

Kildare County Library

Transport Impact Assessment

Part 8 Stage 2b

Project number: 60669624

March 2023

Quality information

Prepared by

Hilary Herlihy

Hilary Herlihy
Consultant

Checked by

Paul Kirk

Paul Kirk
Senior Consultant

Verified by

Jennifer Searle

Jen Searle
Associate Director

Approved by

Jennifer Searle

Jen Searle
Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
-	07/10/22	Final	JS	Jen Searle	Associate Director
1	01/03/23	Design update	JS	Jen Searle	Associate Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name
-	Yes	Kildare County Council

Prepared by:

Hilary Herlihy
Consultant
E: hilary.herlihy@aecom.com

AECOM Ireland Limited
4th Floor
Adelphi Plaza
Georges Street Upper
Dun Laoghaire
Co. Dublin A96 T927
Ireland

T: +353 1 238 3100
aecom.com

© 2023 AECOM Ireland Limited. All Rights Reserved.

This document has been prepared by AECOM Ireland Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1.	Introduction.....	6
1.2	The Proposed Development	6
1.3	Background	Error! Bookmark not defined.
1.4	Objectives.....	7
1.5	Assessment Methodology.....	7
1.6	Structure of Report.....	9
2.	Existing Conditions	10
2.1	Introduction.....	10
2.2	Existing Road Network	10
2.3	Sustainable Transport Provision.....	11
2.4	Potential Transport Infrastructure Improvements	15
2.5	Public Realm Proposals	16
2.6	Road Collision Statistics	17
2.7	Summary	18
3.	The Proposed Development.....	19
3.1	Introduction.....	19
3.2	The Development.....	19
3.3	Proposed Car Parking	21
3.4	Cycle Parking.....	21
3.5	Servicing.....	22
3.6	Traffic Impact	24
4.	Mobility Management Plan	25
4.1	General.....	25
4.2	Objectives.....	25
5.	Summary and Conclusions.....	29
5.1	Summary	29
5.2	Conclusion.....	29
	Appendix A – General Arrangement Drawing	30
	Appendix B Auto Tracking and Visibility Drawings.....	31

Figures

Figure 1.	Existing Site Location & Works Boundary.....	6
Figure 2.	Proposed Layout.....	7
Figure 3.	Typical Transport Assessment Methodology	8
Figure 4.	Transport Assessment Method for this report.....	9
Figure 5.	Site Location	10
Figure 6.	AECOM Site photos of R778 Main Street	11
Figure 7.	Existing Cycle Facilities Athgarvan Road.....	12
Figure 8.	Existing Bus Stops.....	13
Figure 9.	Train Station Proximity.....	14
Figure 10.	GoCar base Locations	15
Figure 11.	Greater Dublin Area Cycle Network Plan – Proposed Cycle Network Newbridge.....	15
Figure 12.	Urban realm Concept Layout	16
Figure 13.	Conceptual NTA layout of the R445 Main Street and R416 Athgarvan Road Junction.....	17
Figure 14.	Site Context Drawing.....	19
Figure 15.	Layby Proposals.....	20
Figure 16.	Site Access Proposals	20
Figure 17.	Visibility Assessment <i>Source: AECOM Drawing 60669624-ACM-XX-00-DR-CE-10-00101</i>	21

Figure 18. Example Sheffield stand detail 22
Figure 19. Swept Path Analysis Car..... 23
Figure 20. Swept Path Analysis HGV..... 23
Figure 21. Swept Path Analysis HGV 18t 24

