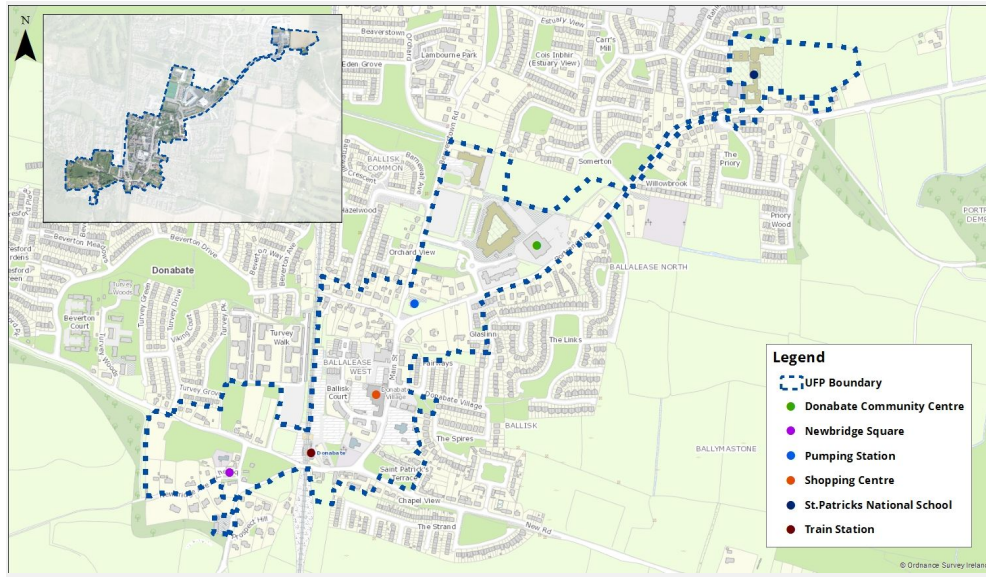




Dublin Cycling Campaign,  
% Tailor's Hall,  
Back Lane,  
Dublin 8

28 August 2020

# DONABATE URBAN FRAMEWORK PLAN



## 1.INTRODUCTION

We are writing to you on behalf of Fingal Cycling Campaign a subgroup of Dublin Cycling Campaign advocacy group for Dublin for 26 years and a registered charity #20102029. Dublin Cycling Campaign is a member of Cyclist.ie ([ww.cyclist.ie](http://www.cyclist.ie)), the Irish Cycling Advocacy Network, is the network in Ireland of Cycle Campaign, Bike Festival, and Greenway Groups, and is the Irish member of the European Cyclists' Federation ([www.ecf.com](http://www.ecf.com)). We want to make Fingal a safe and friendly place for everyone, of all ages, to cycle and walk.

Dublin and Fingal Cycling Campaign welcomes this new urban development plan for Donabate and its emphasis on traffic calming for pedestrian and cycling safety as mentioned in the consultation introduction. We have a number of observations regarding the design of the bicycle infrastructure parking and the safety.

In general the streetscape is currently hostile to pedestrians and Vulnerable road users (VRU's). **We would hope to Develop a Programme of Agreed Actions with the Community (i.e. traffic calming, community facilities, bicycle parking, planting, street paving, lighting, shopfront improvements, opportunity sites, etc)**



**Image 1: Main Junction at St Patricks Terrace**



**Image 2: Cyclist passing onto Chapel view**

The listed cycle routes for Donabate on the National Transport authorities Greater Dublin area (GDA) network plan have not been completed.

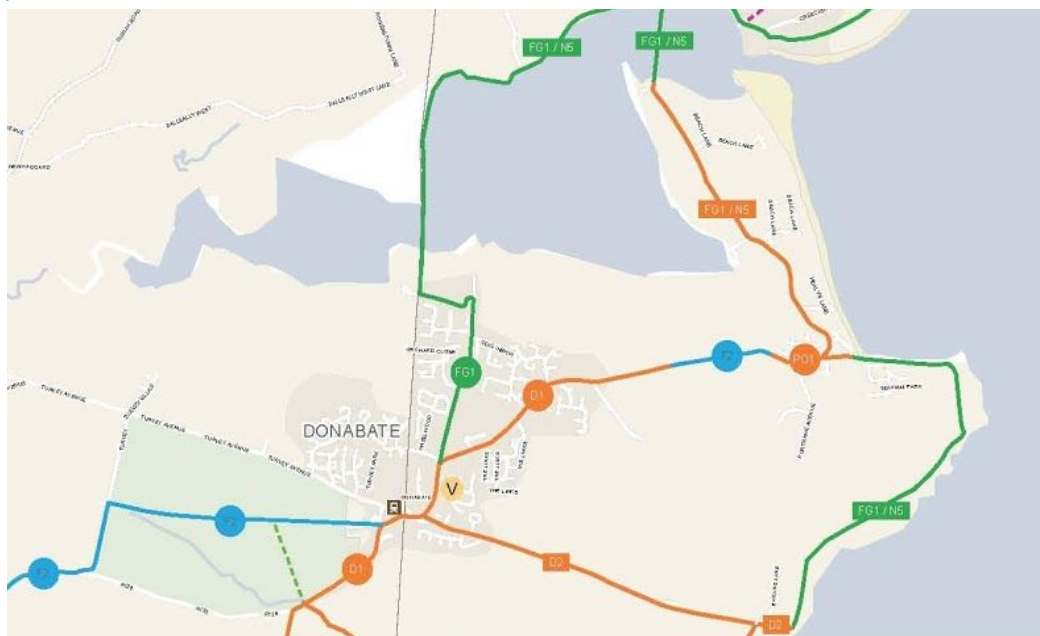
[http://www.nationaltransport.ie/wp-content/uploads/2014/04/Existing\\_Facilitie](http://www.nationaltransport.ie/wp-content/uploads/2014/04/Existing_Facilitie)

## s Maps11.pdf



The figure above shows the proposed routes in the GDA network map, with zoom in below. Route D1 links Donabate to Portrane. The FG1 route is the coastal greenway route and links in our proposed filtered street along Chapel view and New road is route D2.

