



November 2024

Balrothery Active Travel Plan

Stage 2: Developing a Plan
Community Engagement Event

Comhairle Contae
Fhine Gall
Fingal County
Council



RAMBOLL



Welcome

1. Introduction from FCC
2. The journey so far...
3. Summary of Stage 1 Baseline Assessment
4. Stage 2: Vision and Key Principles
5. Stage 2: Preferred Option & Projects


Balrothery Active Travel Plan

Introduction from FCC



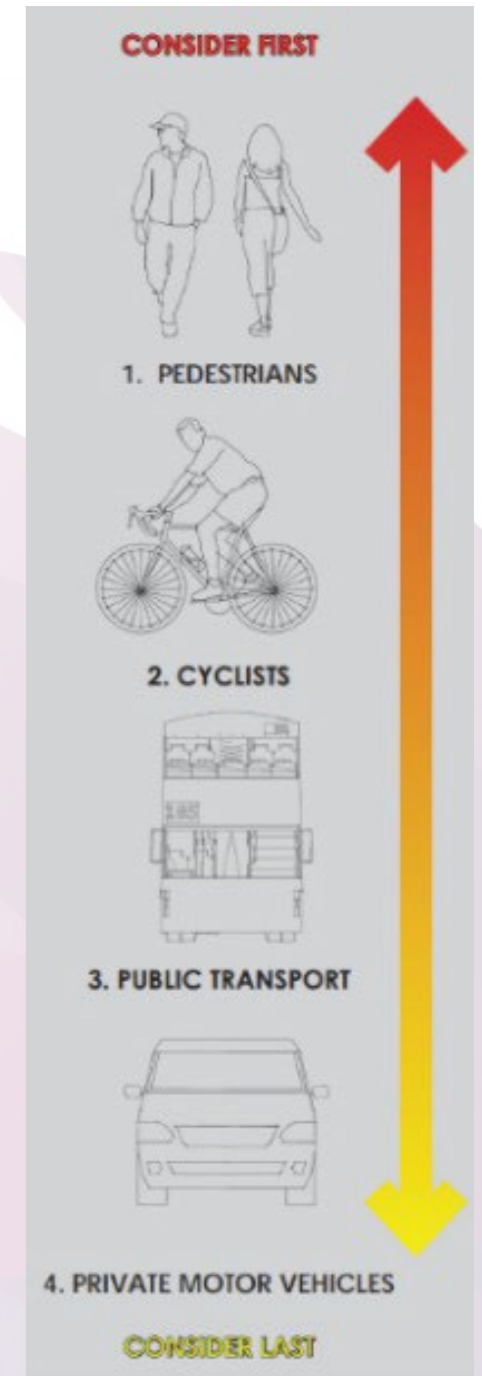
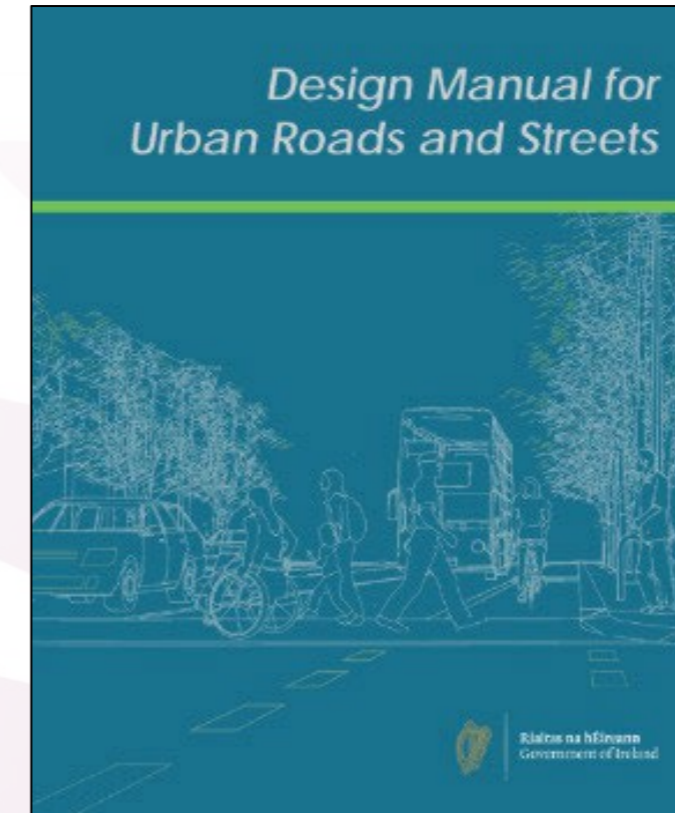
Policy

United Nations
SUSTAINABLE DEVELOPMENT GOALS

 NATIONAL LEVEL	National Planning Framework 2040	National Development Plan (NDP) 2021-2030	National Investment Framework for Transport in Ireland (2040)
	Climate Action Plan 2023		
 REGIONAL PLANNING	Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 to 2031	Regional Spatial & Economic Strategy 2022-2029	Greater Dublin Area Transport Strategy 2022-2042
	Metropolitan Area Strategic Plan (MASP)		
 LOCAL PLANNING	Fingal Development Plan 2023-2029	Local Transport Implementation Plans	Local Economic and Community Plans