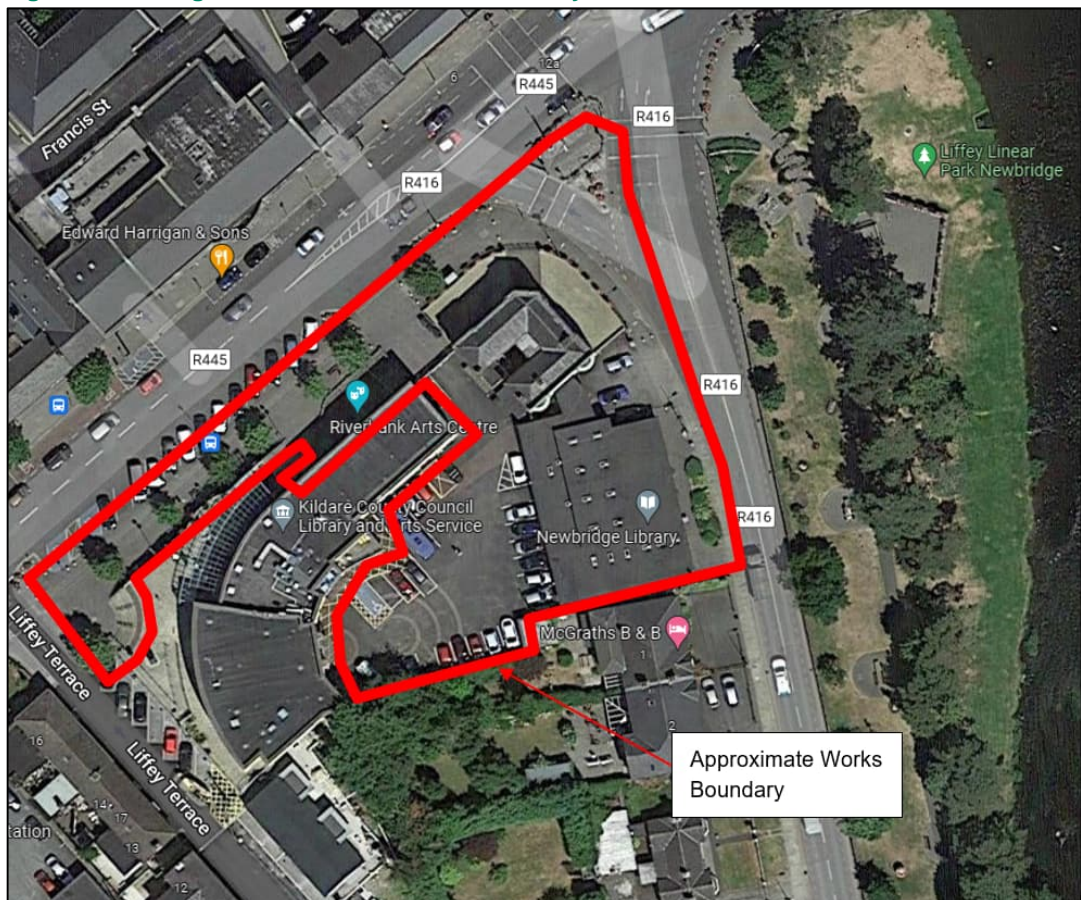
Tables

Table 1. Bus Servicing and Routing 13

1. Introduction

- 1.1.1 This report has been produced to support the Part 8 application to Kildare County Council (KCC) for the redevelopment of Kildare County Library Archives and Cultural Centre at Main Street, Newbridge, Co.Kildare.
- 1.1.2 The site is bounded by the Athgarven Road to the east with a bank onto the River Liffey further east. To the north of the proposed development site the R445 is situated. To the south and west the proposed development site is bounded by residential dwellings and community services buildings. Figure 1 details the site location and proposed works boundary for the development.

Figure 1. Existing Site Location & Works Boundary



Source: Google Maps.com

1.2 The Proposed Development

- 1.2.1 The proposed works will consist of the demolition of the existing library extension and the construction of a new three-storey library, archives and cultural centre which will include works to a new interior courtyard and surrounding public realm areas. The historic protected library building will be retained and refurbished as part of the works.
- 1.2.2 The extent of the proposed works is illustrated in Figure 2, which includes a new entrance provided to the rear car park at the south-east corner of the site and the existing disabled car parking bay will be moved to a suitable alternative location.