[http://www.nationaltransport.ie/wp-content/uploads/2014/04/Proposed\\_Network\\_Towns11.pdf](http://www.nationaltransport.ie/wp-content/uploads/2014/04/Proposed_Network_Towns11.pdf)





## 2. Examples of poor design in Donabate

- One of the main junctions entering Donabate on the corner of main street and chapel view opposite the famous scrumdiddlys ice cream shop is very busy to car traffic and currently very hostile to both pedestrians and cyclists.
- There is no tucson crossing available for anyone to cross the busy traffic and street furniture is in the way of pedestrians trying to navigate to get across to St Patricks terrace ( Please refer to Image 3) .
- It's also very dangerous for cyclists traveling east via R126 from the train station going right onto chapel view. Please refer to the statement from the National cycling manual on design for safer environment for cyclists.



**Image 3: Street furniture blocking pedestrians and less well able bodied people. View looking east along Chapel view. No tucson crossing here to get across safely.**



**Image 4: View looking West towards graveyard from Chapel view to R126. No pedestrian crossing available at this busy junction.**

***'The National Cycle Manual (2011) (NCM) promotes cycling as a sustainable form of transport and seeks to rebalance design priorities to promote a safer and more comfortable environment for cyclists. To achieve these goals, the NCM recognises the importance of slowing vehicular traffic within cities, towns and villages, and advocates many of the measures contained within this Manual, such as narrower vehicular carriageways and tighter corner radii.'* DMURS goes on to state: 'On lightly-trafficked/low-speed streets, designers are generally directed to create Shared Streets where cyclists and motor vehicles share the carriageway'.**

- The large sweeping curves at the corner of Main street and Chapel view road are not in accordance with DMURS. We recommend smaller radii in order to slow traffic especially that traffic will be turning off a major road.



**Image 5: View looking North on corner of Main street and Chapel view. St Patricks terrace to the right of the picture.**

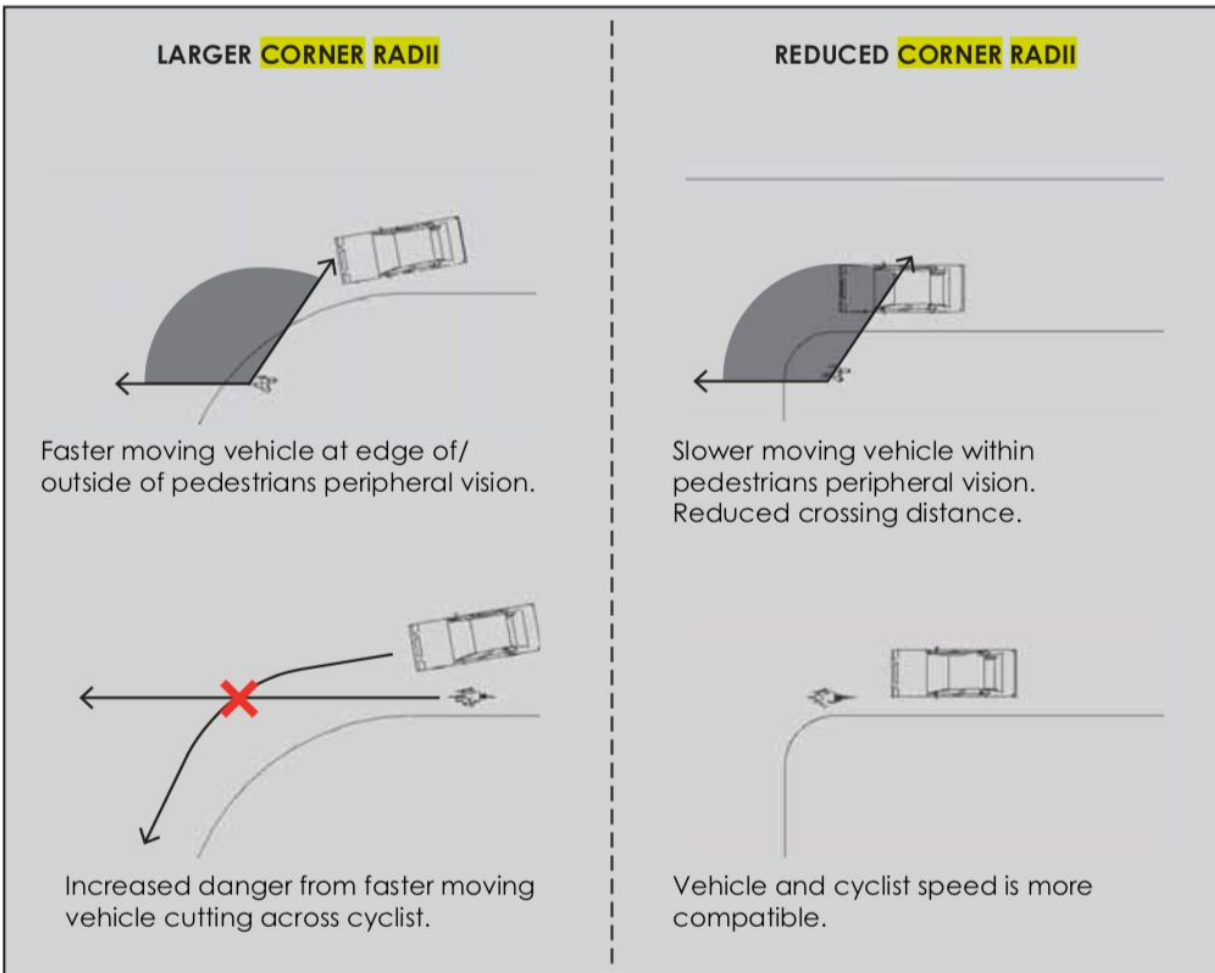


Figure 4.42: Illustration of the benefits of reduced corner radii on pedestrian and cyclist safety (images based on Figures 6.3 and 6.15 of the UK Manual for Streets (2007)).