Design Guidance

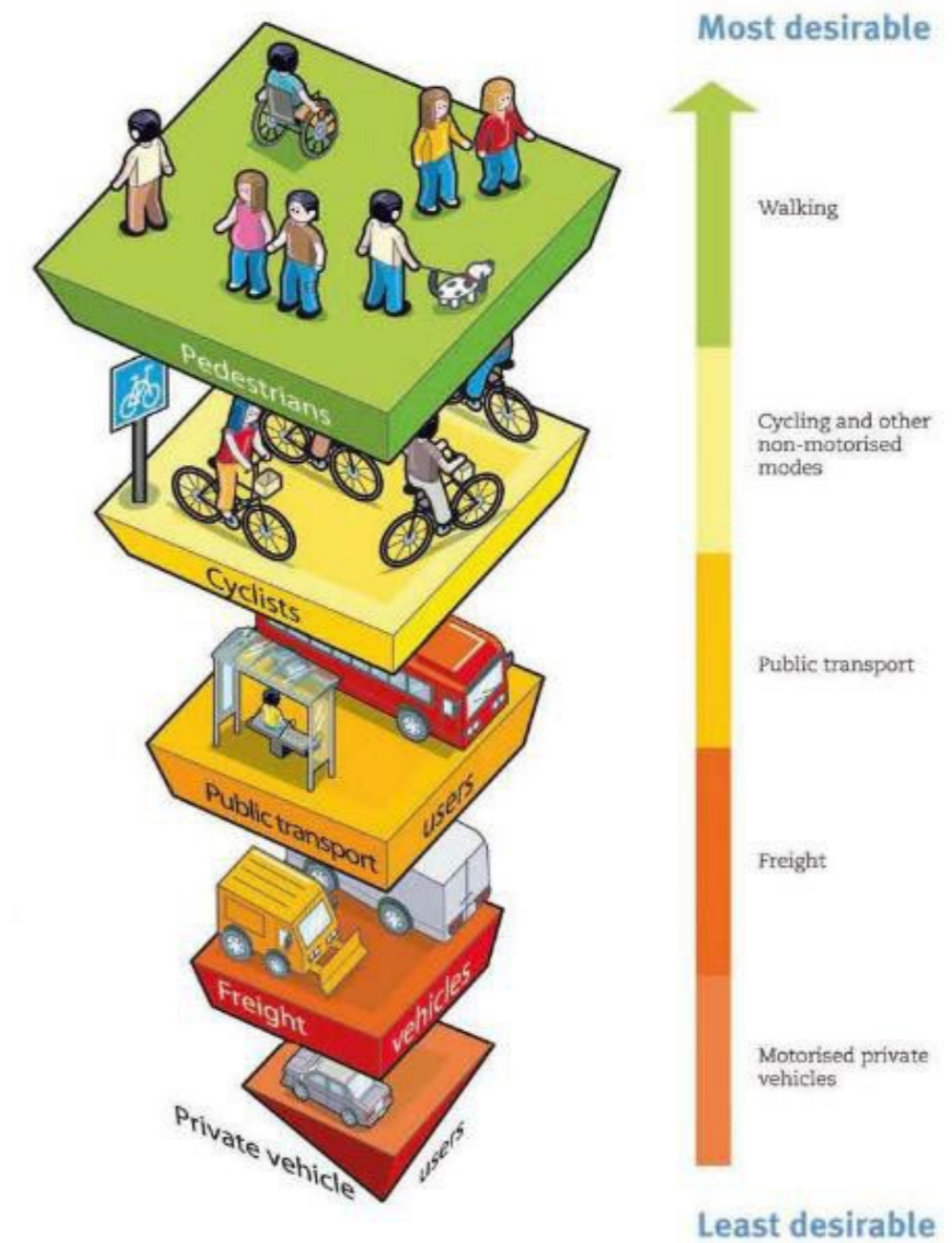
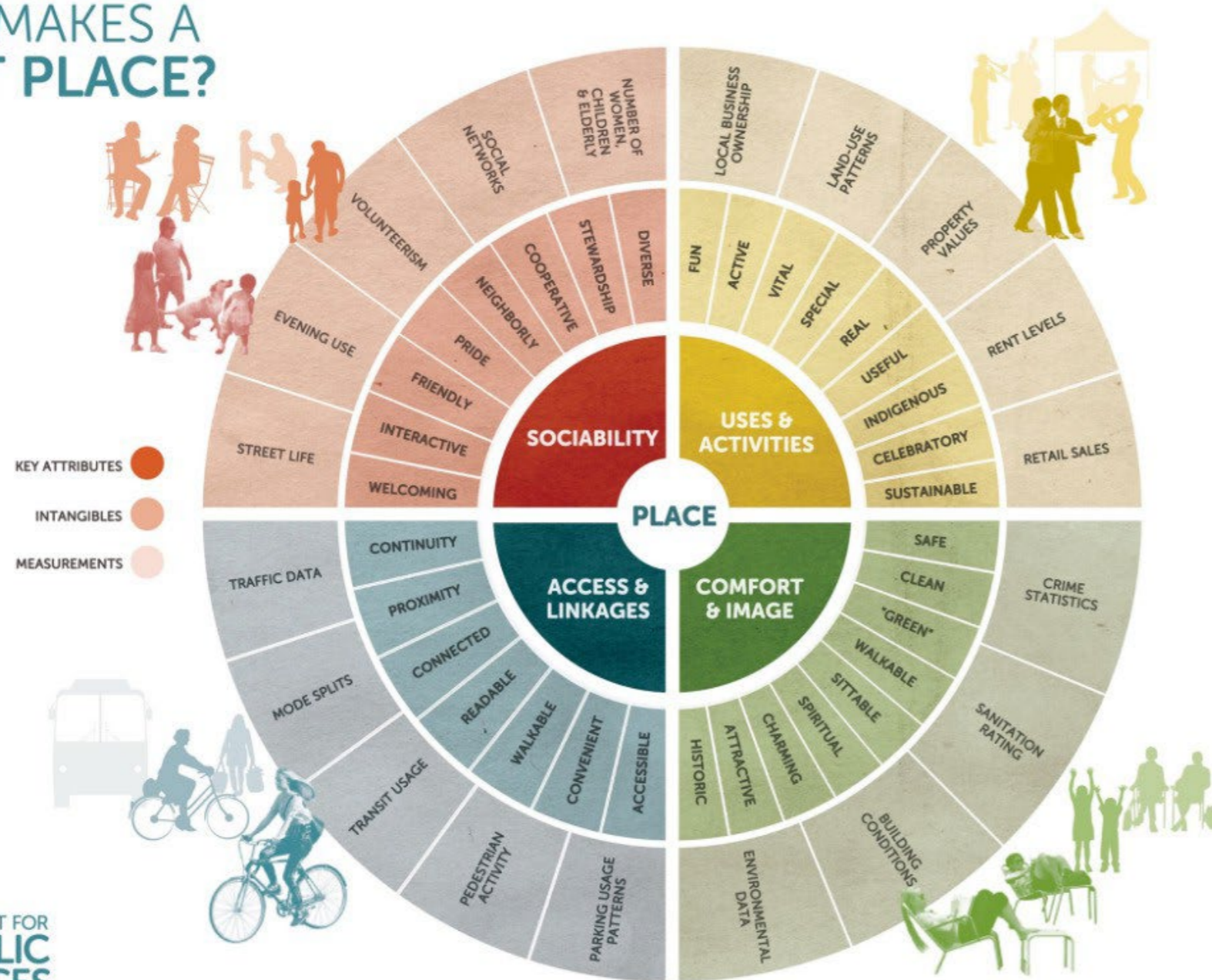


Benefits of Active Travel

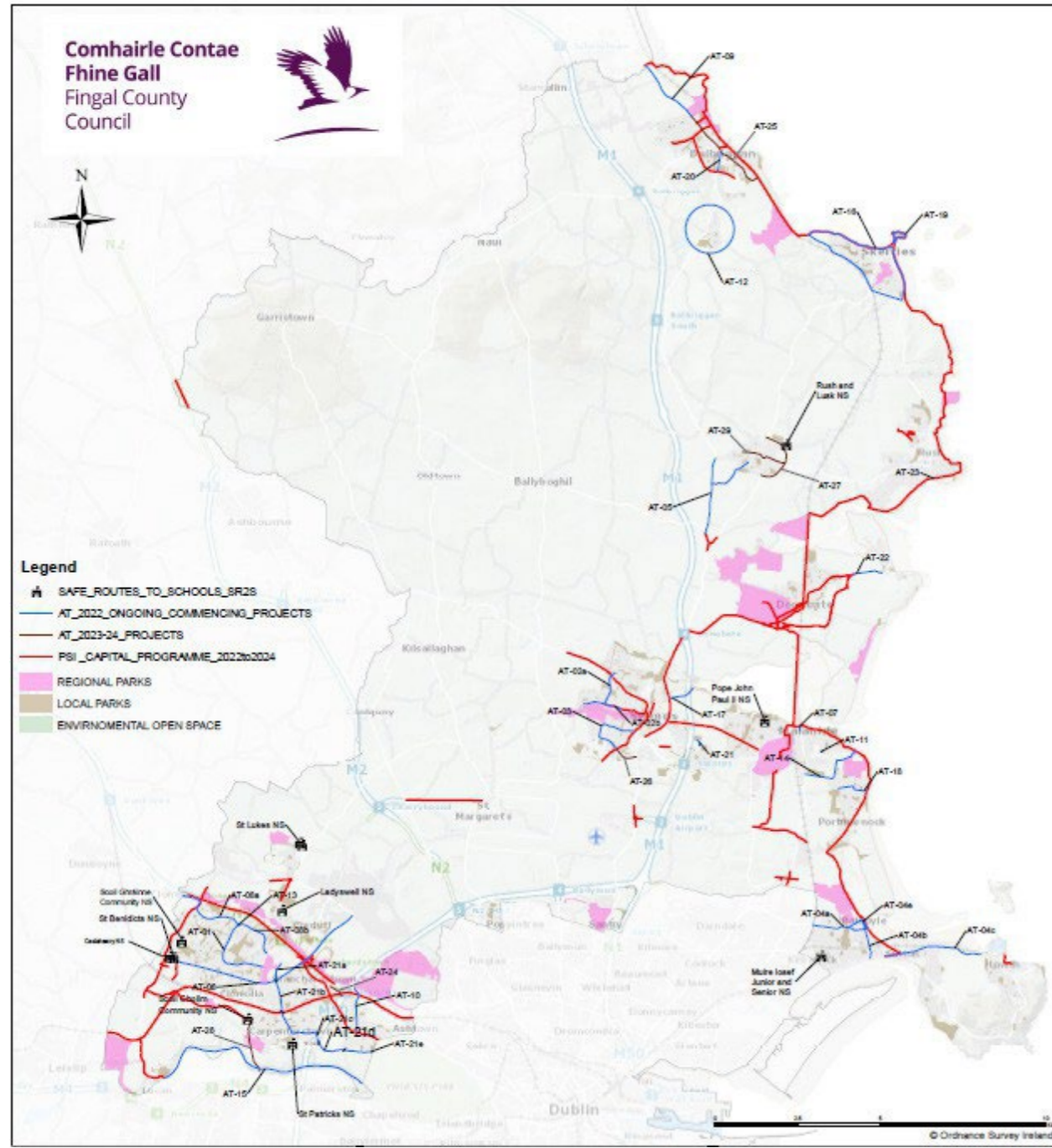
Comhairle Contae
Fine Gall
Fingal County
Council



