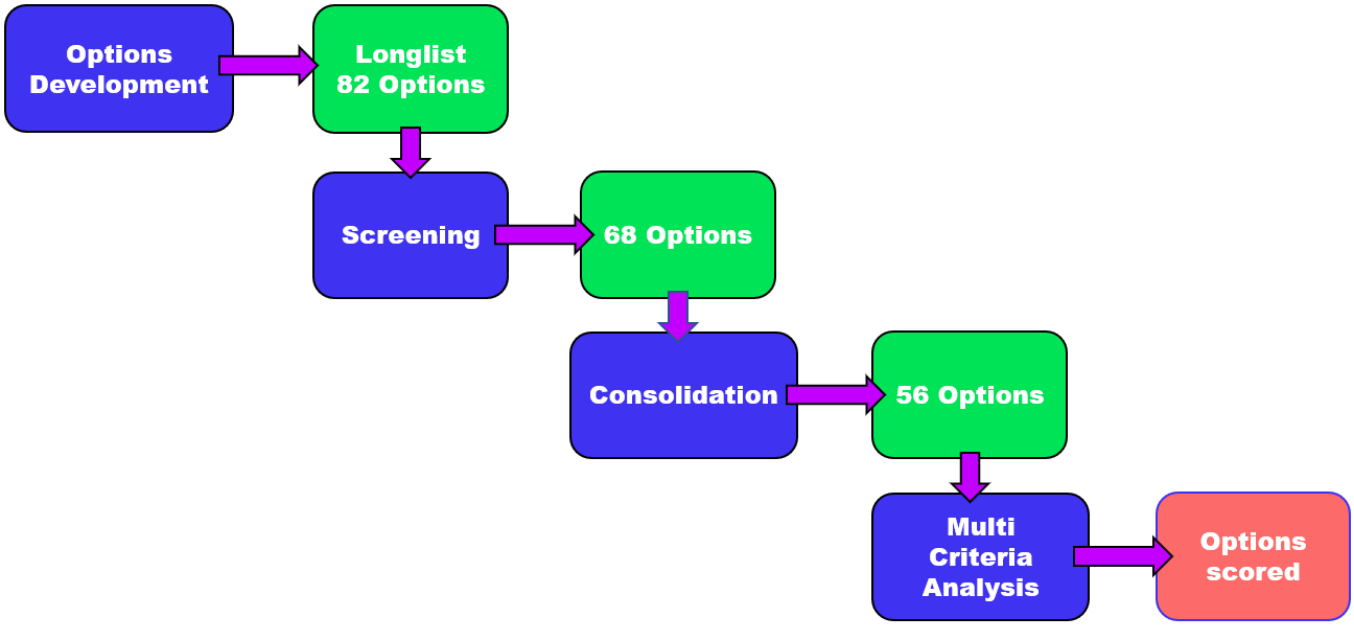
The approach to assessing the options is set out below. The first part of this process as set out above was to develop options which resulted in a longlist of 82 options in total. This longlist of options was developed from the following sources:

- Louth County Development Plan, as varied
- Workshop with LCC departments, the NTA and TII
- Submissions from stakeholders and members of the public
- Submissions made in relation to the Pre-Draft Issues Paper for the Dundalk Local Area Plan 2024 – 2030 and associated public drop-in events and workshops
- Existing on-going projects
- Project team analysis and research

The 82 identified options were then subjected to a screening process. This process sought to "screen out" any options for such reasons as being deemed to be against policy, not feasible or not within the scope of the LTP. For more information on the screening of options, see Section A.2.2 below.

The screening process resulted in a shortlist of 68 no. options. Options were consolidated where they were deemed to be very similar to each other, for example, multiple park and ride options were consolidated into a single option and options that represented already committed projects were also omitted. For more information on the consolidation process, see Section A.2.3 below.

The options remaining after the consolidation process were then assessed by means of Multi Criteria Analysis (MCA) in order to score all options relative to each other on how they would achieve the objectives of the LTP. This process also aided in identifying priority measures to be implemented as part of the LTP. For more information on the MCA, see Section A.2.4 below.



A.2.2 Options Screening

A total of 14 options were screened out from the longlist of options set out above. These options are presented in Table A-6 below with a justification explaining why they have been removed from the longlist.

Table A-6 – Options Screened Out

#ID	Name	Description	Screening Outcome	Justification
1	New Rail Station South	Open a new rail station South of Dundalk Clarke, providing access to employment and new development in the area.	Not Included	Long term option that would require additional support (land development, Irish Rail)
4	Junction 16 to St. Patrick's Cathedral Bus Route	Create a bus route that begins at the Junction 16 car park and goes to Marlebog Road, Western Relief Road, Greengates, Blackrock, ending at St Patrick's	Not Included	Incorporated as part of the bus network redesign
6	Haggardstown Bus Network	An increase in the quality and quantity of bus routes available in Haggardstown	Not Included	Incorporated as part of the bus network redesign
8	Ecco Road Underpass improvements	Upgrade the current underpass to a high-quality active travel facility, reducing journey times	Not Included	Engineering constraints to modify this underpass. It is noted that this underpass will be partially upgraded as part of LH/21/0011 Ard Easmuinn Rd to Train Station/Friary School and Dundalk Bus Station to Rail Station.
12	Goods Delivery Strategy	A goods depot serviced by HGVs and potentially rail would allow last mile deliveries to be made via cargo bike	Not Included	Beyond the scope of the LTP. Support for more sustainable delivery systems to be written without prescriptive options.
13	New Rail Station North	Open a new rail station North of Dundalk Clarke, providing access to employment and new development in the area.	Not Included	Long term option that would require additional support (land development, Irish Rail)
15	Active Travel Portal	Create a website where locals can submit suggestions to improve active travel facilities and the streetscape	Not Included	To be included in a communication / county council liaison section

#ID	Name	Description	Screening Outcome	Justification
16	Increase Blackrock Off Street Parking	Increase the quantity of off-street parking in Blackrock to cater for a growing number of visitors	Not Included	Against policy (CAP 2024)
19	River Fane Active Travel Bridge	Install a bridge for pedestrians and cyclists over the Fane in order to facilitate a potential future greenway	Not Included	Option will be explored as part of future Greenway Project towards Castlebellingham / Drogheda.
29	Bus Lanes	addition of bus lanes in order to facilitate the efficiency of new bus routes	Not Included	Recommendation to prioritise sustainable modes (including buses) but no specific bus lanes to be identified as part of the strategic plan.
36	Low Emission Zone	Restricted access to certain areas for the most polluting vehicles.	Not Included	Focus on promoting sustainable modes and reducing speed rather than filtering vehicles allowed in the town centre.
46	HGV Ban	Ban on HGVs and bin lorries during peak times, e.g., 08:00-10:00AM	Not Included	Beyond the scope of the LTP. Support for more sustainable delivery systems to be written without prescriptive options.
73	Rural Mobility Plan	To support and work with the National Transport Authority in finalising and implementing the Rural Mobility Plan 'Connecting Ireland' in order to improve public transport connectivity and sustainable mobility between towns and villages.	Not Included	Outside the scope. Relevant integration with Dundalk covered in Option 72.
74	Improvement of R215 Mapastown Bridge	Support bridge improvement projects	Not Included	Outside study area

A.2.3 Options Consolidation

Table A-7 below presents the consolidation of options. As set out above, options were consolidated where they were deemed to be very similar to each other, for example, multiple park and ride options were consolidated into a single option and options that represented already committed projects were also omitted.