Figure 2. Proposed Layout



Source: AECOM General Arrangement Landscape: 60669624-ACM-XX-00-DR-LA-00-1000

- 1.2.3 The proposed development will range from one to three storeys in height. The total gross internal floor area of the development is 2260 sq. m. landscaping, public realm works and ancillary external works are also proposed as part of the development. External works include the relocation of the courtyard entrance from main street to Athgarvan Road, landscaping works to create a new external courtyard including 13 car parking spaces, 20 bicycle parking spaces, as well as an area for refuse storage. There is also an age friendly parking space proposed on Athgarvan Road.
- 1.2.4 Public realm works include new hard landscaping to the footpaths around the library, modifications to the Main street public realm providing loading bays, a new bus stop and 2 accessible car parking spaces alongside the provision of a new off road cycle lane.

1.3 Objectives

- 1.3.1 The main objective of this report is to examine the existing conditions and the development proposals to determine if there is a detrimental impact on the local area road network. In order to complete this report, AECOM has reviewed the following documents:
 - DMURS (Design Manual for Urban Roads and Streets), May 2019 (Dept of Transport, Tourism and Sport/Dept. of Environment, Community & Local Govt);
 - Kildare County Council Development Plan 2023 – 2029;
 - Greater Dublin Area Transport Strategy 2016-2035
 - Draft Greater Dublin Area Transport Strategy 2022 – 2042;
 - The Traffic Management Guidelines 2019 (jointly published by the DOELG, DTO, DOT);
 - TII Traffic and Transport Assessment Guidelines May 2014; and
 - The NTA Greater Dublin Area Cycle Plan (December 2013).