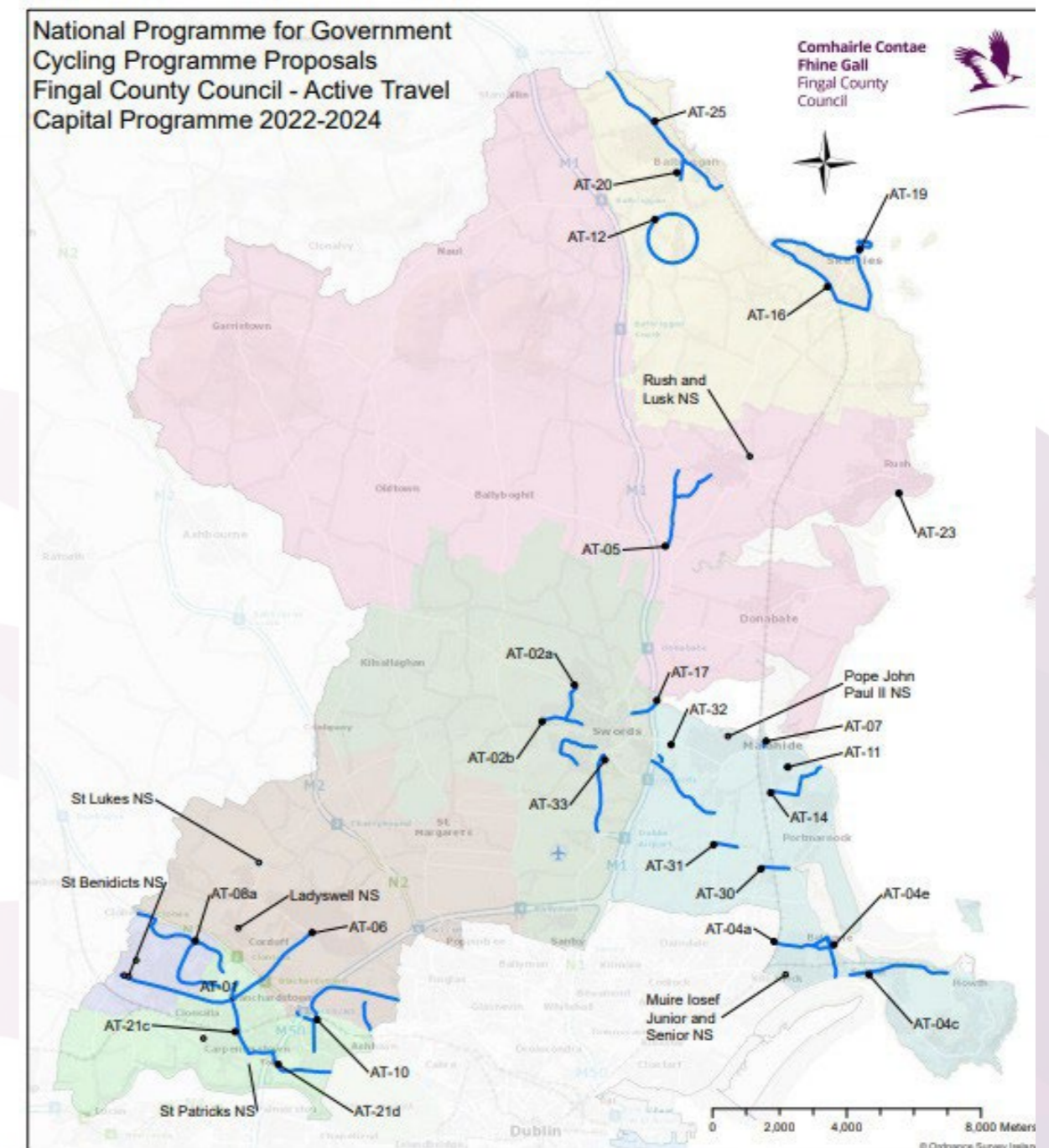
WHAT MAKES A GREAT PLACE?



Planned Projects



Planning & Strategic Infrastructure and Active Travel Projects



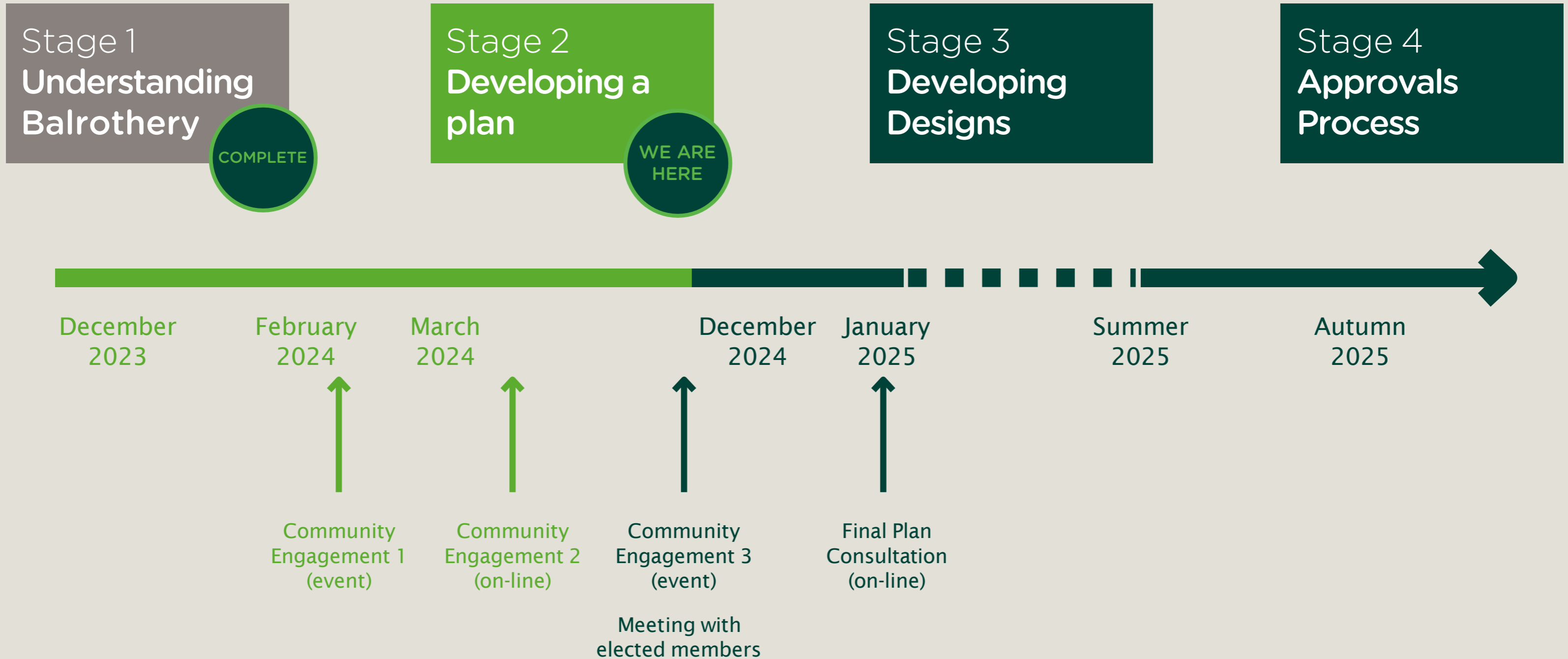
Active Travel Projects

Balrothery Active Travel Plan

The journey so far...

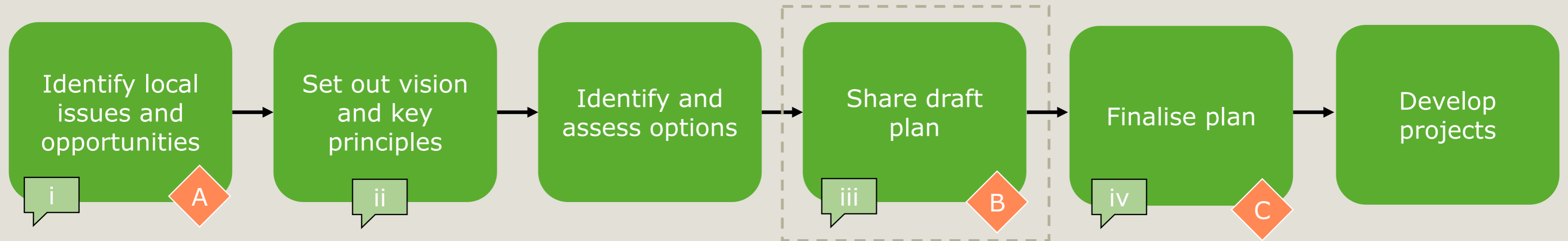


Project Process



Stage 2 Process

We're building up the plan in stages:



Publications

- A** Baseline for Active Travel report
- B** Draft Balrothery Active Travel Plan
- C** Final Balrothery Active Travel Plan

Consultation

- i** Community event and online survey
- ii** Newsletter and online survey
- iii** Today's event
- iv** Online consultation

Balrothery Active Travel Plan

Summary of Stage 1 Baseline Assessment



Stage 1 Feedback

“

Opening up Old School Lane could make it an easier escape route for thieves.