**Image 6: View looking North on corner of Main street and Chapel view. St Patricks terrace to the right of the picture.**

- Very limited space even for buggies to pass each other close to the main train station in Donabate. See image 7.



**Image 7: View looking west via R126 with Donabate train station close by on the right hand side. Pedestrian space is limited and the example shown above where there is very little room for both buggies to pass each other especially in the era of COVID-19.**



**Image 8: Hostile cycling and walking entrance and exit to Donabate train station.**



**Image 9: Sheltered (Plastic covering removed) bike parking facilities at Donabate train station that has plastic protection removed.**





**Images 10,11,12: Poor quality bike parking facilities at Donabate train station; Dirty bike shed with broken glass and debris at the base.**



### 3. CYCLING STORIES FROM DONABATE IN THE MEDIA

***This excerpt was taken from Portrane and Donabate community council facebook page on 7th July 2020. "Bike hit by car at Ballymastone thie evening. We have had a report of a car driving over a bike at Ballymastone at around 6 pm this evening. Fortunately, the young boy who owns the bike was not injured. However significant damage was done to the bike.The driver of the car did not stop. Understandably, the child is quite shaken by this awful experience. Cycling is now more popular than ever and is playing a huge role in the physical and mental health of children and adults alike. Road safety is everybody's responsibility. Children are the most vulnerable road users. We don't want any deaths on our roads. Gardaí have been notified, could we ask that anybody who may have witnessed this incident to report it to the Gardaí?"***  
<https://www.facebook.com/corinajohnstonlabour/posts/3135158943236710>

Road safety is obviously an issue in the area of Donabate and not fit for cycling for all ages from 8 to 80 years of age. Although there has been positive initiatives for promoting cycling in Donabate by Active Age for All in Donabate/Portrane, in cooperation with Barbara Connolly from Cycling Ireland and Cycle Right (Eoin Ryan of doctorbike), and with the support of the RSA and Jacinta Lowndes from Donabate Portrane Community Centre. The current road safety conditions do not provide safe cycling for all ages. [\*\*Donabate Active Age for All hosts first-ever cycling course for adults\*\*](#)

## 4. PERMEABILITY

A lot more locations within the town need to be opened up and more accessible for cycling and walking to make it easier for smaller journeys within the town for residents and visitors alike. A good example already is the underpass connecting two estates of Berverton and Ballalease West. This was the only example of access available to cycling and walking available to residents to cross the rail line heading from West to East side of Donabate. Is there permeability in the residential estates for parents and children to cross to schools in the morning from the Western residential estates via Beverton park to the primary and post primary schools? If not, are parents forced to drive a circuitous route to drive their children to school?



**Image 13 : Rail underpass connecting Berverton and Ballalease West estates**

Although access to this route is closed at late hours? Would this impede night life and social life in the town?



**Image 14: Notice beside rail underpass**

## 4.1 Permeability to the East - Main Street to The Links:

There's good permeability enabling pedestrians and people on bikes to get from Main Street to The Links, via The Spires / Donabate Village. This could be improved by removing the K-Gate, which prevents access for mobility impaired people or cyclists with child trailers etc. Please refer to Images 15 & 16.



**Image 15: Google maps view of K gate**



**Image 16: Permeable access to The Links from Main Street, via "Donabate Village"**



## 4.2 Permeability to the North - The Links - Glaslinn:

There's also good permeability between The Links and Glaslinn, which lead to the R126 and access to the area of community facilities, including the community centre, scouts den and schools.



**Image 17: Permeable access between The Links and Glaslinn**

There's a similar opportunity to connect Glaslinn to Baltra Hall by opening access here.



**Image 18: Permeability opportunity between Baltra Hall and Glaslinn**

## 5. PLACE MAKING

Some nice street furniture on St Patricks terrace. Many people use this location to rest and enjoy the view and eat their ice cream. It would be nice to provide some bicycle parking here also close by so people on bikes can rest and enjoy their ice creams. Please see reference on guidelines from the National Cycling Manual. These locations are on the outskirts of the town. These public realm improvements need to be considered on main street.



**Image 19: St Patricks terrace with newly installed seating.**



**Image 20: Nice flowers and seating at "The Hand" at the corner of Portrance road and Main street**

Dublin Cycling Campaign vision for Dublin and surrounding towns and villages like Donabate is to be a vibrant, liveable location where everyone can safely enjoy everyday walking and cycling. A key part of a vibrant and liveable city is to create public spaces that are full of life. Our built environment has a huge affect on who and how often people choose to travel



sustainably, which has a resulting effect on the built environment. There is a feedback loop here that if done right can use active travel (walking and cycling) to add life to public space. If the effects of transport on the use of public space are not considered, it can lead to traffic dominated roads instead. Our recent submission on National policy on Architecture will have relevance to the Donabate masterplan and has three themes. Firstly, *Designing for climate resilience and sustainability*, secondly, *Designing quality places for public benefit* and thirdly, *Knowledge and Innovation*. The final section of our submission breaks down our key ideas into each of the themes. In our submission we will discuss why it's important to: find a balance between movement and place; how our built environment influences how people choose to travel; the effects of different modes of public space; and why transport planning and place making should be done in combination using multi-disciplinary teams under a common

framework. [https://www.dublincycling.com/sites/dublincycling.com/files/submission\\_on\\_national\\_policy\\_on\\_architecture.pdf](https://www.dublincycling.com/sites/dublincycling.com/files/submission_on_national_policy_on_architecture.pdf)

## 6. MAIN STREET & DONABATE VILLAGE

The current layout is hostile to pedestrians and cyclists with very little place making or nice locations to rest near the shops. There was only one restaurant on the main street for people to visit and stay. Shouldn't this be promoted? Although there is a lovely cafe in Newbridge house and Demesne there may be need for more restaurants and cafe's close to the greenway in future.