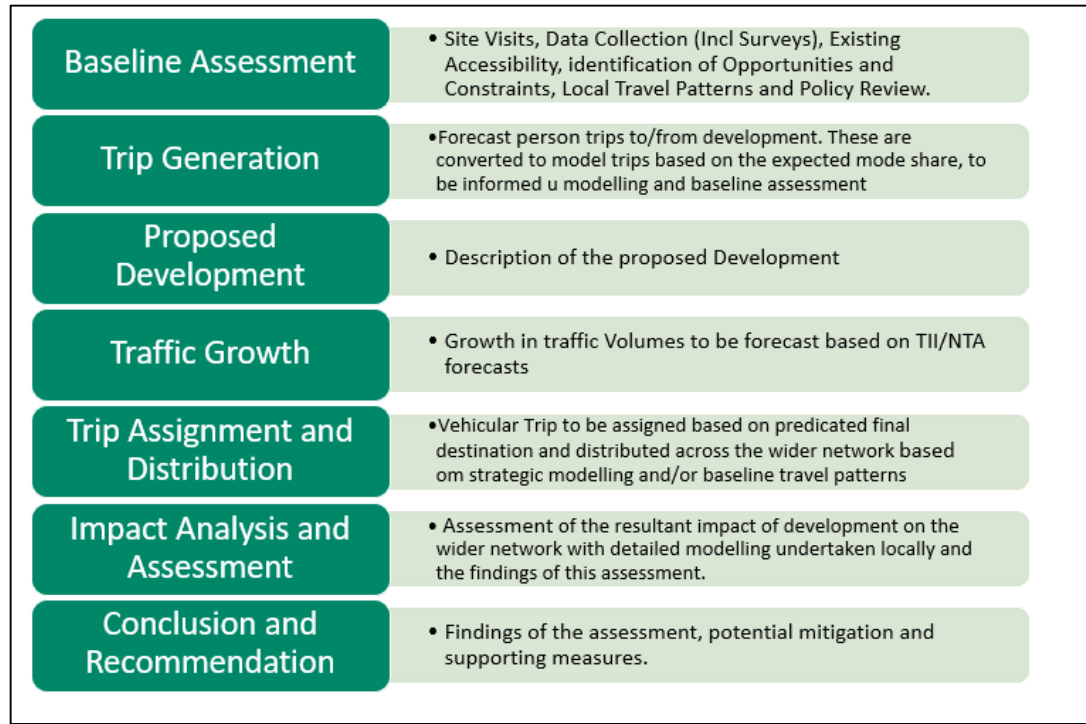
1.4 Assessment Methodology

- 1.4.1 The assessment has been undertaken in line with the guidelines set out in Transport Infrastructure Irelands (TII's) 'Traffic and Transport Assessment Guidelines' and Appendix 4 of the Dublin City Council

Development Plan 2016 – 2022 – ‘*Transport Assessments, Mobility Management and Travel Plans*’ and Appendix 5 of the emerging Draft Dublin City Council Development Plan 2022 – 2028 – ‘*Transport and Mobility: Technical Requirements*’.

1.4.2 Typically, a Transport Assessment following the methodology presented in Figure 3

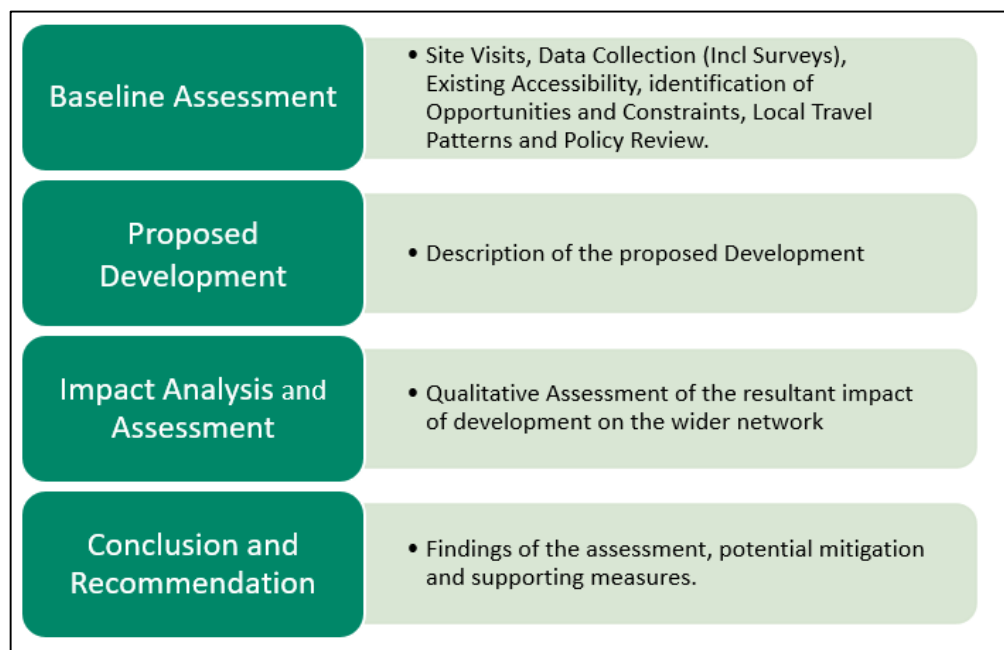
Figure 3. Typical Transport Assessment Methodology



1.4.3 However, guidance states that a TA is only required if;

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive
- Residential development in excess of 200 dwellings
- Retail and leisure development in excess of 1,000 sq. m
- Office, education and hospital development in excess of 2,500 sq. m
- Industrial development in excess of 5,000 sq. m
- Distribution and warehousing in excess of 10,000 sq. m.

1.4.4 As the proposals are for a regeneration of an existing site and an investment into the public realm surrounding the site and therefore not predicted to generate any changes to the number of vehicle trips associated with the site, no impact assessment is deemed to be required and instead the methodology shown in Figure 4 has been followed.