“

Glebe park has some great accessible benches, but people can't use them because there isn't a proper path.

“

I have to keep walking into the road because of the cars parked in front of the hairdressers. It's not safe.

“

There are no other viable routes for farm traffic to get to the R132 because of the low railway bridges.

“

A new walking and cycling path to Ardgillan Castle could help to put Balrothery on the tourist map.

“

A 30 km/h speed limit for the village would slow traffic down and make it feel safer.

“

Creating a one-way loop which goes around the pub would free up more space for pedestrians at the hairdressers.

“

Cars go too fast past the Spar and don't see you if you're waiting at the crossing.

“

The village is being used as a rat-run for drivers heading to Skerries and Ardgillan.

“

There's been an increase in anti-social behaviour in the village. We don't want more spaces for trouble-makers to hang around.

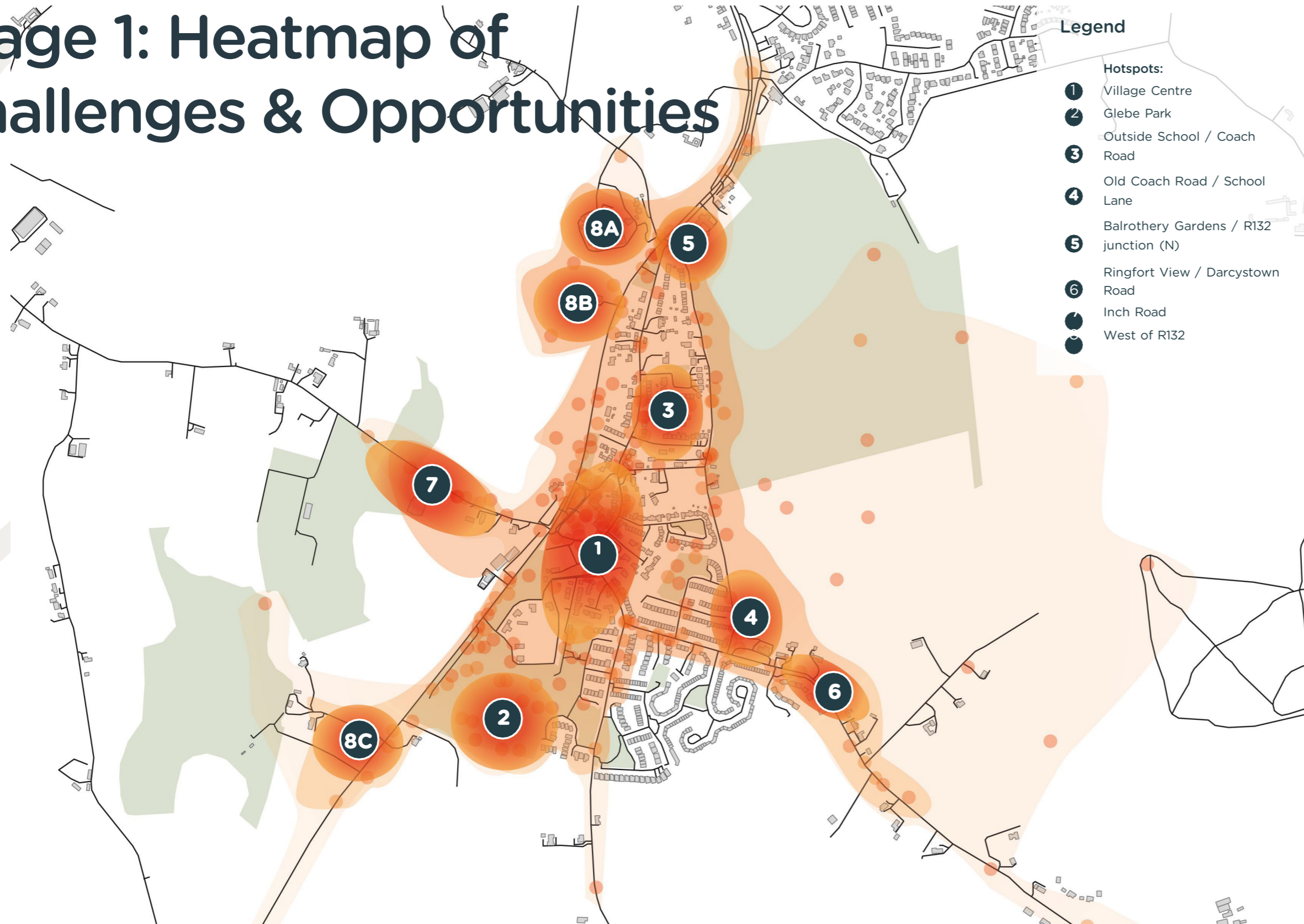
“

There should be a 'Park and Ride' outside the village. That would stop people parking for long periods by the bus stops.

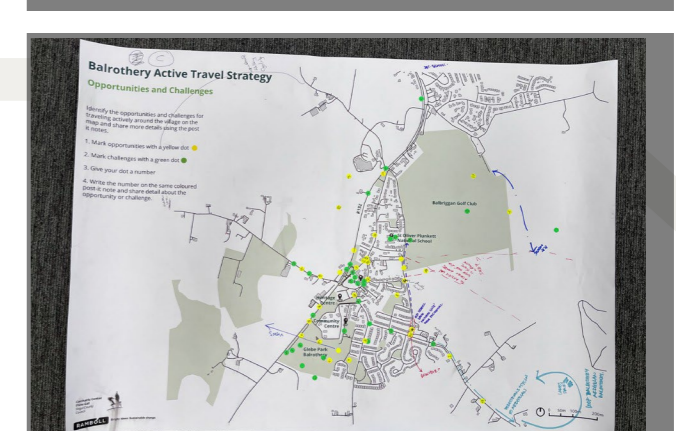
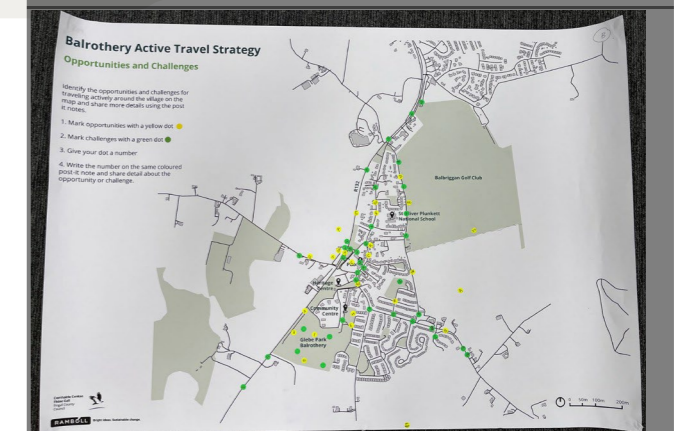
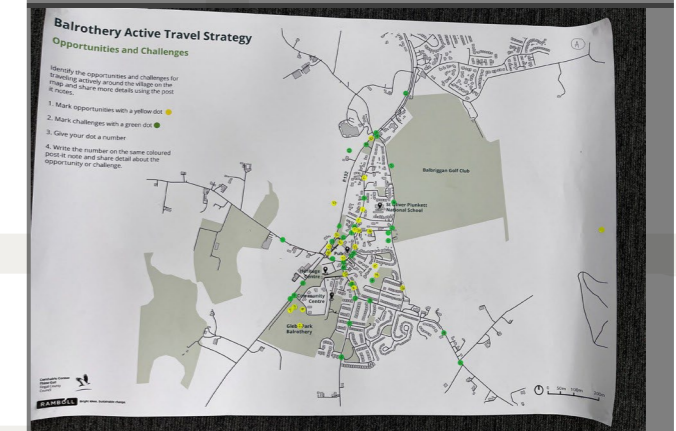
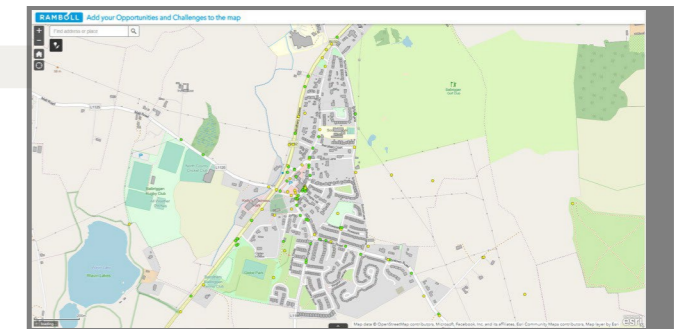
“