**Image 21: View looking east along main street/R126 in Donabate.**

The main street is wide with no cycle paths provided or bike parking (see image 21). The possible route for the Fingal Coastal route FG1 as shown in the NTA maps (see page...) runs right through Donabate village and then runs left at the fork in the road along Beaverstown avenue (See image . Will this greenway be safe for users exiting and entering Donabate. If not done correctly cyclists will avoid Donabate especially families. The great Western greenway is a great tourism product but there were very dangerous links to the greenway that have still to be rectified in Newport. A possible solution in Donabate is to have one way vehicle traffic through the village with traffic calming and 30 Kmph speed limits and a two cycle lane on the other side of the road to facilitate commuters and greenway users. This will provide the opportunity to make Donabate village a more inviting urban location similar to what is being done in Blackrock and Malahide and in doing so make the main street a safe route for everyone to cycle to school, shops and leisure center and finally the beach. There is a large derelict space at the back of Keelings pub & restaurant and Supervalu that needs improving (see image 25). Could permeability be improved by opening up a pedestrian and cycle path directly into the main village from the train station? Could something be done with this area to make it more inviting to stay and possibly eat food and drink a coffee?



**Image 22: Streetscape looking west on Main street. Hostile to pedestrians. Cars parked on the path and pedestrians having difficulty crossing the road**



**Image 23: Only one pedestrian crossing in Donabate village**





**Image 24:**

**Taxi parking on pedestrian path.**



**Image 25: Derelict space at Ballisk court at the back of Keeling pub and restaurant and Supervalu**



**Image 26: Car parking on main street of village but no cycle lanes**



**Image 27: Only one restaurant close to main street but no outdoor seating facilities.**





**Image 28: Streetscape with lots of on street car parking.**

There are good examples of place making in Malahide and Blackrock village that are promoting cycling and walking and inviting people to spend time and money in these locations. (See Image 29) Photo taken from Twitter page from @savemalahide <https://twitter.com/SaveMalahide/status/1284837496329773058> Blackrock village is also making improvements by installing parklets as shown in this image. See Image 18 taken from DLRR twitter page <https://twitter.com/dlrrc/status/1283408522462601216/photo/1>



**Image 29: Malahide village pedestrian trial**

DLRR engaged with the local community and received over 160 public feedback submissions received from Phase 1 and several have been incorporated into Phase 2. The key elements of work include installation of kerb separators, anti-skid buff surfacing and tweaks to the system following a review of Phase 1. We will also be attending to placemaking by installing new planters and benches which will give the village a more welcome feel and will also have a strong safety element by helping to protect pedestrians and cyclists, as well as having a calming effect on traffic through the village. Our team has been working with Blackrock businesses over the last week to plan the allocation of space and to identify opportunities for businesses to use some of the space for their own tables and chairs which will be facilitated under DLR's special free COVID-19 tables and chairs licence.

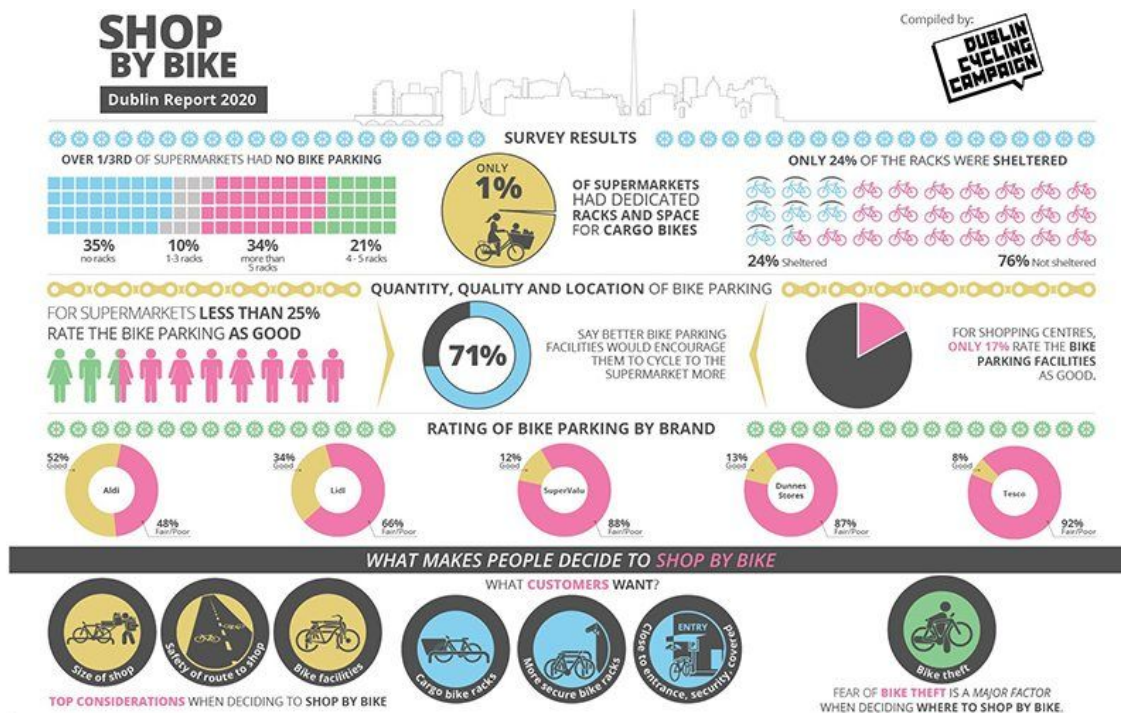


**Image 30: Parklets being installed in Blackrock**

## 7. BICYCLE PARKING IN DONABATE

There was no noticeable provision of public bicycle parking located in the village of Donabate or at Newbridge Demesne and even at Donabate beach. In order for cyclists to make shopping journeys to the village or to go to the local gym safe bicycle parking facilities are required. See image of toaster style parking at the back of the leisure center in Donabate. Bicycle parking should be front and center of buildings and sheltered if possible and the recommended stands are sheffield stands. See further reference to our bicycle parking document.

<https://www.dublincycling.com/cycling/dublin-city-bike-parking-guidance> A recent survey by Dublin Cycling Campagin has shown poor provision of bicycle parking at many supermarkets across Dublin.