Table A-7 – Consolidated / Superseded Options

#ID	Type	Mode	Name	Description	Status	Rationale
7	Improve Infra	Walk	R132 Pedestrian Improvements	Widening of paths and improvement of pedestrian crossings along the R132, particularly at the junction with Chapel Road	**Superseded**	Superseded by on-going Xerox to Hoey's Lane active travel Option 57
10	Improve Infra	Bus	Comprehensive Bus Network	24 hour local and regional bus routes servicing all current and future developments across the area	**Consolidated**	Consolidation with Option 31 - Network overhaul due to similarity
11	New Infra	Multimodal	R215 Park and Ride facility	Park and Ride facility on the R215 to the south, serviced by bus and possibly rail, discouraging people from bringing private vehicles inside the N52	**Consolidated**	Renumbered to Option 32D – Option 32 represents an 'umbrella' option for Park & Ride options
27	New Infra	Walk	Pedestrianised area	Provide new pedestrian areas within the Study Area	**Superseded**	Superseded by Option 47 and 48 which represent public realm improvements to Francis Street/Park Street and Crowe Street respectively.
28	Improve Infra	Active	Improved interchange	Improve connectivity between the bus and rail stations	**Superseded**	Superseded by ongoing project
32	New Infra	Multimodal	Park and share/ ride	provision of additional parking on the outskirts of Dundalk/ near PT to facilitate park and share/ ride	**Superseded**	Renumbered to Option 32 A, B, C and E – Option 32 represents an 'umbrella' option for Park & Ride options
35	New Infra	Road	New Transport Corridors	Deliver the roads listed within the Louth County Development Plan	**Superseded**	Superseded by individual options for delivery of individual roads / transport corridors.

#ID	Type	Mode	Name	Description	Status	Rationale
42	Improve Infra	Road	30km/h Zone	Reduce speed limit to 30km/h on certain sections of the network to protect vulnerable users. Note: implementation of these zones would be carried out in accordance with the recommendations of the Department of Transport's Speed Limit Review.	**Superseded**	Superseded by Option 34 to provide mixed traffic streets with speed limits of 30km/h where cycle lanes may not be possible - LCC County Development Plan MOV27
43	New Infra	Multimodal	North Dundalk Park and share/ ride	Provision of additional parking on the outskirts of Dundalk/ near PT to facilitate park and share/ ride	**Superseded**	Superseded by option 32A Option 32 represents an 'umbrella' option for Park & Ride options
45	Improve Infra	Multimodal	Temporary Pedestrianisation	Pedestrianisation of some streets close to the town centre at off-peak times in the evening	**Superseded**	Superseded by Option 47 and 48 which represent public realm improvements to Francis Street/Park Street and Crowe Street respectively.
59	New Infra	Road	Transport Corridor from R177 to R215	Transport Corridor from R177 Armagh Rd to R215 Old Dublin Road	**Consolidated**	Consolidated as identical to Option 23
64	New Infra	Road	Marlbog Road roundabout Transport Corridor to Old Golf Links Road, Blackrock	Link route between Marlbog Road roundabout link to Old Golf Links Road, Blackrock allowing traffic access to the R132, removing pressure from the existing, busy "Jackie Murphy's" Junction.	**Consolidated**	Consolidated as identical to Option 62
67	New Infra	Road	Car sharing infrastructure and facilities	Provision of car sharing infrastructure and facilities in appropriately located area	**Consolidated**	Consolidated with Options 32A-32E (Park & Ride)
78	New Infra	Active	Pedestrian Crossings at R132 Inner Relief Rd at Táin Bridge to Racecourse Road Junction	Provide pedestrian crossings on R132 between Táin Bridge and R132/Racecourse Road Junction	**Superseded**	Superseded by ongoing Active Travel Scheme LH/22/0001 which was allocated NTA funding in 2024

A.2.4 Multi Criteria Analysis

The list of options included in The Plan and presented in Chapter 5 have been assessed in a Multi Criteria Analysis (MCA) based on the project objectives introduced in Chapter 3.

Each option which passed from the longlist of options through the screening and consolidation process were subjected to the MCA. This MCA qualitatively assessed each option based on whether or not they would support each of the 8 no. objectives of the LTP. The options were then scored based on how many objectives they would support i.e. an option which was deemed to support more or all of the LTP objectives achieves a high score while options which were deemed to support little or no objectives having a low score. Table A-8 to A-11 below details the MCA for each option for each mode of transport. As set out in Section 6.3, any options which deemed to support 5 or more objectives were deemed to be priority measures for implementation as soon as is feasible.

Table A-8 – Active Travel Options MCA

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
2	Upgrade Táin Trail	Develop and enhance the existing trail and make it an appealing active travel route.	X	X		X	X				**4**
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.	X	X		X	X	X			**5**
20	New Line Blackrock Nature Trail	Upgrade existing New Line pathway in Blackrock.	X	X		X	X				**4**
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	X	X		X	X	X			**5**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
		connecting surrounding areas. This option highlights which sections to prioritise from a transport demand perspective.									
38	Improve Permeability	Reduce active travel door-to-door distances by overcoming natural barriers and/or removing artificial barriers.	X	X		X	X	X			**5**
41	Cycle Share Scheme	Work towards the implementation of a cycle share scheme in Dundalk.	X	X			X				**3**
44	Castletown River Active Travel crossing	Construct another crossing over the Castletown River to better facilitate active travel.	X	X		X	X	X		X	**6**
49	Improve link from Park Street to Marshes Shopping Centre	Opportunity to improve access from the town centre to the Marshes Shopping Centre and increase permeability.	X	X		X	X	X		X	**6**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
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.	X			X	X			X	**4**
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).	X	X		X	X			X	**5**
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)	X	X		X	X	X			**5**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
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.	X	X		X	X	X			**5**
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.	X	X		X	X	X			**5**
55	Hill Street Active Travel	From Stapleton Place to Rampart Road via Stapleton Drive. Improvements to footpaths, cycle lanes, crossings and junctions.	X	X		X	X	X			**5**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
56	Hoey's Lane Active Travel	Along Hoey's Lane from R132 to R215. Improvements to footpaths, cycle lanes, crossings and junctions	X	X		X	X	X			**5**
57	R132 Active Travel	Along the R132 from Xerox to Greengates. Improvements to footpaths, cycle lanes, crossings and junctions.	X	X		X	X	X			**5**
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 heading south towards Castlebellingham and beyond.	X	X		X	X				**4**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network.	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
69	Dundalk to Castleblayney Greenway	Development of the Dundalk to Castleblayney section of the Dundalk- Sligo Greenway.	X	X		X	X				**4**
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 section 14 of the Planning and Development Act 2000 (as amended).				X		X			**2**
79	Carrickmacross Rd 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.	X	X		X	X	X			**5**

Table A-9 – Public Transport Options MCA

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
21	Bus Station Improvement	Improvements to the bus station infrastructure in the town that would facilitate an expansion of bus services, promote shared mobility and improve the customer experience for	X		X		X	X		X	**5**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
		passengers, particularly disabled users. 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.	X		X		X				**3**
25	Real Time Information	Provide passengers with live departure times for all services.	X		X		X				**3**
26	Bus stop improvements	Seating, shelters, uniform design	X		X		X				**3**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
31	Network overhaul	New bus network with emphasis on core spine along the R132/ R215.	X		X		X	X		X	**5**
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.	X		X		X			X	**4**