The Spar, pharmacy and pub all get regular deliveries. They need to keep lorry access

Stage 1: Heatmap of Challenges & Opportunities



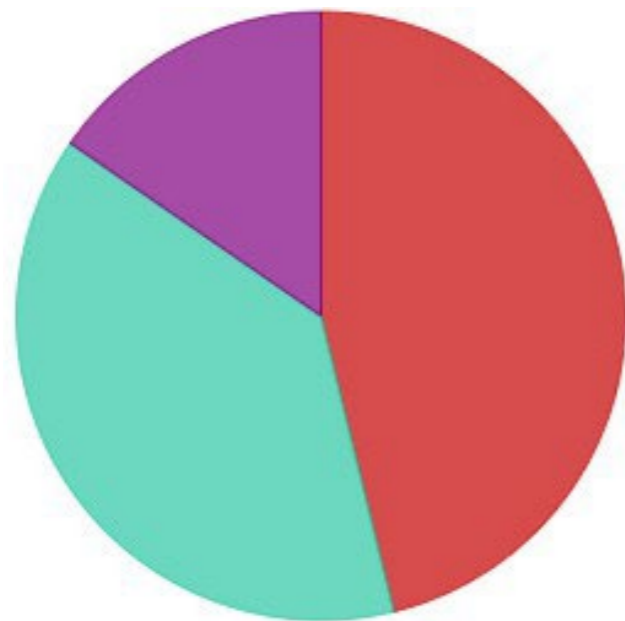
Opportunities and Constraints Mapping - Hotspots



SWOT Analysis

Stage 1 has identified there are great opportunities for Balrothery to develop as an exemplar active travel village through a considered and holistic approach to providing new and enhanced infrastructure and public realm improvements through a 'place-based' approach.

- Somewhat
- Absolutely
- Not really
- Not at all



To what extent do you think SWOT for the village has been captured?



Under-utilised green space



Village centre public space



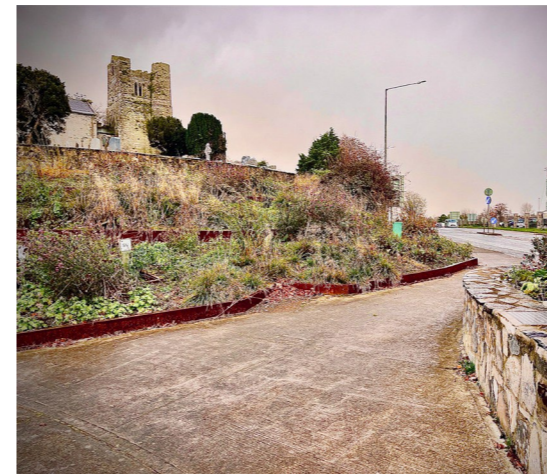
Anti-social parking



Lack of crossings and footpaths



Sports activities and clubs



Cultural heritage assets



Anti-social behaviour



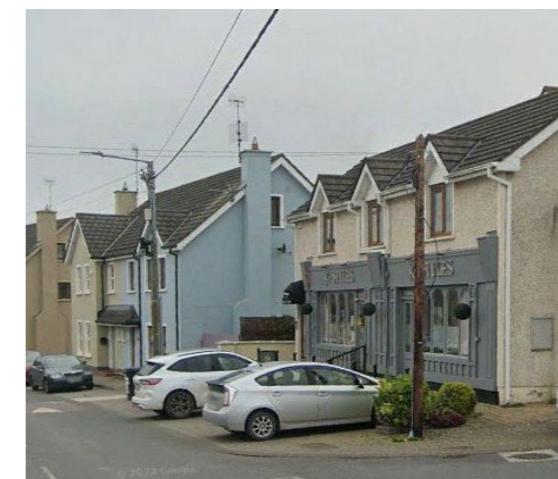
Rat-running through village



Existing cycle network to Balbriggan



An engaged local community



Lack of parking in village centre



Missing connections and routes

Since last time, we've done further research to gather more data about the key issues you identified...



Traffic levels

Traffic counts have given us an accurate understanding of the volume and type of traffic using the main roads in the village. This has allowed us to build a traffic model to test the effects of different projects.



Speeding

Speed surveys on the village's main roads identified speeding issues, particularly on the approach to the village on Darcystown Road, Inch Road, and the R132.



Parking

Parking surveys have shown how formal / informal parking spaces are used throughout the day and how long vehicles are parked

Balrothery Active Travel Plan

Stage 2: Vision and key principles

Sean Cleary: Urban Designer, Ramboll



Vision

An Active Travel Vision for Balrothery:

*“A unique and vibrant village,
focussed on community and
connectivity”*

Balrothery Active Travel Key Principles



Feels Safe



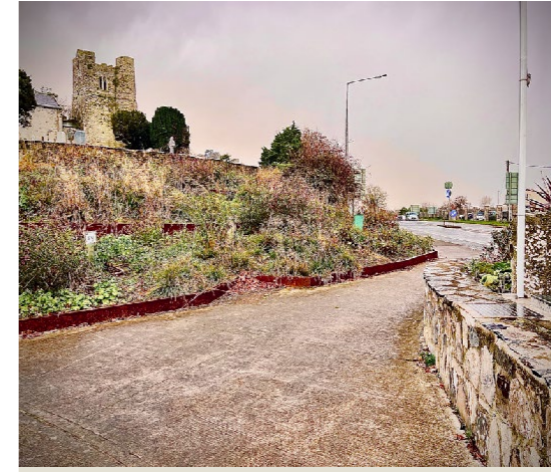
Thriving Natural Environment



Quality Public Realm



Healthier Lifestyles



Unique Heritage and Character



Linking to Surroundings



Well-connected Local Destinations



Comfort and Convenience



Enables Local Business



Accessibility for All



Integration with Other Travel Modes



Clean, Quiet and Low Carbon

Balrothery Active Travel Plan

Stage 2: Preferred Option & Projects



3 alternative 'approaches' for active travel...

APPROACH 1: INFRASTRUCTURE-LED



Image Credit: Chris Bruntlett

APPROACH 2: NEW CONNECTIVITY



APPROACH 3: PLACEMAKING PRIORITY



Image Credit: Planergruppe Oberhausen (Claudia Dreyse)

Preferred Option Active Travel Network

LEGEND

 Existing cycle route

 Cycle route (segregated)

 Cycle route (on street)