**Image 31: Toaster bike racks at the back of Donabate leisure center**

Seapoint is a good example of improved bicycle parking and there has been a noticeable increase in people using the facilities as shown here in this recent article from IrishCycle.com. There is no reason why Donabate beach could have the same facilities and

is linked by proper cycling infrastructure back into Donabate village and environs.  
<https://irishcycle.com/2013/08/03/sun-seapoint-and-cycling/>

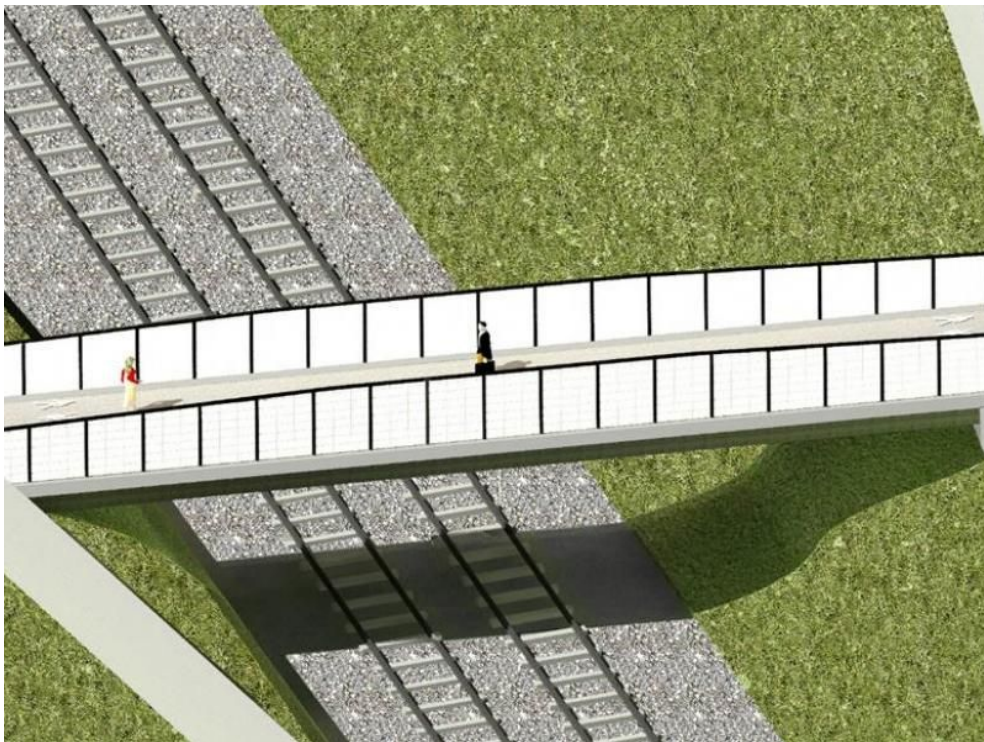


**Image 32: Improved bicycle parking at Seapoint**



## 8. IDEAS FOR FUTURE URBAN DEVELOPMENT OF DONABATE

### 8.1 Walking and Cycling bridge for Donabate



**Image 33: Proposed bridge crossing rail line south of Donabate train station.**

We welcome Fingal County Council Part 8 procedure to obtain planning approval for the construction of a new pedestrian and cycle bridge over the Dublin to Belfast Railway line at Corballis, Donabate. The proposed bridge will cross over the railway line south of Donabate Train Station, thereby facilitating a safe and segregated pedestrian and cycle route over the railway line. It will enhance connections between the development lands at Corballis, Donabate Village, the railway station and Newbridge Demesne. The project will also integrate with the proposed Broadmeadow Way pedestrian and cycleway via Corballis



Nature Park to Malahide and the proposed Fingal Coastal Way and will contribute towards a more sustainable way of travelling to and from Donabate. Senior Engineer Paul Carroll said: "This project is another step in the development of a high quality sustainable transport network across Fingal. It will complement the other walking and cycling schemes proposed for the area including the Broadmeadow Way between Donabate and Malahide, the Fingal Coastal Way from Donabate to Balbriggan, the Baldoyle-Portmarnock Greenway and the Sutton-Malahide Greenway".

## 8.2 Schools streets.

The main road to connect Donabate primary and post primary has no safe cycling provision (See Image 23). Could you use "school streets" to calm the streets for children to cycle and walk to school. Access is still available at the other side of the school from the R126/Portrane road. Recent success of Malahide schools streets has been very popular <https://www.fingal.ie/news/school-streets-initiative-making-school-run-safe-malahide>



**Image 34: View looking North on Beaverstown Road towards Donabate Educate Together N.S. & Donabate Community College**

## 8.3 Filtered streets

In our view Chapel view street and new road as far as the new Donabate distributor road should be filtered to through traffic. It is an ideal street to make access for residents only and filter traffic off this suburban street make it more accessible and safe for vulnerable road users such as pedestrians and cyclists making their way to Donabate beach. The current layout is dangerous to both. See example (Image 25) of North Leinster road in Dublin using filtered street signage. Examples of safe infrastructure on the way to the 40 foot shown in Image 26.