Figure 4. Transport Assessment Method for this report

1.5 Structure of Report

1.5.1 The remainder of the report is divided into the following sections:

- **Section 2** considers the location of the site and existing traffic flows;
- **Section 3** discusses the proposed development and gives a brief outline of the proposed internal road network, site layout and swept path analysis;
- **Section 4** presents the mobility management plan; and
- **Section 5** provides a summary and conclusion.

2. Existing Conditions

2.1 Introduction

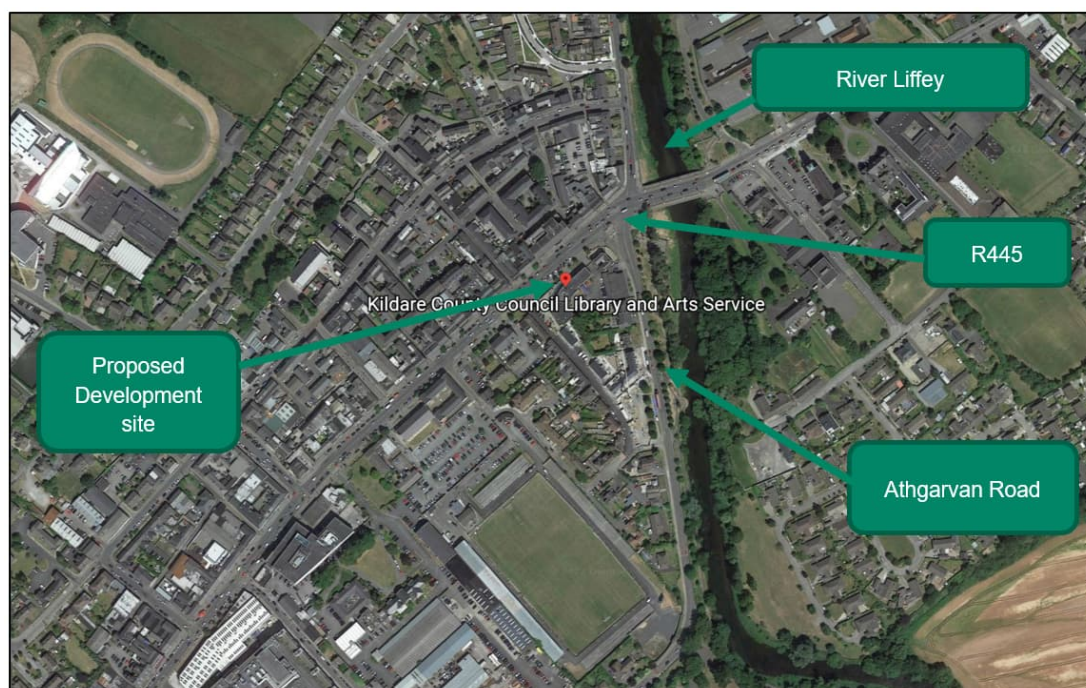
2.1.1 This section of the report gives an outline of the existing conditions surrounding the proposed development, including the local road network, the characteristics of the site, any committed future road infrastructure schemes, and any committed developments in the vicinity. The subject site is situated approximately 1km east of Newbridge town Centre, and 3km northeast of the M7 Junction 12.

2.2 Existing Road Network

2.2.1 It is important that an understanding of the local network's existing transport conditions and vehicle movement characteristics are identified and understood.

2.2.2 A desktop study has been undertaken to establish the existing transport conditions and vehicle movement patterns across the existing network. The local road network is illustrated in in Figure 5.

Figure 5. Site Location



Source : Google Earth

R445

2.2.3 The R445 is designated as a regional road which features car parking along the southern side of the carriageway and loading bays and a taxi rank along the northern side of the carriageway, in the vicinity of the subject site. Pre COVID-19 there was car parking present along the southern side of the carriageway with angled parking bays containing 15 spaces including 2 mobility impaired spaces. Further west along the R445 there used to be parallel parking along both sides of the road with various signalised pedestrian crossings.