Table A-10 – Roads Options MCA

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
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.	X	X		X				X	**4**
5	Transport Corridor from L-3161 Marlbog Roundabout to L-7163 Chapel Road Roundabout	Relief road from Wuxi to Marlbog Road in order to prevent bottlenecks along Chapel Road.		X				X	X	X	**4**
17	Sandy Lane Upgrades	Reconfigure Sandy Lane and improve the footpaths.	X			X	X			X	**4**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
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.	X			X	X				**3**
22	Mount Avenue Transport Corridor	The new Transport Corridor will join the existing Mount Avenue Road north-west of the ESB Substation. From that point, the Mount Avenue Road will be widened and upgraded to Castletown Cross on the Castleblaney Road. The 1.5km long section of upgrade works was completed in September 2024.		X				X	X	X	**4**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
23	Northern relief Transport Corridor	Inner Transport Corridor between Armagh Road and Newry Road.		X				X	X	X	**4**
40	Residential Parking Review	Define a zoning system for residential parking to prevent usage of retail spaces.	X					X		X	**3**
60	Transport Corridor from R934 Castleblayney Road to R178 Carrickmacross Road	Orbital road allowing access to the R934 from the R178, therefore removing traffic from the core town centre area.		X				X	X	X	**4**
61	Transport Corridor from R178 Carrickmacross Rd to R171 Old Ardee Road	Orbital route providing a connection between the R178 and the R171 without requiring drivers to enter the town centre.		X				X	X	X	**4**
62	Transport Corridor linking R132 through Belfield Estate to the	Local Road linking R132 through Belfield Estate to the Marlbog Roundabout.		X				X	X	X	**4**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
	Marlbog Roundabout										
63	Transport Corridor from upgraded Mount Avenue Road to the proposed Road linking the Castleblayney Road to the Carrickmacross Road	A route linking option 60 to option 22. A new roundabout is to be built where this corridor meets the upgraded Mount Avenue transport corridor.		X				X	X	X	**4**
64	Marlbog Road roundabout Transport Corridor to Old Golf Links Road, Blackrock	Link route between Marlbog Road roundabout link to Old Golf Links Road, Blackrock allowing traffic access to the R132, removing pressure from the existing, busy "Jackie Murphy's" Junction.		X				X	X	X	**4**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
65	Removal of Hill Street Bridge and new Junction layout with the Millennium Road, Dundalk	Demolition of existing rail bridge and reconstruction of existing carriageway and new junction works, providing safe infrastructure for active travel. Located on the key North-South transport corridor used by all modes.	X	X	X	X		X			**5**
66	Transport Corridor connecting Tom Bellew Avenue to Hoey's Lane	New Transport Corridor including pedestrian link from Woodville Manor to Rockfield Ct	X	X		X		X			**4**
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.					X		X	X	**3**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts of the network	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
75	Dundalk- Sligo Road	To support the progression of the Dundalk-Sligo road, as per the Louth County Development Plan.							X	X	**2**

Table A-11 – Multimodal Options MCA

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
9	Road Space Reallocation	Reduce private vehicle use and through traffic in Urban spaces through the reallocation of road space.	X	X		X	X			X	**5**
32A	Mobility Hub 1 (North)	Mobility hub 1km from the town centre with potential to facilitate active travel	X				X	X		X	**4**
32B	Mobility Hub 2 (Northwest)	Mobility hub on the Castletown Road (indicative location)	X		X		X	X		X	**5**
32C	Mobility Hub 3 (West)	Mobility hub on the Carrickmacross Road (indicative location)	X				X	X		X	**4**
32D	Mobility Hub 4 (Southwest)	Mobility hub on the Inner Relief Road (indicative location)	X		X		X	X		X	**5**
32E	Mobility Hub 5 (South)	Mobility hub close to Greengates (indicative location)	X		X		X	X		X	**5**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
33	Support road space reallocation	Public realm and active travel projects with parking reduction as a consequence rather than its own measure		X		X	x				**3**
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.	X	X		x				X	**4**
37	Promote Travel Plans	Collaborate with major trip generators (e.g., DkIT) and prepare mobility management plans.	X				X		X	X	**4**
39	Safe Routes to School	Programme developed to increase walking and cycling to school. Measures to support the programme. St.	X	X		X	X				**4**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
		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.	X	X		X	X			X	**5**
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.	X	X		X	X			X	**5**

#ID	Name	Description	1. Increase the share of sustainable transport modes.	2. Improve the coherency, safety and reach of Dundalk's cycle network.	3. Develop an attractive public transport network for all users.	4. Prioritise walking and cycling by providing a safe environment to access schools and other parts	5. Align with the Climate Action Plan and reduce greenhouse gas (GHG) emissions.	6. Integrate land use and transport to support the shift to sustainable modes and reduce travelling distance.	7. Protect the strategic function of the national road network.	8. Strengthen the attractiveness of Dundalk for economic development.	SCORE
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.	x	x		x	X				**4**
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.	X		X		X		X	X	**5**
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.	X		X	X	X	X		X	**6**

Appendix B. Supporting Information

B.1 Policy and Guidance Review

B.1.1 National Planning Framework (Department of Housing, Planning and Local Government, 2018)

The National Planning Framework (NPF) 2040 is the national strategic spatial framework that sets out the long-term context for Ireland's development up to 2040. The shared goals of the NPF are expressed as National Strategic Outcomes (NSO) illustrated in Figure B-1 below. The NPF forecasts that Ireland will continue to experience significant population growth up to 2040. The growth strategy seeks to facilitate this growth in a balanced regional manner. The strategy seeks to ensure economic prosperity for all, environmental sustainability, and climate action across all regions. To achieve this, the strategy identifies a need to move away from the 'business as usual' approach to more compact growth.

Figure B-1 - National Strategic Outcomes

(Source: National Planning Framework – Project Ireland 2040

County Louth is in the Eastern and Midland Regional Assembly area. The Dublin to Belfast Corridor is the largest economic agglomeration in Ireland, with the cities and towns along the corridor home to a population of around 2 million people, exclusive of wider catchments. The corridor's link roads and national rail play a critical role in supporting economic growth and competitiveness. Some of the key linkage towns include Drogheda, Dundalk, and Newry. The region will have a population of around 2.85 million people by 2040, at least half a million more than today. It will be necessary to prepare co-ordinated strategies for Dundalk and Drogheda at both regional and town level to ensure that they have the capacity to grow sustainably and secure investment as key centres in the cross-border network.

Key future planning and development and place-making policy priorities for the Eastern and Midland Region include:

- A focused approach to compact, sequential, and sustainable development of the larger urban areas along the Dublin – Belfast economic and transport corridor, along which there are settlements with significant populations such as Dundalk and Drogheda.
- ***National Policy Objective 2b:*** The regional roles of Athlone in the Midlands, Sligo and Letterkenny in the North-West and the Letterkenny-Derry and Drogheda Dundalk-Newry cross-border networks will be identified and supported in the relevant Regional Spatial and Economic Strategy.
- ***National Policy Objective 7:*** Strengthening Ireland's overall urban structure, particularly in the Northern and Western and Midland Regions, to include the regional centres of Sligo and Letterkenny in the North-West, Athlone in the Midlands and cross-border networks focused on the Letterkenny-Derry North-West Gateway Initiative and Drogheda-Dundalk-Newry on the Dublin-Belfast corridor.
- ***National Policy Objective 44:*** In co-operation with relevant Departments in Northern Ireland, to further support and develop the economic potential of the Dublin-Belfast Corridor and in particular the core Drogheda-Dundalk-Newry network and to promote and enhance its international visibility.