 Streetscape upgrade

 Traffic calming measures

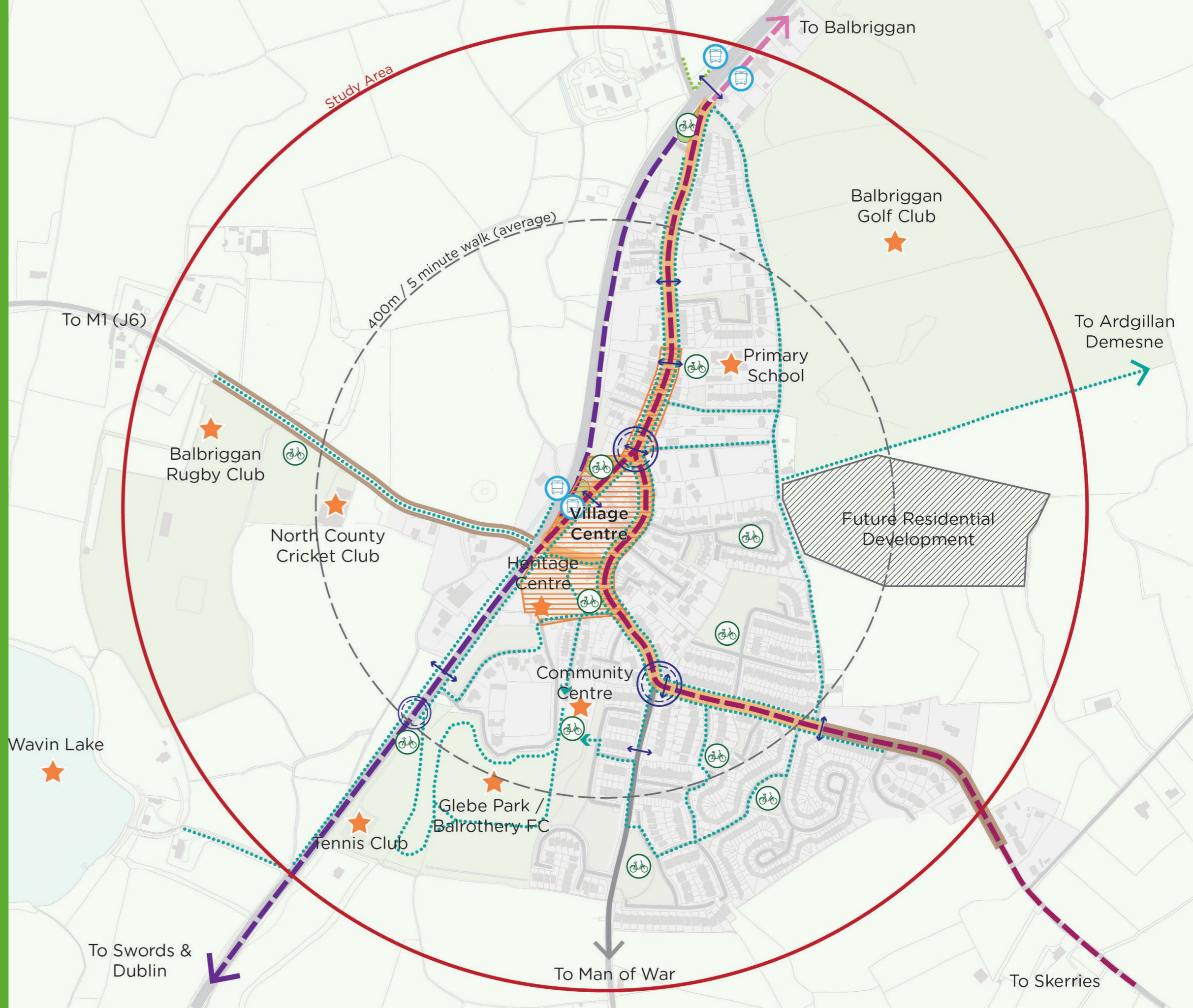
 Village Centre public realm improvements

 Key pedestrian connections

 Pedestrian crossing












 Bus stop

 Cycle parking



Preferred Option Vehicle Movement Network

LEGEND

-  Arterial road
-  Link road
-  Local road
-  One-way road
-  Speed management zone: landscape & street character
-  Transition zone
-  Gateway
-  Proposed speed limit
-  Junction improvements
-  Sidestreet junction improvements
-  Bus stop



Preferred Option Active Travel Network

Phase 1

The first phase tackles current safety concerns around active travel in the village by slowing traffic down, giving more priority to people rather than cars and making walking and cycling easier and more accessible for everyone.



Preferred Option Active Travel Network

Phase 2

The second phase is about building on the initial improvements to deliver more permanent changes in travel behaviour and street layout. The village centre becomes a place where more people choose to stop and gather, while road space is redistributed to create more room for active travel.



Preferred Option Active Travel Network

Phase 3

The final phase seeks to complete the transformation, by better linking all parts of the village and strengthening connections to the surrounding areas, providing Balrothery with a comprehensive network of active travel routes and a thriving village centre at its heart



Proposed projects

Village Centre

Creating a new heart to the village through placemaking. With reallocation of road space away from cars to mixed traffic space where active travel is given priority.

Phase 1

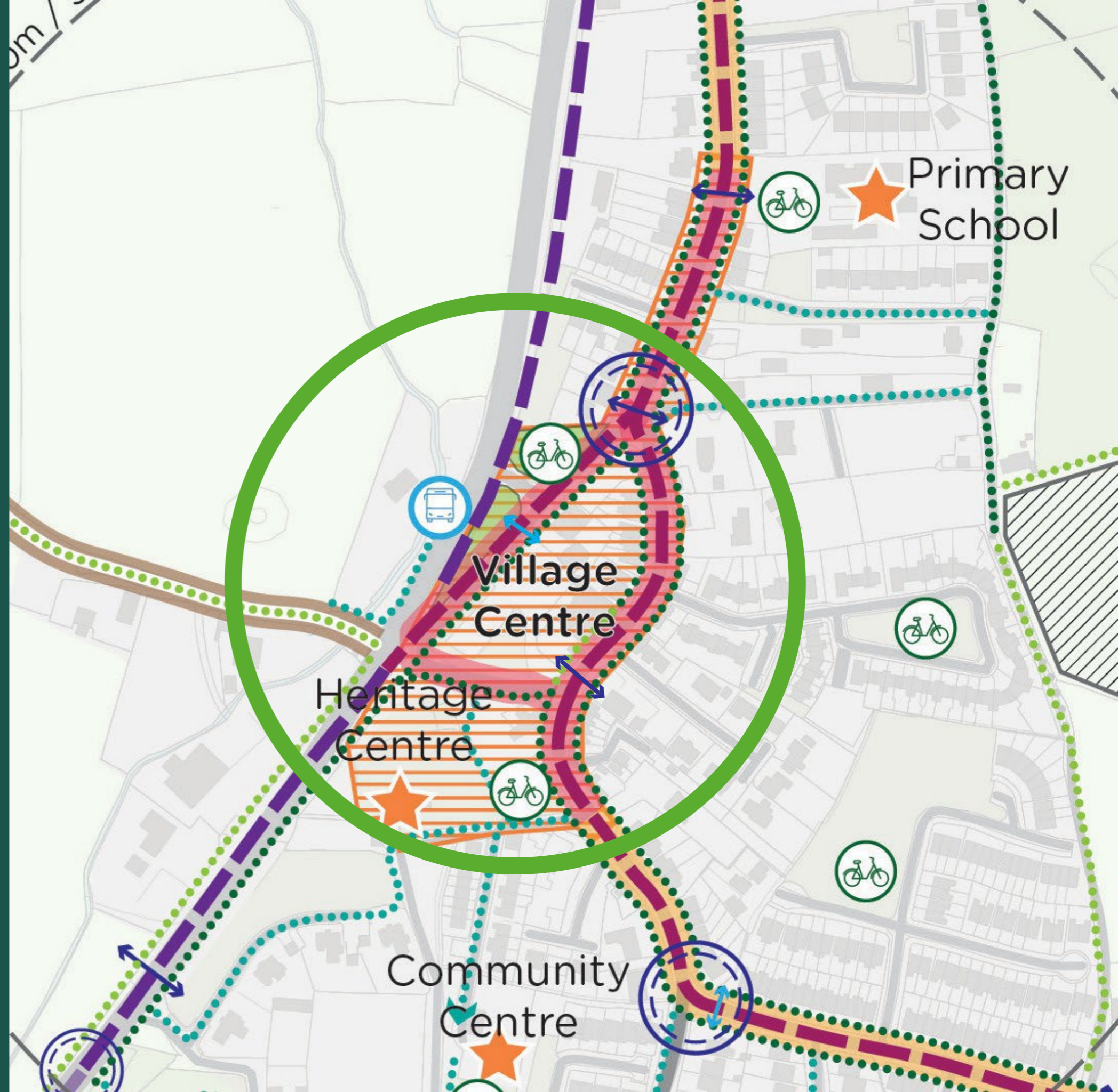
- Trial of 1-way system with marked footpaths and temporary space reclamation
- Speed limit change to 30kph
- Dropped kerbs and crossing improvements
- Marked cycle route
- Additional cycle parking
- Under-grounding of ESB pole
- Review of village parking management

Phase 2

- Permanent implementation of one-way system (if trial is successful)
- Reallocation of road space for active travel
- Streetscape improvements / re-paving
- Upgrade of public spaces / green areas
- Street lighting improvements

Phase 3

- Mobility hub with cycle hire and potential community cafe



Proposed projects
Village Centre



Proposed projects
Village Centre



Proposed projects
School Street



Proposed projects

Eastern Gateway

Overall approach aims to marked transition in stages from entry at eastern edge of village to village centre, with increasing focus on placemaking.