2.2.4 However, during the COVID-19 Pandemic, temporary public realm improvements were installed which removed on street parking and installed a temporary cycle lane as shown in site photos presented in Figure 6.

Figure 6. AECOM Site photos of R778 Main Street

Source: Site Visit Photographs

2.2.5 There is street lighting present along both sides of the R445. The posted speed limit is 50Km/hr.

R416 Athgarvan Road

2.2.6 R416 is a two-way single carriageway with on carriageway cycle lanes present. The road borders the existing Kildare Library and connects to the R445 at a signalised T-junction. The junction has a dedicated left turn, straight through and right turn pocket for traffic approaching from the west. The existing vehicular access point into the Kildare County Library accesses onto the R445 which is approximately 25m from the R445 / R416 signalised junction. There is street lighting present along both sides and the posted speed limit is 30Km/hr. Figure 7 details the existing arrangement of the road.

2.3 Sustainable Transport Provision

Sustainable Transport

2.3.1 Sustainable transport is considered a vital part of the community with bus, rail and car share providing essential services for locals to get around. The following sub-sections demonstrate the availability and locality of various sustainable modes of transport in relation to the subject site.

Active Travel – Walking and Cycling

2.3.2 A summary of walking distance to key facilities is as follows:

- 90m to Newbridge garda station;
- 200m to Patrician Catholic Primary School;
- 250m to St Conleths Church;
- 280m to St. Conleths & Marys National School;
- 350m to St. Conleths GAA Park;
- 350m to Newbridge Post Office;

- 350m to Holy family Secondary School;
- 600m to the Whitewater Shopping Centre;
- 700m to the Intreo Centre Newbridge; and
- 850m to Treacys Swimming Pool.

2.3.3 In the vicinity of the subject site, shared cycle lanes are only provided on the Athgarvan Road to the west of the development, temporary cycle lanes are provided on R445. Figure 7 illustrates the existing cycle facilities on the Athgarvan road.