As part of the National Planning Framework, the Government intends to promote the inherent economic potential of the corridor, building upon existing strengths. To do this, there will be a focus on developing the corridor as a distinct spatial area with international visibility by:

- Effectively planning and developing large centres of population and employment along the main economic corridor, including Drogheda and Dundalk.
- Improving and protecting key transport corridors such as the TEN-T network and strategic function of the Dublin to Belfast Road network from unnecessary development and sprawl.
- Examining the feasibility of a high-speed rail connection between Belfast and Dublin and Cork; and protecting distinctive landscapes and rural activities which act as key green spaces and food producing areas between settlements.

B.1.2 National Development Plan 2021-2030 (Department of Public Expenditure and Reform, 2021)

The National Development Plan (NDP) will drive Ireland's long term economic, environmental, and social progress across all parts of the country over the next decade and will underpin the successful implementation of the NPF. The NDP outlines several investment priorities as shown in Figure B-2. They are active travel (walking and cycling), public transport, and national roads.

Figure B-2 - National Development Plan Strategic Investment Priorities

(Source: National Development Plan 2021-2030)

Under the heading "NSO 4 – Sustainable Mobility", the NDP highlights the importance of significant investment in sustainable mobility networks if the NPF population growth targets are to be achieved. Investing in high-quality sustainable mobility will improve citizens' quality of life, support our transition to a low-carbon society and enhance our economic competitiveness. One of the strategic investment priorities includes supporting cross-border approaches to attract investment, including through the Northwest City Region and the Dublin Belfast Economic Corridor initiatives.

The NDP will also support the purchase of new and additional fleet for the Dublin-Belfast Enterprise which is the flagship cross-border intercity train service operating between Dublin and Belfast, jointly operated by Iarnród Éireann (IÉ) and Northern Ireland Railways (NIR). This is the only cross-border rail service on the island of Ireland and the brand is recognised as providing a vital public transport link serving the two main cities on the island and passing through Dundalk.

B.1.3 National Sustainable Mobility Policy (Department of Transport, 2022)

The National Sustainable Mobility Policy sets out the strategic framework for sustainable mobility up to 2030. The policy is based on the Avoid-Shift-Improve principle This included walking, cycling, and public transport journeys. It supports Ireland's overall requirement to achieve a 51% reduction in greenhouse gas emissions by 2030.

The policy aims to provide the infrastructure, services, and measures that enable and encourage more people to choose sustainable modes of travel. The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a reduction of 10% in the kilometres driven by fossil fuelled cars. A safe and green mobility will be delivered by:

- Continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards.

- Developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure.
- Expanding walking and cycling options across the country, including greenways.
- Developing an enhanced bus stop programme for regional and rural services.
- Rebalancing transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport; and
- Identifying a pathway for the implementation of suitable demand management measures at national and local level to reduce reliance on the private car.
- The key benefits of the Policy are classified as environmental, social, economic and health and well-being.

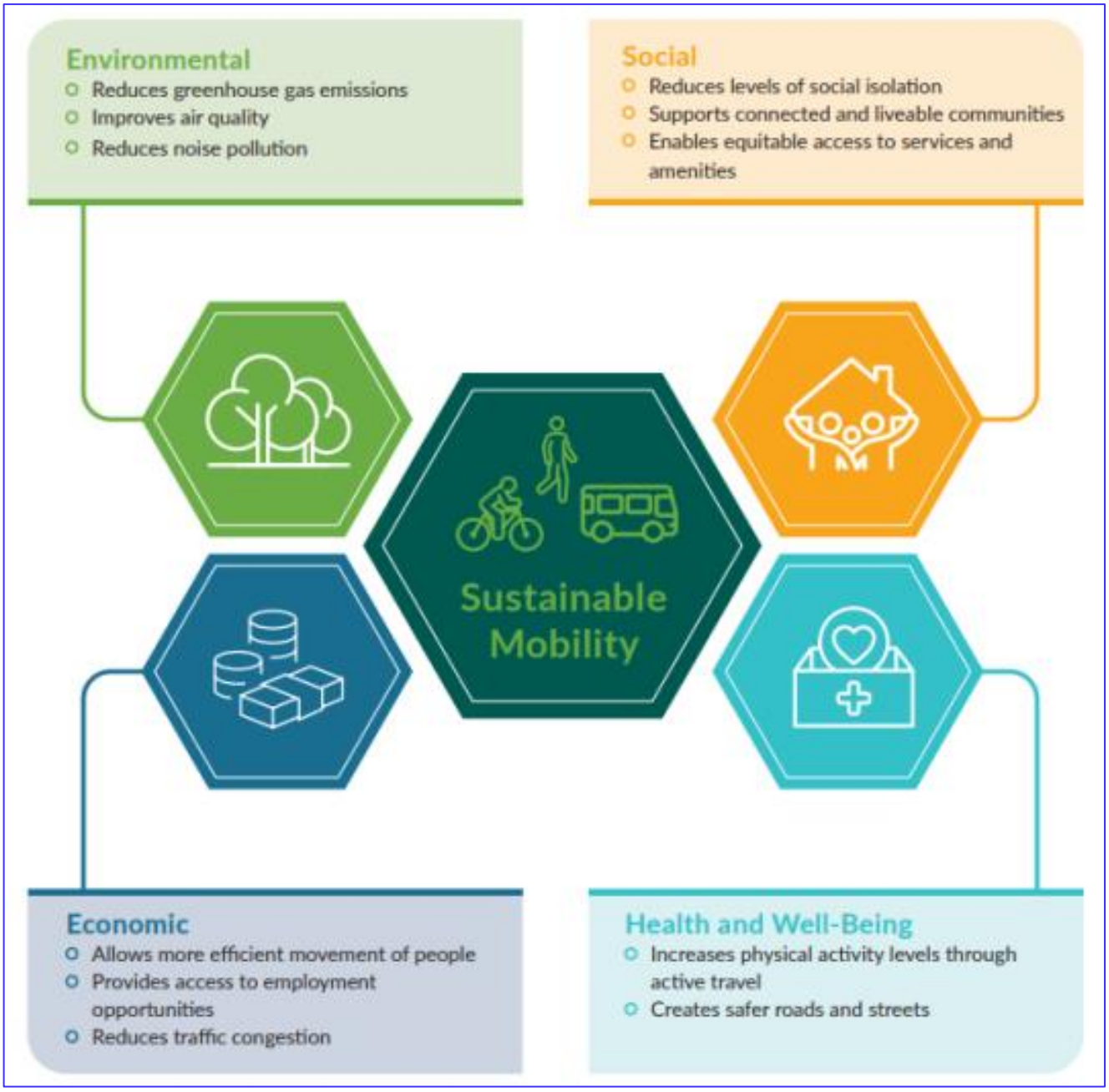


Figure B-3 - National Sustainable Mobility Benefits

***(Source: Department of Transport)*.**

B.1.4 National Investment Framework for Transport in Ireland (Department of Transport, 2021)

The National Investment Framework for Transport in Ireland (NIFTI) was published in 2021 as part of Project Ireland 2040 to support the National Planning Framework (NPF) in delivering the ten NSOs. Within NIFTI it is recognised that the country's transport system will be a key enabler of the NPF Project Ireland 2040 over the coming decades. A key objective of NIFTI is to protect and renew our existing transport assets to safeguard the value of our past investment and ensure that the network is resilient to the impacts of climate change and evolving uses and travel patterns. NIFTI sets out the following investment priorities, which future schemes must align with:

- Decarbonisation
- Protection and Renewal;
- Mobility of People and Goods in Urban Areas
- Enhanced Regional and Rural Connectivity

NIFTI sets out a hierarchy of travel modes to be accommodated and encouraged when investments and other interventions are made. Sustainable modes, starting with active travel (walking, wheeling and cycling) and then public transport, will be encouraged over less sustainable modes such as the private car.