**Image 35: Newly built Donabate distributor road**



**Image 36: Cycling shared with traffic on road to Donabate beach**



**Image 37: New road returning from Donabate beach. 50 Km speed limits.**





**Image 38: Poor quality pedestrian paths towards Donabate beach with 50 Km/H speed limits entering Donabate village and residential areas.**



**Image 39: Poor quality pedestrian paths along new street.**





**Image 40: Pedestrians walking on the main road into Donabate village as pedestrian paths do not provide enough space at junction of Distributor road.**



**Image 41: Pedestrians walking on the main road due to poor quality pedestrian paths.**





Image 42: Leinster street north, Dublin city



**Image 43: Safe segregated cycle lanes installed recently in Dun Laoghaire of segregated cycle lanes along the coast to the forty foot bathing location.**





**Image 44: St Patricks terrace**

## 8.4 LISSENHALL INTERCHANGE & HEARSE ROAD UPGRADES TO DONABATE

We have seen correspondence between local Cllr Robert O'Donoghue and Fingal County Council. It seems the project has been delayed and it would be important that this project

is linked to the overall Donabate masterplan. This route will be an important link to Swords from Donabate by bicycle and to the shopping centers

Information taken from local labour public representative Cllr Robert O'Donoghue. Hearse Road upgrade

*Cllr Robert O'Donoghue made representations to Fingal County Council on my behalf on the much needed upgrade of the Hearse Road from the Lissenhall interchange to the start of the Donabate Distributor Road which is an objective of the Fingal Development Plan.*

*We sought further clarification on the feasibility and design process which is included in the Fingal capital programme 2020-2022 and received the below response. The standard project phases as referred to is attached. We will continue to pursue this.*

*Dear Cllr O'Donoghue,*

*This particular project is funded under the Fingal Capital Programme 2020-2022 however it has not commenced at present. The project will be progressed through the standard project phases for the design, planning, assessment and construction of road projects as set out below, which typically take a number of years from start to finish. It is envisaged that a project team will be appointed to this project later this year to begin the Phase 0 and Phase 1 tasks with the further phases to follow on in 2021 and 2022, for which funding is also provided in the Programme. At that stage a more detailed project programme will be developed also.*

*Regards,*

Paul Carroll





Councillor Robert O'Donoghue,  
C/o County Hall,  
Main Street,  
Swords,  
Co. Dublin.

**8 June, 2020**

**Ref: R20\9367**

**Upgrade of Hearse Road**

Dear Councillor,

I refer to your representation made in relation to the above.

It is an objective of the Fingal Development Plan 2017-2023 to upgrade the Hearse Road between the Lissenhall Interchange and the start of the Donabate Distributor Road. In the short-term, designs to address the removal of the bad bend on this section of road have been prepared, land transfer is complete and a Part 8 planning obtained. A reduction in the speed limit along this section is also being considered as part of the county-wide speed limit review.

Any further upgrade works on the section between Lissenhall and Donabate would necessitate a large-scale road improvement scheme and a funding allocation towards the feasibility and design process is therefore included in the Fingal Capital Programme 2020-2022. This large scale road improvement scheme will consider the inclusion of cycle and pedestrian infrastructure and public lighting.

Should you have any further queries in relation to this matter, please do not hesitate to contact me.

Yours sincerely,

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Bosca 174, Áras an Chontae, Sord, Fine Gall, Co. Bhaile Átha Cliath  
P.O. Box 174, County Hall, Swords, Fingal, Co. Dublin K67 X8Y2  
t: (01) 890 5000 f: (01) 890 6779 e: info@fingal.ie **fingal.ie**



Paul Carroll  
Senior Engineer

## 9.TOURIST ATTRACTIONS

### 9.1 Broadmeadow way

The current plans have been approved for a greenway connecting Newbridge house and Gardens across the Broadway estuary from Malahide. There are no current plans to connect Donabate with Newbridge house and Demesne. For example day trippers using the greenway might like to travel to Donabate beach via Donabate from the Newbridge <https://cyclist.ie/2020/06/the-importance-of-the-broadmeadow-way/> This would be a missed opportunity to promote the local economy and improve connectivity for users for the Greenway to the urban center of Donabate and environs. A recent announcement for funding to expand the current greenway from Donabate to Balbriggan is encouraging and all the more reason Donabate to link into this new development.

# Greenway Fund Application

## Newbridge to Newgrange

### Fingal Coastal Way

**Legend**

- Fingal Coastal Way
- Link to Broadmeadow Way
- Protected Views
- Heritage Site

Fingal County Council  
Planning & Strategic Infrastructure Department  
Parks & Green Infrastructure Division  
County Hall  
Swords

AnnMarie Farrelly  
Director of Services  
Kevin J. Halpin  
Senior Parks Superintendent  
Paul Carroll  
Senior Engineer

Index No. 15739  
Date: November, 2018  
Scale: NTS  
Prepared by: P.C.