Figure 7. Existing Cycle Facilities Athgarvan Road

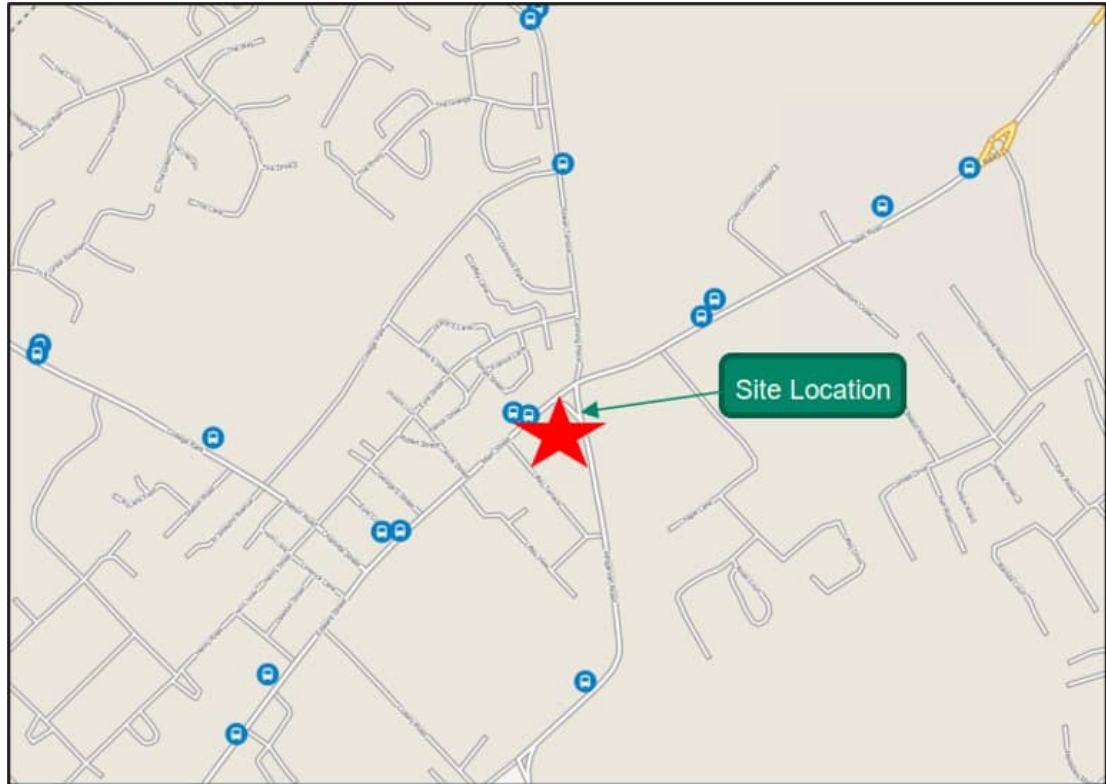


Source: Google Maps

Sustainable Transport – Bus

2.3.4 As illustrated in Figure 8 the site is situated to benefit from bus transport connections allowing all site users to travel by this sustainable mode. There are 10 bus stops located within a 900m walking catchment of the site. These bus stops are operated by various bus providers.

Figure 8. Existing Bus Stops



Source Journey Planner.ie

2.3.5 Services available at stops surrounding the site are shown in Table 1.

Table 1. Bus Servicing and Routing

Route No.	Operator	Route	Services Am and PM Peak Hours		
			Monday to Friday	Saturday	Sunday
726	Dublin Coach	Portlaoise – Newbridge -Naas Dublin Airport	1 service every 1 hour	1 service every 1 hour	1 service every 1 hour
126	GoAhead Commuter	DCU – Heuston- Naas- Newbridge – Curragh – Kildare - Rathangan	1 service every 30 mins	1 service every 30 mins	1 service every 30 mins
129	Local Link Kildare South Dublin	Newbridge Roseberry Hill - Newbridge Dunnes – Newbridge Athgarvan Road -Kilcullen	5 Services per day	2 Services per day	No Service

Sustainable Transport – Heavy Rail

2.3.6 The closest railway station to the site is the Newbridge Train Station located 1.2 km (15 min walk) northwest of the subject site. Newbridge Train Station is located four stops away from Dublin Heuston, which forms part of the South Western Commuter service which provides rail services west to Galway, Limerick and Cork. Figure 9 illustrates the site location in relation to Newbridge Train Station.

Figure 9. Train Station Proximity

Source: Google Earth 2022

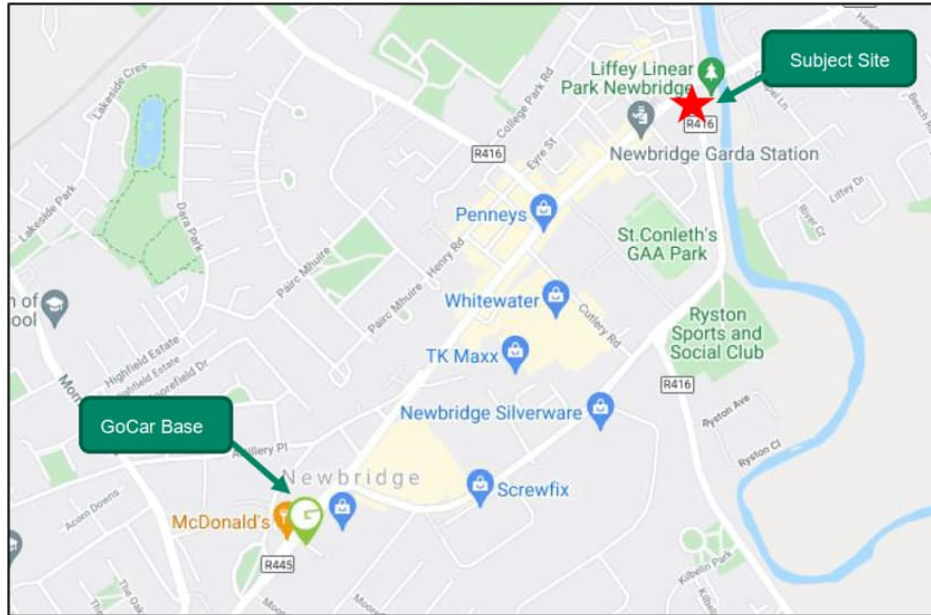
Sustainable Transport – Car Club/Car Share