In section 4.3.2 Intervention Hierarchy, NIFTI identifies addressing the challenges facing the Irish transport network will require a certain level of public investment and intervention. However, interventions can take many different forms, and what is appropriate will depend on the specific issue being addressed. The hierarchy for intervention is:

1. Maintain: Measures which protect the existing transport network including protection and renewal investment
2. Optimise: Measures which are targeted at increasing levels of services and transport infrastructure such as demand management, user charging, park and ride, parking supply measures and real time travel information
3. Improve: Measures which increase the capability and capacity of existing infrastructure. These measures would include active travel improvements including wider footpaths and segregated cycleways along existing roads and streets
4. New: Encompasses all measures which entail significant increases in transport infrastructure capacity such as new roads, rail or active travel infrastructure.

Figure B-4 - NIFTI Modal and Intervention Hierarchies

Source: National Investment Framework for Transport in Ireland)

B.1.5 Spatial Planning and National Roads Guidelines for Planning Authorities.

The Spatial Planning and National Roads Guidelines set out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 km/h speed limit zones for cities, towns and villages.

The guidelines, which have been prepared in consultation with representatives from local authorities, the Department of Transport, Tourism and Sport, and the National Roads Authority (now renamed TII), will assist road and planning authorities in relation to their involvement in the overall planning process.

The guidelines are of practical value to landowners/developers making submissions on development plans/local area plans, applicants for planning permission, their agents and the wider public who interact with the planning process with respect to roads and transportation issues generally.

B.1.6 Moving together - A Strategic Approach to Improving the Efficiency of Ireland's Transport System

'Moving Together' which was subject to Government approval at the time of writing, is a call for collective action across Government and society not only to help reduce carbon emissions from transport over the medium to long term but to address more immediate issues of congestion, road safety and air quality. It has been informed by the Five Cities Demand Management Study, which was published in 2021, and the modelling analysis undertaken by the National Transport Authority to inform the transport input to the Climate Action Plan.

It is intended that this Strategy will take a 'people-centred' approach to the transport system with the aim of improving the efficiency, equity, and well-being of public space, particularly the use of road and street spaces, and by creating conditions that are more amenable and attractive to daily life, active travel, shared mobility and public transport services. In doing so, this Strategy will support a reduction in emissions, with significant co-benefits for Irish society in terms of road safety, air quality, health, and community life as well as assisting in objectives to revitalise urban centres in line with Town Centre First and to improve air quality in line with the Clean Air Strategy.

B.1.7 Clean Air Strategy for Ireland

Published by the Department of the Environment, Climate and Communications, the Clean Air Strategy seeks to enhance and protect the quality of air that we breathe through a comprehensive suite of cross Government policies and measures that targets all sources of air pollution, including those from the transport, agriculture and residential sectors. Amongst its key commitments is an ambition to meet the World Health Organisation (WHO) target values by 2040. The WHO guideline values are set for the protection of health and are generally stricter than the current comparable EU standards.

B.1.8 National Disability Inclusion Strategy (NDIS) 2017-2022

The 'whole of Government' National Disability Inclusion Strategy (NDIS) 2017-2022 includes specific actions assigned to local authorities. For example, action 108 relates to the 'dishing' of footpaths and action 109 relates to accessible infrastructure, including bus stops. Lack of dishing is often cited as a major concern for wheelchair users. The National Disability Inclusion Strategy came to an end at the end of 2022. The Department of Children, Equality, Disability, Integration and Youth are working with the Disability Inclusion Strategy Steering Group to commence work on the development of a UNCRPD implementation strategy.

B.1.9 CycleConnects

CycleConnects is a proposed Cycle Network for each urban settlement in Ireland. The project's overall goal is to improve active travel by providing opportunities for more sustainable trips on a safe, accessible, and convenient cycling network, which connects more people to more places. Proposals for cycling infrastructure in developed areas are included in the plan, as well as connections between the larger towns, villages, and settlements. Existing and planned cycling infrastructure such as greenways and blueways were incorporated into the plan. An extensive cycling network across the 22 counties is envisaged, complementing the cycling plans already developed for the Greater Dublin Area (Meath, Kildare, Wicklow and Dublin). These plans will cumulatively create an overall comprehensive cycle network for the entirety of Ireland. The proposed cycle network for Dundalk and its environs is shown in Figure B-5.

Figure B-5 - Cycleconnects: Proposed Urban Cycle Network for Dundalk Town

(Source: CycleConnects)

B.1.10 National Cycle Network (TII)

The National Cycle Network (NCN) is under development by TII. Upon completion the network will span 3,500km and will connect over 200 settlements. Dundalk has been highlighted as a Primary National Cycle Network Node based upon its significant population. NCN Corridor 83B will revise the current network to better connect Dundalk to Drogheda. Corridor 90 will connect Newry to Dundalk via Carlingford, along an attractive coastal route. Monaghan, Armagh and Carrickmacross have also all been highlighted as locations that could receive a cycle connection to Dundalk.

B.1.11 Local Authority Climate Action Plan Guidelines

The legally binding target to reduce greenhouse gas emissions in Ireland by 51% by year 2030 is just one part of the pathway local authorities must follow to achieve the national climate objectives set for the transition into a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy by the end of 2050. In regard to the transport sector, local authorities have significant potential to directly support national climate action by taking both an inward (organisational) and an outward (community) focus in promoting and implementing sustainable settlement patterns and compact growth. Spatial and land use planning systems along with the delivery of transport infrastructure should be used to encourage the modal shift from the private car to more sustainable modes of transport. Measures that Local Authorities can use include:

- playing a key role in delivery of active travel programmes and public realm enhancements for both new and existing infrastructure.
- facilitating the integration of safe and convenient alternatives to the private car into the design of local communities in line with Transport-Orientated Development principles;
- decarbonising their own vehicle fleets; and
- developing local area networks for EV charging infrastructure to meet the needs.

B.1.12 Regional and Local EV Charging Network Plan – 2024-2030

Published by the Department of Transport in 2024, the Regional and Local EV Charging Network Plan provides a provides a pathway for the accelerated delivery of neighbourhood and destination charging infrastructure in order to support national efforts to reduce transport related carbon emissions through the shift to zero emission vehicles for all users.

The Plan objectives are:

- "*Support the delivery of well-defined local and regional plans for a resilient, self-sustaining, futureproofed network that minimises public funding supports and meets user needs.*
- *In partnership with key stakeholders, support the coordinated and accelerated expansion of a destination and neighbourhood EV charging network that aligns with greater e-mobility policies.*
- *Provide a pathway to deliver on national infrastructure targets in support of both Alternative Fuels Infrastructure Regulation (AFIR) requirements and Climate Acton Plan objectives."*

The accelerated expansion of public destination and neighbourhood charging infrastructure will be led by local authorities with the support of and in partnership with other public sector bodies, private sector groups and other key stakeholders. The Plan sets out the critical role of local authorities such as Louth County Council in the accelerating the delivery of EV charging infrastructure due to:

- their understanding of local needs;
- their experience in delivering major infrastructure projects;
- ownership of suitable site locations;

- their ability to leverage private resources and funding through contracts and planning functions;
- their ability to align EV infrastructure projects with national and local policies, strategies and projects; and
- their ability to coordinate and deliver across county borders in partnership with other local authorities and stakeholders.