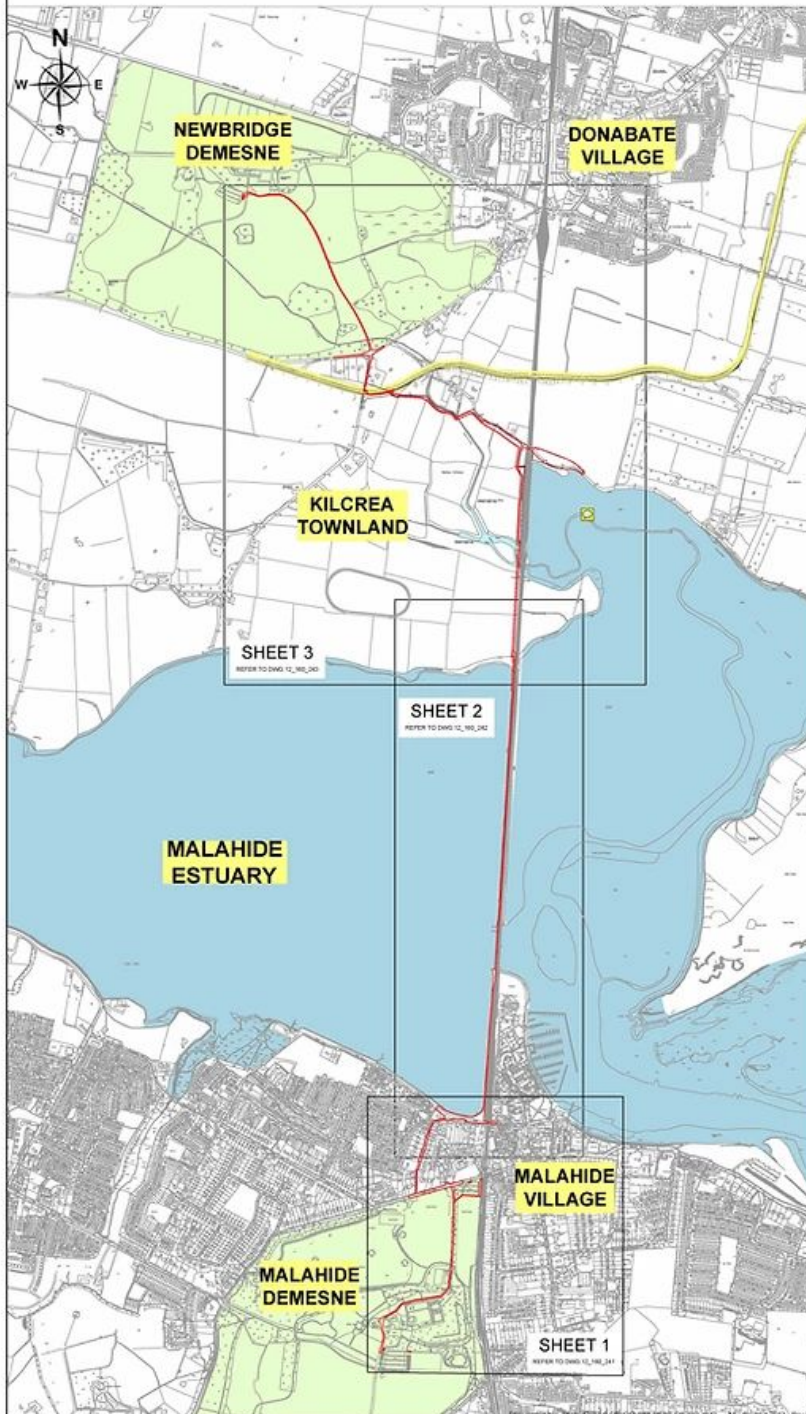




# Broadmeadow Way Overview

This drawing is produced using the  
Irish Grid  
Geographic Coordinate System

A1





## 9.2 Newbridge house & Gardens



**Image 45: Newbridge House**

Newbridge house and gardens are only 3 kms via car on google maps from Donabate but is less than 2 km via Turvey road by cycling but unfortunately it is not a safe road to cycle with children and people of different ages and ability. Traffic calming is required to make these short trips from Donabate sustainable and connect Donabate on local residents with this wonderful amenity. It will also be required for people walking and cycling along the coastal fingal greenway to travel into Donabate to connect to local restaurants and ice cream shops such as Scrumdiddlies and onward journeys to Donabate beach. As shown in the photos below there is a whole field dedicated to car parking which is overflow parking as there is already a dedicated car parking location beside the house. There was not one bike parking stand located close to the house for cyclists to park their bikes. Is this sustainable? There was no signage available to someone arriving in Donabate to show them the safest route to Newbridge house via Hearse road onto the square and accessing the safe Newbridge Avenue to the House and demesne. Clear signage and promotion of cycling and walking to Newbridge house is needed.



**Image 46: Dangerous route for cyclists and no pedestrian access to Newbridge house along the R126.**



**Image 47: Lanestown castle**

### 9.3 Cycling routes from Donabate village to Newbridge House.

There are two “safer” cycle routes to Newbridge house from Donabate Village.

#### 9.3.1 Main Street (R126) - Ballisk Walkway - Beverton Estate - Beresford/Beverton Gate

This is the safest cycling route from Donabate village to Newbridge House for families and young children. It runs from the junction of Main street and Beaverstown Road, heading west through Ballisk, along the Ballisk walkway under the railway line to the Beverton Housing estate, through green space to the Turvey Avenue. Pedestrian lights enable safe crossing to a new gate into Newbridge House and Gardens. The new gate was opened in 2019 (See:

<https://www.independent.ie/regionals/fingal/independent/localnotes/a-new-way-in-to-newbridge-house-37877280.html>).



**Image 48: Pedestrian / Cycling access to Newbridge House via the Beresford/Beverton Gate.**



### 9.3.2 Main Street (R126) - Turvey Avenue - The Square - Newbridge Avenue

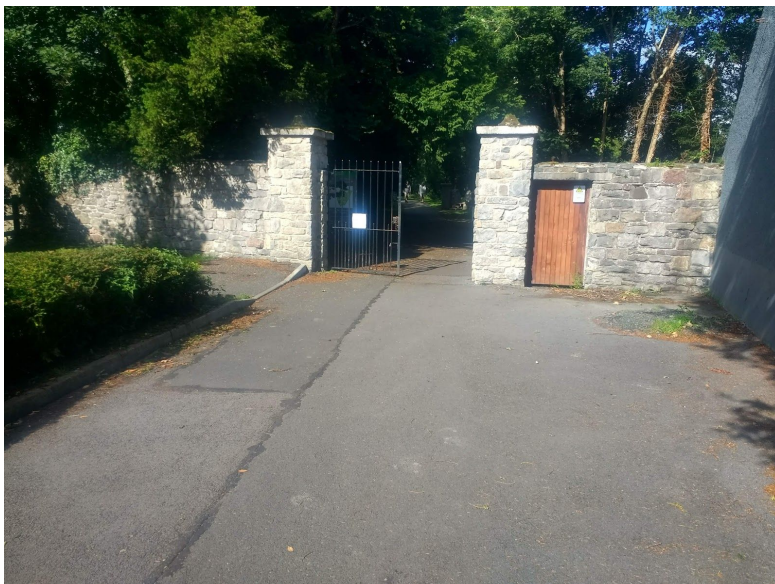
There's a beautiful quiet cycle route from The Square, Ballease West, Donabate along Newbridge Avenue into Newbridge House - See photos below. The paths within Newbridge House and Gardens are "Share with Care" pedestrian / cycle paths. Unfortunately, it is extremely dangerous to travel the 500 metres from Donabate Main Street to The Square. One must navigate the main junction on the corner of Main street and Chapel view (see images 1 and 2), cycle up the hill, past the railway station, over the railway bridge, then turn right onto Turvey Avenue and finally left into The Square.