Phase 1

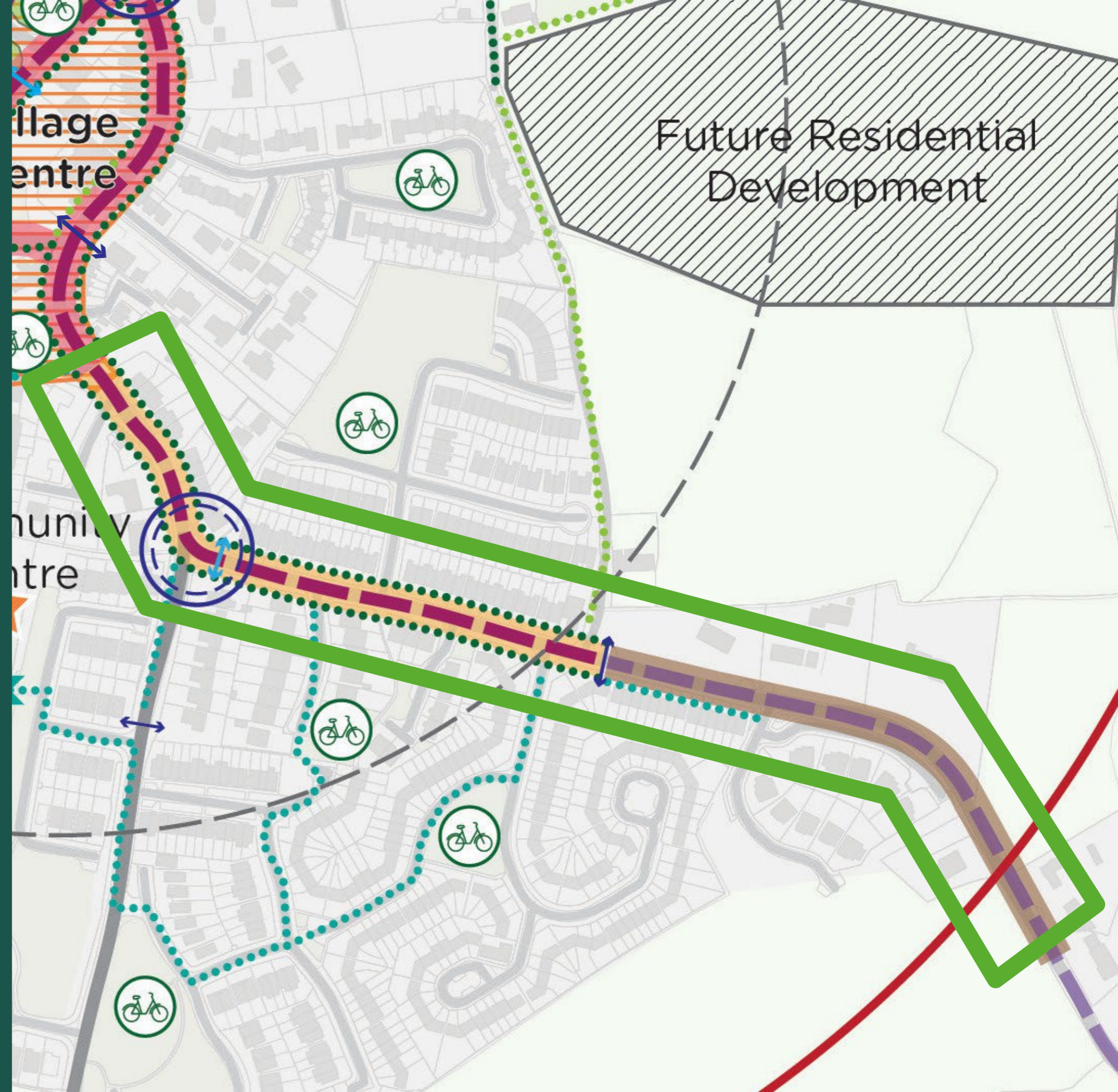
- Speed limit change to 30kph
- Traffic calming at edge of village
- Cycle parking in residential areas
- Marked cycle route
- Footway widening
- Review of Knightswood / Rosepark junction

Phase 2

- Streetscape upgrades (new amenities, greening, materials)
- Side street junction improvements

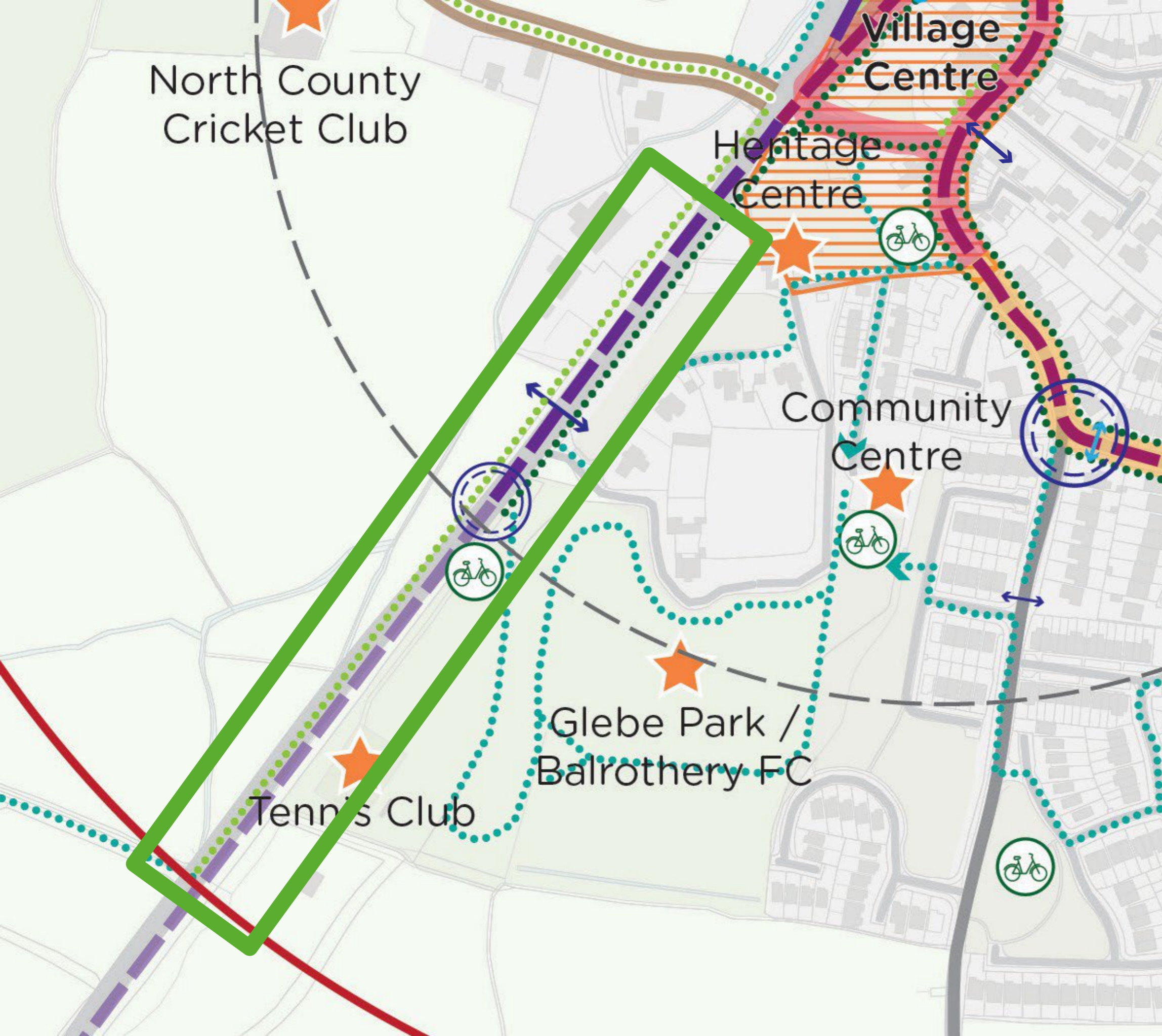
Phase 3

- Old Coach Road active travel route (to support new housing and connection to Ardgillan)
- Expansion of GDA cycle network towards Skerries / Ardgillan



Proposed projects
Eastern Gateway





Proposed projects

South of Village

Focus on safe walking / cycle routes, linking village to nearby amenities and destinations.

Phase 1

- Speed limit change to 50kph
- Cycleway from village centre to Glebe Park
- Glebe Park entrance / junction improvements

Phase 2

- New crossing on Knightswood to Balruddery Fields / Glebe Park

Phase 3

- New footpath on R132 (northbound carriageway) to Wavin Lake
- R132 crossing south of village
- Further extension of GDA cycle network to the south

Proposed projects
South of the Village



Proposed projects

Northern Gateway

Focus on integration with public transport and wider active networks.