The Plan gives information in relation to the national minimum national minimum charging requirements for destination and neighbourhood charging. These AFIR-based minimum power requirements are distributed across the local authority areas based on each area's proportionate vehicle fleet share. For County Louth, the target EV charging capacity requirements by 2025 and 2030 are shown in Table B-1. Table B-1 EV Charging Capacity Requirements By 2025 And 2030 for County Louth

Year	2025	2030
Target Power Output (Kw)	4,203	13,755

Given that a large proportion of the population of Louth live and work in Dundalk, it is therefore assumed that a large proportion of the EV charging infrastructure required for Louth will be delivered in the Dundalk area. Local authorities such as LCC will develop EV charging infrastructure strategies and subsequent implementation plans with key stakeholders such as ESB Networks and put forth targets for local charging infrastructure at destination and neighbourhood locations.

B.1.13 National Remote Working Strategy (2021) - Department of Enterprise Trade and Employment

The National Remote Work Strategy sets out the long-term strategy to promote home and remote working for public sector and private sector employees. The strategy mandated that 20% of the public sector workforce to move to home and remote working in 2021. The strategy notes that the Regional Working Analysis study carried out in 2020 shows that more than 25% of the private sector workers in Ireland can work remotely. In overall terms this longer-term change in working patterns will help achieve a longer-term fundamental change in travel behaviour by reducing the need travel to work daily.

The benefits of working remotely include increasing participation in the enabling balanced regional development, alleviating accommodation pressures, improving work/life balance, reducing the amount of time spent commuting, and reducing transport related carbon emissions and air pollution. Previous work indicated that, for each new full-time remote worker, an estimated average daily transport related emissions savings of approximately 2.6-2.9kg CO2, depending on petrol/diesel fuel mix, could be achieved.

B.1.14 Connecting Ireland: Rural Mobility Plan

The Connecting Ireland Rural Mobility Plan is a major national public transport initiative developed with the aim of increasing connectivity for people living outside major cities and towns by providing better public transport connections between villages and towns through:

- Improvement of the existing services,
- Introduction of additional services,
- Enhancing the current Demand Responsive Transport (DRT) network which meets the transport needs of people who live in remote locations.

The proposed Public Transport Improvements in County Louth are shown in Figure B-6.

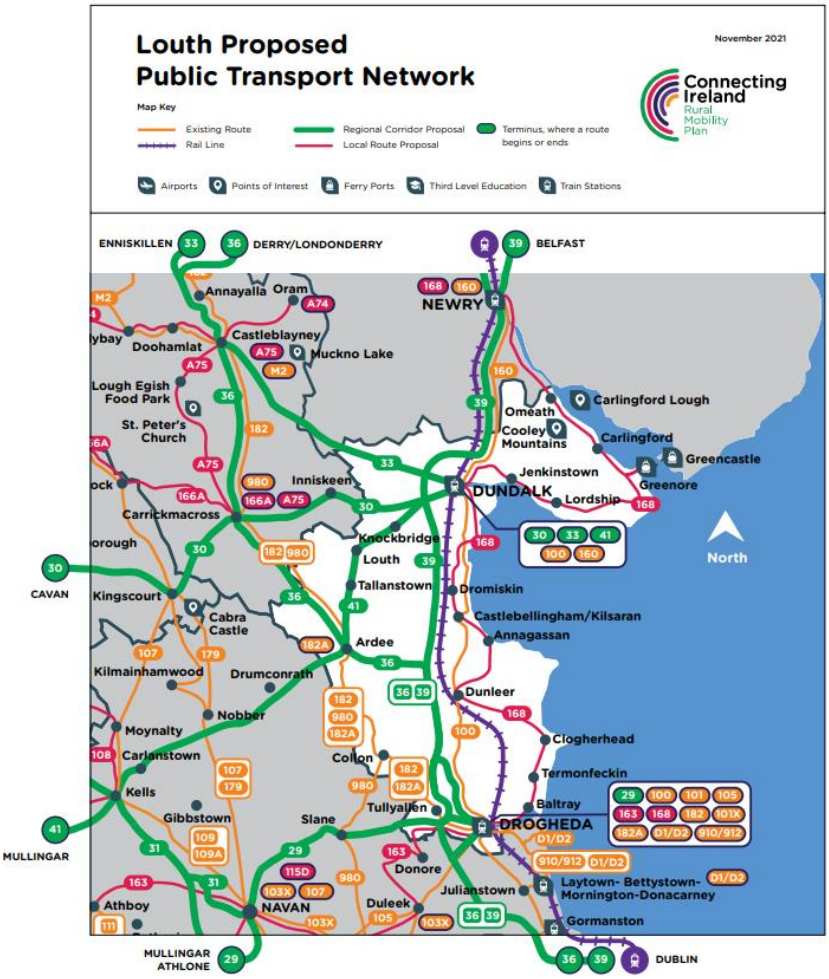


Figure B-6 - Louth Proposed Public Transport Network

Source: Louth-Connecting-Ireland-Maps-and-Network-Table-WEB

The regional and local proposals that will connect Dundalk include:

Regional Corridor Proposals

- **Route 30:** Connecting Cavan to Dundalk. The route will serve Bailieborough, Kingscourt, Carrickmacross, Inniskeen and other places en route. This corridor is currently served by route 166. The proposal also includes ensuring more frequent services on this corridor with a minimum service frequency of 2 hours.
- **Route 33:** Connecting Enniskillen to Dundalk. The route will serve Smithborough, Monaghan, Castleblaney and other places en route This is a new corridor and parts of this corridor are currently served by routes 65, 95, 162, 180, 270 and 271. The proposal is the integration of these routes with a minimum service frequency of 2 hours.
- **Route 39:** Connecting Belfast to Dublin. The route will serve Newry, Dundalk, Drogheda, and other places en route). This corridor is currently served by routes X1, X2A, X5, 100X, 400, 705X and 900 to 904, all of which are express services. The proposal is to improve the integration of routes along the corridor.

Local Corridor Proposals

- **Proposed Route 168:** The route will serve Newry, Drogheda, Carlingford, Jenkinstown, Dundalk, Dromiskin, Clogherhead and other places en route. The proposal is to integrate routes 168 and 161 to create a new coastal route between Drogheda, Dundalk, and Newry. Minimum service frequency of 9 return trips Monday to Saturday, 4 return trips on Sunday.

Local Routes

There are no significant changes planned to these routes. As the public transport network develops, and as people travel more often by public transport, a continuous review will be conducted for their usage and steps will be taken to ensure their continued fitness-for-purpose. They include:

- **Route 100** Dundalk, Drogheda, Castlebellingham, Dunleer, and other places en route.
- **Route 160** Dundalk, Newry, Ravensdale, and other places en route.