**Image 49: The Square, Ballalease West, Donabate.**



**Image 50: Access to Newbridge Avenue from The Square, Ballalease West, Donabate**



**Image 51 : Access to Newbridge House from Newbridge Avenue**



**Image 52 : Main car park at Newbridge house and Demesne**





**Image 53: Overflow Car parking in large fields at Newbridge Demesne**

**Image 54: Overflow Car parking in large fields in Newbridge Demesne**



**Image 55: Overflow Car parking in large fields in Newbridge Demesne**



**Image 56: No cycling signage at Newbridge house & Demesne**





**Image 57: Roads into Newbridge house and demesne have no speed limits and shared space with cyclists**



**Image 58: Car parking full at Newbridge house**





**Image 59: Narrow paths in Newbridge house and Demesne**

## 9.4 Donabate beach

Donabate beach is an amazing amenity for local residents and for future users of the Broadmeadow way greenway. Unfortunately the link to the beach is not safe and we seriously consider making New Street filtered at least to the Donabate distributor road or even a 3 km greenway connecting Donabate village to Donabate beach.. The current layout of Donabate beach is unattractive to pedestrians and cyclists. Although its not part of the Donabate masterplan it is inextricably linked to the success of local tourism and restaurants in Donabate and the future of sustainable travel in the area. We highly recommend repeating what DLR council has done at Seapoint and the forty foot as mentioned earlier. There is not one bike parking stand at Donabate beach.





**Image 60: Random street furniture used as parking facilities are the only location for beach users who have travelled by bicycle.**



**Image 61: Another example of no cycle parking provision at Donabate beach**



**Image 62: Road to Donabate beach.**



**Image 63: Only one pedestrian path to get to Donabate beach**





**Image 64: Congested and confusing layout of entrance to Donabate beach. Pedestrians have to manage to cross this space to paths while cars, vans and SUV's reversing and parking for limited space. Highly dangerous for young children**





**Image 65: Mothers with buggies navigating with road traffic to get to official car parking facility with illegally parked cars to the right.**

## 10. LOVE 30



[www.love30.ie](http://www.love30.ie)

The Love 30 Campaign is a national alliance of individuals and organisations who support lower speed limits in urban areas. We campaign for the introduction of more 30 km/h zones in urban areas, but particularly in town centres, residential areas, and near schools and other places of public assembly. The Campaign consists of walking groups, cycling campaigners, supporters of children's right to walk & play, and others who recognise the benefits of lower speed limits. Our supporters include: · UK's 20's Plenty for Us · European Network for 30 km/h · **Dublin Cycling Campaign** · Jake's Legacy · JustWalkNow · Playtime · An Taisce · An Taisce Green Schools · Councillors, TDs, Senators and MEPs from across the political spectrum support the campaign



The introduction of broad 30km/h speed limits across Dublin City, places Dublin City among the forefront of European cities, and the leader in an Irish context. These proposals have the potential to alter the fabric and culture of the city by helping to make walking and cycling safer, reducing vehicle noise and air pollution, and generally encouraging more active travel and thus increased community health.

Dublin City is exemplifying the [Stockholm Declaration](#) which arose from this year's global ministerial conference, signed by 80 countries, and signed also by our own Minister of Transport at the time, Shane Ross. This declaration recognises the damage to national economies, to human life and health, and to global climate issues, that is caused by road collisions, and excessive speeds. Urban 30km/h speed limits is one of the specific points included in the declaration.

## 10.1 Fingal Traffic Calming Submission

Love 30 has made a submission to Fingal County Council in response to its Traffic Calming Scheme Public Consultation. Love 30 has supported Fingal County Council's proposals to introduce 30 km/h speed limits on residential roads in the County and supported the recent School Streets Initiative in Malahide. Love 30 welcomes Fingal County Council's proposed traffic-calming measures. We believe that these measures will help to reinforce the stated speed limits and will encourage drivers to slow down, thus making the roads in question safer and more comfortable for all road users. We note the proposal to use speed ramps in a number of the locations e.g. Brackenstown Road, Glenville Road and would suggest that additional engineering methods, such as plants, trees, chicanes, etc. could be used to supplement the speed ramps in encouraging drivers to slow down. These measures can create a perception of a narrower road, or suggest a more people-friendly environment, which can encourage drivers to slow down of their own accord, rather than feeling that the lower speed is being forced on them by the ramps. Love 30 commends Fingal County Council on its efforts to make the roads in the County safer for all road users. <https://www.love30.ie/fingal-traffic-calming-submission>

**Image 66: Streets around Donabate are 50 Kmph**



**Image 67: Cyclists sharing narrow roads at 50 Kmph speed limits close to Donabate village.**



# 11. CONCLUSION

Dublin Cycling Campaign's vision for Dublin and surrounding towns and villages like Donabate is to be a vibrant, liveable location where everyone can safely enjoy everyday walking and cycling. A key part of a vibrant and liveable city is to create public spaces that are full of life. Our built environment has a huge affect on who and how often people choose to travel sustainably, which has a resulting effect on the built environment. These are the key things to consider for the Donabate masterplan.

- Major review of cycling and walking in Donabate and its environs
- Segregated Cycling infrastructure in a connected network that all ages and abilities can use.
- Filtered street along New street to Donabate beach
- Place making for Donabate village to support local businesses
- Improved pedestrian access to village and surrounding areas
- 30 Kmph speed limits for the village and residential streets
- Traffic calming
- Secure, protected bicycle parking at venues, restaurants, Newbridge house & Demesne and Donabate train station.
- Connecting Donabate beach - Donabate Village- Newbridge house & Demesne to the Broadmeadow Way and the Fingal coastal greenway and vice versa
- Cycling to school is safe and connected to the greenway
- Increased permeability around Donabate for pedestrians and cyclists
- Supporting and improving the range of available restaurants and coffee shops in Donabate village.
- Continuing the Fingal coastal greenway across the Rogerstown estuary and is well connected to Donabate village.

Looking forward to seeing the masterplan in the coming months.

Paul Corcoran Fingal Cycling Campaign subgroup