Phase 1

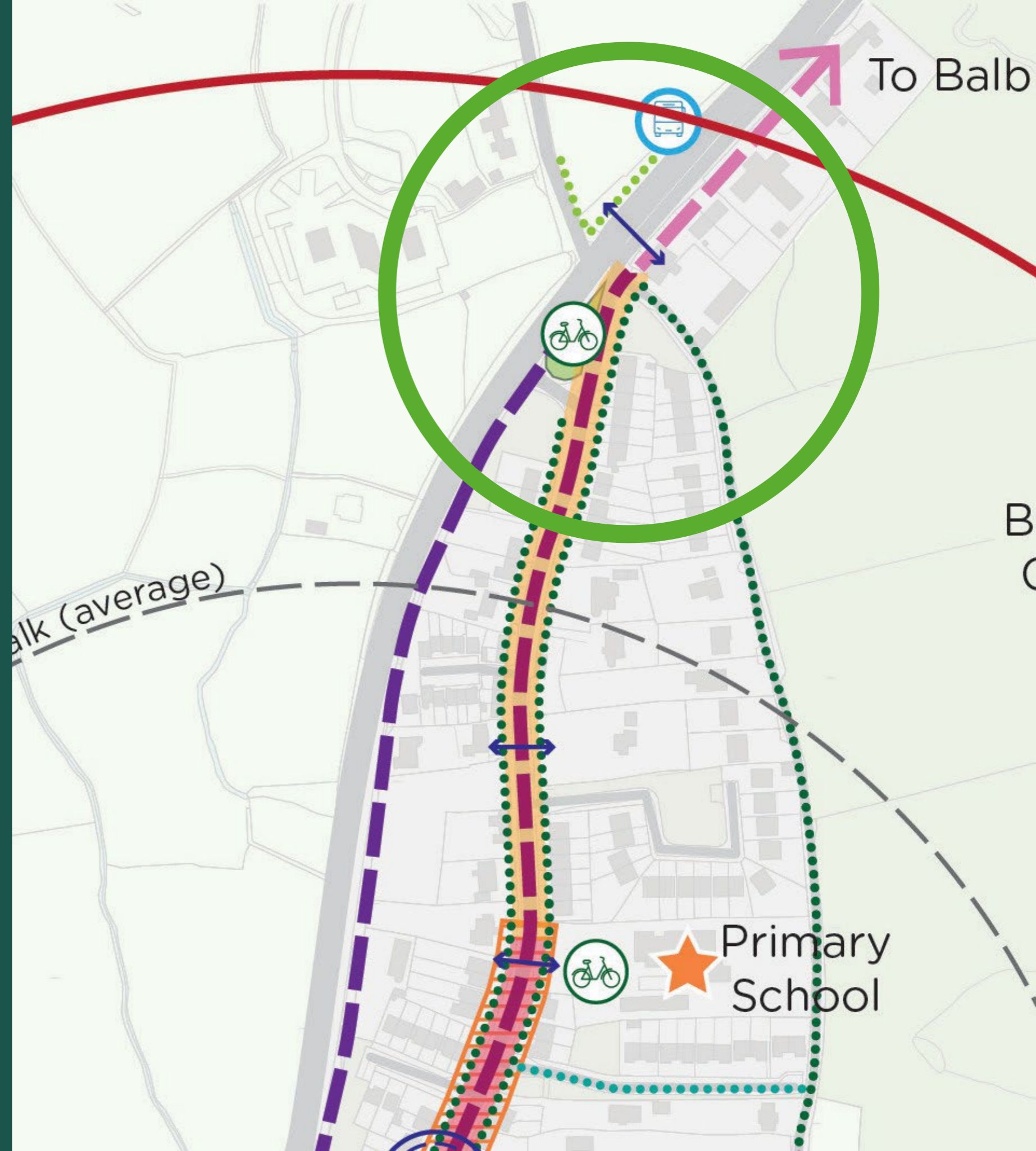
- New pedestrian and cycling crossing to bus stop (northbound carriageway)
- Removal of kissing gate & barriers to existing cycletrack

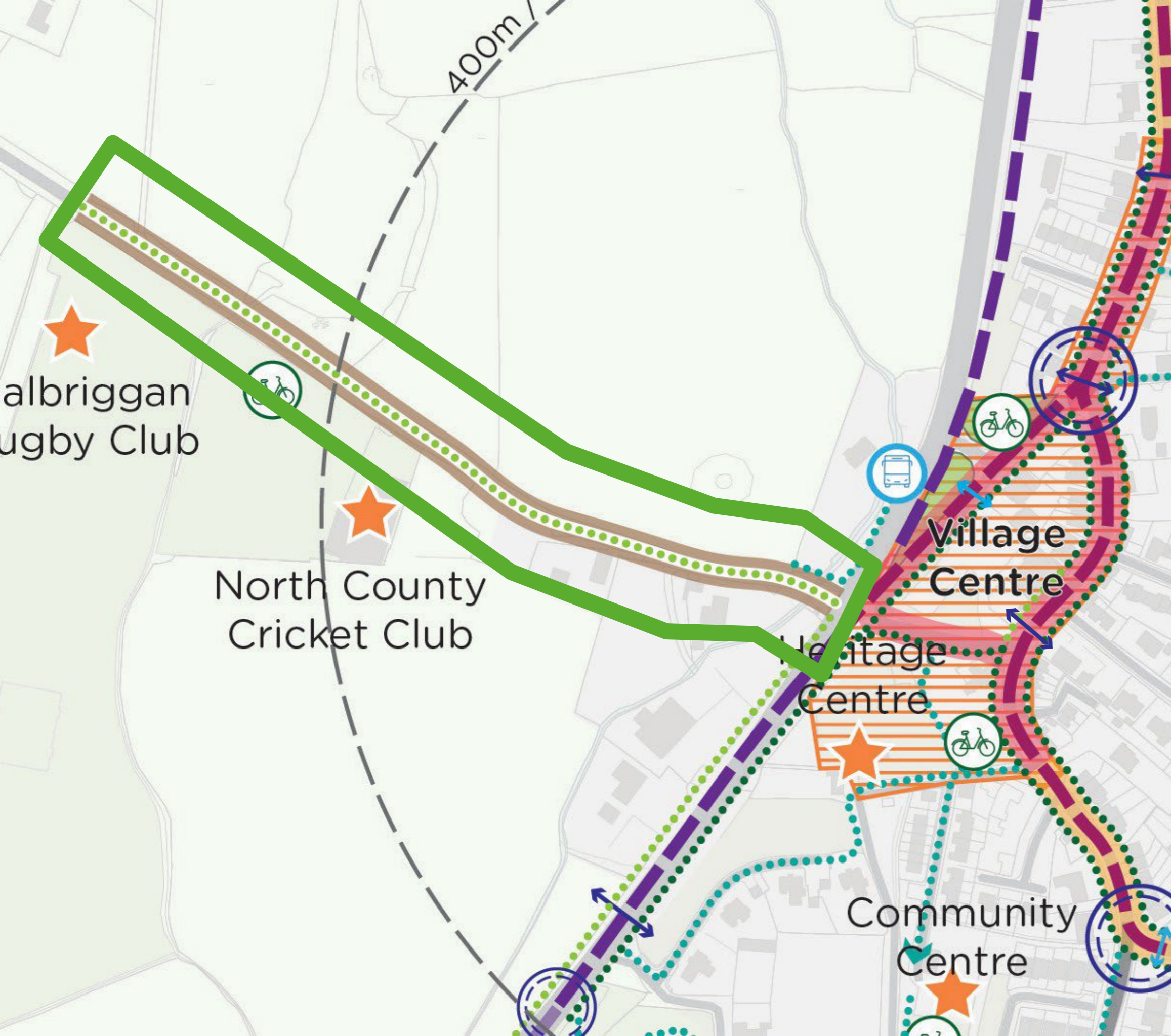
Phase 2

- Upgrade of green amenity area to provide cycle facilities

Phase 3

- Extension of existing cycleway from north of the village to village centre (on R132)
- Upgrade of existing cycle track to Balbriggan





Proposed projects Inch Road

Initial focus on slowing and calming traffic with longer term development of safe walking and cycling links between the village and rugby / cricket clubs.

Phase 1

- Speed limit change to 50kph (up to rugby club)
- Traffic calming measures from R132 to rugby club

Phase 2

- Advisory footpath and additional traffic calming (if required)

Phase 3

- New footpath on Inch Road (subject to land acquisition)

Thank You!

<https://www.fingal.ie/activetravel/balrothery>