B.1.15 Road Safety Strategy 2021-2030

Ireland's fifth Road Safety Strategy adopted a strategic, coordinated, and multi-sectoral approach to road safety across government and key stakeholders. The strategy sets out ambitious goals to reduce deaths and serious injuries by 50% to 2030, with the main goal of achieving vision zero – no deaths or seriously injured on Irish roads by the year 2050. The new strategy was framed in line with a holistic Safe System approach including seven priority intervention areas:

- Safe roads and roadsides
- Safe vehicles
- Post-crash response
- Safe work-related road use
- Safe speeds
- Safe road use
- Safe and healthy modes of travel

The high impact actions, included within the safe system priority intervention areas, to continue optimise the road network and implement road management measures supporting use and safety are:

- **Action 5 (Safe Roads and Roadsides):** Over the period 2021 to 2025, 1,000km of segregated walking and cycling facilities will be constructed or under construction on the national, local, and regional road network, to provide safe cycling and walking arrangements for users of all ages.
- **Action 6 (Safe Speeds):** Establish a working group to examine and review the framework for the setting of speed limits. As part of this review there will be a specific consideration of the introduction of a 30km/h default speed limit in urban areas.

B.1.16 Town Centre First Policy

'Town Centre First Policy' was published in February 2022, with the aim of ensuring guidance and policy mandates that developing the Town Centre first principles to create town centres which function as viable, vibrant, and attractive locations for people to not only live, work and visit but also to be effective as the service, social, cultural, and recreational hub for the local community. It recognises that town centres have the best transport connectivity and are therefore more likely to encourage sustainable travel patterns helping to achieve climate action goals. Dundalk is recognised as a key NPF Regional Growth Centre.

B.1.17 Area Based Transport Assessment 'How-To' Guide (NTA / TII, 2021)

The Area Based Transport Assessment 'How-To' guide was produced by Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) in 2021. This guide outlines an overview of the key stages of the process to develop an ABTA. An ABTA is intended to establish and give expression at the local level, to integrated land use and transport planning policies and objectives, at the national and regional levels. The Dundalk Local Transport Plan is developed in line with this Guidance Note.

B.1.18 Design Manual for Urban Roads and Streets (DMURS) (2019)

The Design Manual for Urban Roads and Streets (DMURS) promotes an integrated street design approach within urban areas (i.e. cities, towns, and villages). The holistic design-led approach is predicated on a collaborative and consultative design process. Importance of creating secure and connected places that work for all is recognized as crucial, along with creating new and existing streets as attractive places with highest priority treatment for pedestrians and cyclists while balancing the need for appropriate vehicular access and movement.

B.1.19 Cycle Design Manual (NTA, 2023)

The Cycle Design Manual outlines the context of designing cycling facilities in Ireland and provide safe, connected, and high-quality cycle facilities. Cycle infrastructure needs to cater for people and also attract new cycle users by observing the five main design requirements which include: Safety, Coherence, Directness, Comfort and Attractiveness.

The manual also outlines the following key design principles:

- Safe system approach which aims to minimise collisions and their impacts;
- Promoters of cycle facilities should cycle to experience cycling environment first hand;
- Coherent and connected network approach;
- Segregation;
- Everyday mobility; and
- Universal design and inclusive mobility.

It provides technical information on the design of links, junctions, crossings and so on to ensure the optimum balance between the various modes and road functions is reached.

B.1.20 Permeability Best Practice Guide (NTA, 2013)

Permeability: A Best Practice Guide sets out guidance on how to ensure that new developments and existing urban areas can be designed to maximise permeability and movement with the aim of encouraging, promoting and increasing active travel as a main mode particularly for shorter journeys.

B.1.21 Safe Routes To School Design Guide (SRTS)

The SRTS Programme was developed in partnership with the NTA and Green-Schools in 2020 with the goal of supporting schools in the effort to increase walking and cycling to school. The Programme aims to:

- Improve safety at the school gate by providing ‘front of school’ treatments to alleviate congestion and improve access.
- Improve access routes to school by improving walking and cycling infrastructure; and
- Increase the number of students who cycle to school by expanding the amount of cycle parking.

B.1.22 Spatial Planning and National Roads

Spatial Planning and National Roads: Guidelines for Planning Authorities sets out planning policy considerations relating to development affecting national primary and secondary roads, including motorways and associated junctions, outside the 50-60 km/h speed limit zones for cities, towns and villages. The guidelines aim to facilitate a well-informed, integrated and consistent approach that affords maximum support for the goal of achieving and

maintaining a safe and efficient network of national roads in the broader context of sustainable development strategies, thereby facilitating continued economic growth and development throughout the country.

B.1.23 Development Plans: Guidelines for Planning Authorities

Development Plans – Guidelines for Planning Authorities is the key reference manual for all involved in the complex process of producing a county or city development plans. While mainly aimed at local authority planners and councillors, they are also useful to citizens and those involved in the development sector. The guidelines include:

- a clear approach to ensure that every development plan includes a sustainable long-term housing strategy, consistent with national housing targets and policies;
- a clear method for identifying and zoning lands and specifically prioritising lands that can most quickly and appropriately provide new homes;
- confirmation that lands are serviced and available for development;
- a shift towards targeting housing output and delivery;
- facilitation of development activity in cities, towns and urban areas, which creates compact growth; and
- assistance to local authorities and communities in adapting key national polices, like Town Centre First and the Climate Action Plan, into their local development strategy.

B.2 Existing Study Area Rail Services Route Information and Frequencies

Table B-2 summarises the timetables of the trains serving Dundalk Clarke railway station.

Table B-2 - Existing Rail Service Frequency (Irish Rail, 2023)

Route	Frequency (Weekdays)	Frequency (Saturday)	Frequency (Sunday)
Belfast – Dublin	AM Peak – 4 services with 1 – 2 hr 35 min frequency Afternoon – 2 services with 90 min frequency PM Peak – 2 services with 2hr frequency Off Peak – 1 service at 20:05	AM Peak – 4 services with 1 hr – 90 min frequency Afternoon – 2 services with 90 min frequency PM Peak – 2 services with 2hr frequency Off Peak – 2 services with 1 hr frequency	AM Peak – 2 services with 2 hour frequency Afternoon – 1 service at 13:05 PM Peak – 2 services with 1 hr frequency Off Peak – 1 service at 19:05
Dublin – Belfast	AM Peak – 3 services with 2 hr frequency Afternoon – 2 services with 1 hour frequency PM Peak – 2 services with 30 minute frequency Off Peak – 2 services with 1 hr 50 min frequency	AM Peak – 3 services with 2 hr frequency Afternoon – 3 services 1 – 2 hr frequency PM Peak – 2 services with 90 min frequency Off Peak – 2 services with 2 hr 50 min frequency	AM Peak – 1 service at 10:00 Afternoon – 3 services with 1 hr frequency PM Peak – 1 service at 16:00 Off Peak – 1 service at 19:00
Dundalk – Dublin	AM Peak – 6 services with 10 min to 1 hr frequency Afternoon – 1 service at 12:45 PM Peak – No service Off Peak – 1 service at 20:40	AM Peak – 4 services with 50 min to 2 hr frequency Afternoon – 1 service at 12:45 PM Peak – No service Off Peak – No service	AM Peak – 1 service at 9:30 Afternoon – No service PM Peak – No service Off Peak – No service
Dublin – Dundalk	AM Peak – 2 services with 45 min frequency 1 additional service leaving Bray at 7:59 Afternoon – 1 service at 12:35	AM Peak – 1 service leaving Bray at 8:05 Afternoon – 1 service at 11:05 PM Peak – 1 service at 17:15 Off Peak – 2 services with 1 hr frequency	AM Peak – No service Afternoon – No service PM Peak – No service Off Peak – 2 services with 2 hr 15 min frequency

	PM Peak – 2 services with 45 min frequency Off Peak – 2 services with 1 hr frequency, 1 extra service on Fri		

B.3 Existing Study Area Bus Services Route Information and Frequencies

Table B-3 - Inter-City Bus Services

Location	Route Name	Frequency (Weekdays)	Frequency (Weekends)
Cavan	170	From Cavan – 2 services between 6:30 and 9:30, 2 services between 11:45 and 14:15, 1 service at 17:30, 1 off peak service To Cavan – 2 services between 6:45 and 9:15, 2 services between 12:00 and 14:15, 1 service at 17:30, 1 off peak service	From Cavan – 2 services between 6:30 and 9:30, 2 services between 11:45 and 14:15, 1 service at 17:30, 1 off peak service To Cavan – 2 services between 6:45 and 9:15, 2 services between 12:00 and 14:15, 1 service at 17:30, 1 off peak service
Dublin	100X, 900, 901, 901D, 904	From Dublin – 12 services between 6:00 and 10:00. 16 services between 10:00 and 16:00. 18 services between 16:00 and 19:00. 11 off peak/ night services To Dublin – 20 services between 6:00 and 10:00. 16 services between 10:00 and 16:00. 9 services between 16:00 and 19:00. 11 off peak/ night services	From Dublin – 6 services between 6:00 and 10:00. 13 services between 10:00 and 16:00. 11 services between 16:00 and 19:00. 11 off peak/ night services To Dublin – 12 services between 6:00 and 10:00. 13 services between 10:00 and 16:00. 8 services between 16:00 and 19:00. 9 off peak/ night services
Monaghan	162	From Monaghan – 1 direct service at 7:30 To Monaghan – 1 direct service at 17:30	From Monaghan – No weekend service To Monaghan – No weekend service
Mullingar	167	From Mullingar – 3 services between 06:40 and 12:40, 2 services between 15:40 and 18:40	From Mullingar – 2 services between 6:30 and 10:15, 1 service at 13:15, 2 services between 17:14 and 19:14

Location	Route Name	Frequency (Weekdays)	Frequency (Weekends)
		To Mullingar – 2 services between 6:30 and 10:15, 1 service at 13:15 and 2 services between 16:15 and 18:15	To Mullingar – 3 services between 06:45 and 12:45, 2 services between 15:45 and 18:45
Newry	160, 161	From Newry – 3 services between 6:00 and 10:00, 5 services between 10:00 and 16:00, 3 services between 16:00 and 19:00 To Newry – 4 services between 6:00 and 10:00, 4 services between 10:00 and 16:00, 3 services between 16:00 and 19:00	From Newry – 3 services between 6:00 and 10:00, 5 services between 10:00 and 16:00, 3 services between 16:00 and 19:00 To Newry – 4 services between 6:00 and 10:00, 4 services between 10:00 and 16:00, 3 services between 16:00 and 19:00
Shercock	171	From Shercock – 2 services between 7:10 and 9:45, 2 services between 11:45 and 14:25, 1 service at 17:15 To Shercock – 2 services between 8:10 and 10:45, 1 service at 13:15, 2 services between 16:10 and 18:20	From Shercock – 2 services between 7:10 and 9:45, 2 services between 11:45 and 14:25, 1 service at 17:15 To Shercock – 2 services between 8:10 and 10:45, 1 service at 13:15, 2 services between 16:10 and 18:20

As well as these routes, there are 6 DK routes and one OF route that run 1 to 2 times per day, Monday to Friday, in each direction.

Table B-4 - Dundalk's Regional Bus Services

Town	Route Name	Frequency (Weekdays)	Frequency (Weekends)
Drogheda	100, 100X,168 DF01	From Drogheda – 13 services between 6:00 and 10:00. 14 services between 10:00 and 16:00. 9 services between 16:00 and 19:00. 9 off peak services To Drogheda – 9 services between 5:30 and 10:00. 14 services between 10:00 and 16:00. 7 services between 16:00 and 19:00. 7 off peak services	From Drogheda – 6 services between 6:00 and 10:00. 14 services between 10:00 and 16:00. 8 services between 16:00 and 19:00. 9 off peak/ night services To Drogheda – 8 services between 5:30 and 10:00. 14 services between 10:00 and 16:00. 7 services between 16:00 and 19:00. 7 off peak services
Carlingford	LH701, LH502	From Carlingford – 1 service on Friday at 10:20 To Carlingford – 1 service on Friday at 13:30	From Carlingford – Sunday only, services at 12:25, 15:25 and 18:25

Town	Route Name	Frequency (Weekdays)	Frequency (Weekends)
			To Carlingford – Sunday only, services at 10:45,13:45 and 16:45
Kilkerley	LH501	From Kilkerley – 1 service on Friday at 8:55 To Kilkerley – 1 service on Friday at 12:30	No service
Annagassan	LH506	From Annagassan – 1 service on Friday at 9:30 To Annagassan – 1 service on Friday at 13:30	No service
Faughart	LH508	From Faughart – 1 service on Friday at 10:00 To Faughart 1 service on Friday at 13:00	No service
Duffy's Cross	LH509	From Duffy's Cross – 1 service on Friday at 8:55 To Duffy's Cross – 1 service on Friday at 12:30	No service
Tallanstown	LH407	From Tallanstown – 1 service on Thursday at 9:30 To Tallanstown – 1 service on Thursday at 13:00	No service
Carrickmacross	LH404	From Carrickmacross – 1 service on Thursday at 10:00 To Carrickmacross – 1 service on Thursday at 13:00	No service
Reaghstown	LH405	From Reaghstown – 1 service every 2nd Thursday at 10:00 To Reaghstown – 1 service every 2nd Thursday at 12:00	No service
Channonrock	LH107	From Channonrock – 1 service every 2nd Monday at 10:00 To Channonrock – 1 service every 2nd	No service
Dunleer	LH304	From Dunleer – 1 service on the final Wednesday of the month at 9:50 To Dunleer – 1 service on the final Wednesday of the month at 13:30	No service
Lobinstown	LL103	From Lobinstown – 1 service on 1 Wednesday every month at 9:30 To Lobinstown – 1 service on 1 Wednesday every month at 13:30	No service
Collon	LH101	From Collon – 1 service on the 3rd Monday of every month at 9:50	No service

Town	Route Name	Frequency (Weekdays)	Frequency (Weekends)
		To Collon – 1 service on the 3rd Monday every month at 12:50	
Togher	LH102	From Togher – 1 service on the 2nd Monday of every month at 9:30 To Togher – 1 service on the 2nd Monday of every month at 12:50	No service
Monasterboice	LH103	From Monasterboice – 1 service on 1st Monday of every month at 9:45 To Monasterboice – 1 service on the 1st Monday of every month at 13:00	No service

Table B-5 - Dundalk Local Bus Services

Service	Route	Frequency
169	St Patrick's Cathedral – Main Street (16-26 stops)	Runs from 7:41 to 18:10 with frequency ranging from 10 min to 2 hr in both directions
174	Dundalk Bus Station – Grange Drive Muirhevna (5 stops)	Runs from 8:45 to 18:30 with 30 min frequency in both directions
174A	Dundalk Bus Station – Fatima Park (3 stops)	Runs from 7:10 to 18:11 with 30 min frequency in both directions
174B	Dundalk Bus Station – Hazelwood Avenue (5 stops)	Runs from 7:30 to 18:00 with 30 min frequency in both directions
916	St Patrick's Cathedral Loop (11)	Runs from 7:15 to 17:15 with 30 min to 1 hr frequency
918	St Patrick's Cathedral – Willow Grove (6 stops)	Runs from 7:50 to 11:05 with 2 hr frequency and again at 17:45 in both directions

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