2.3.7 There is 1 no. GoCar hire station located within a 1.2km walking catchment of the subject site. GoCar members can book cars online or via the app for durations of as little as an hour. They then unlock the car with their phone or a GoCard; the keys are in the car, with fuel, insurance and city parking all included. The benefits of such car sharing services include:

- The participating in reducing cars on the road and therefore traffic congestion, noise and air pollution;
- Can free up land traditionally used for private parking spaces;
- Has the potential to encourages and potentially increases use of public transport, walking and cycling as the need for car ownership is reduced;
- Car sharing allows those who cannot afford a car the opportunity to drive, encouraging social inclusivity; and
- Car share replaces approximately 20-25 private car parking spaces.

2.3.8 The location of the GoCar GoBase in relation the proposed development site is illustrated in Figure 10.

Figure 10. GoCar base Locations



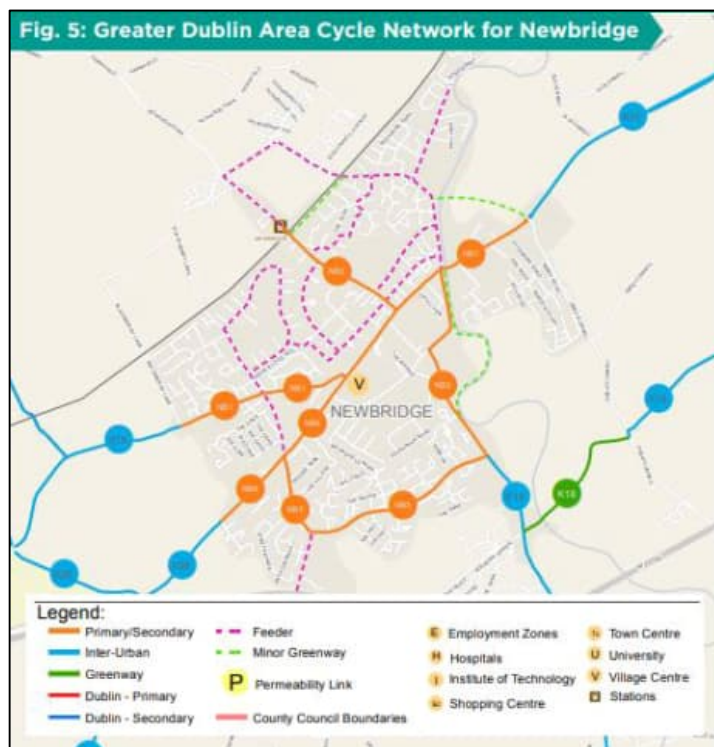
Source: gocar.ie

2.4 Potential Transport Infrastructure Improvements

Cycle Network

2.4.1 In the vicinity of Kildare Library, there are plans to upgrade the existing cycle facilities along the R445 and in Newbridge. It is understood that the cycle facilities to be provided along the R445 will be part of the Greater Dublin Area Cycle Network Plan. Figure 11 illustrates the proposed cycle network plans for locations surrounding the proposed development site. One of the objectives of the proposed cycle improvements is to provide cycle parking stands in key locations throughout Newbridge.

Figure 11. Greater Dublin Area Cycle Network Plan – Proposed Cycle Network Newbridge

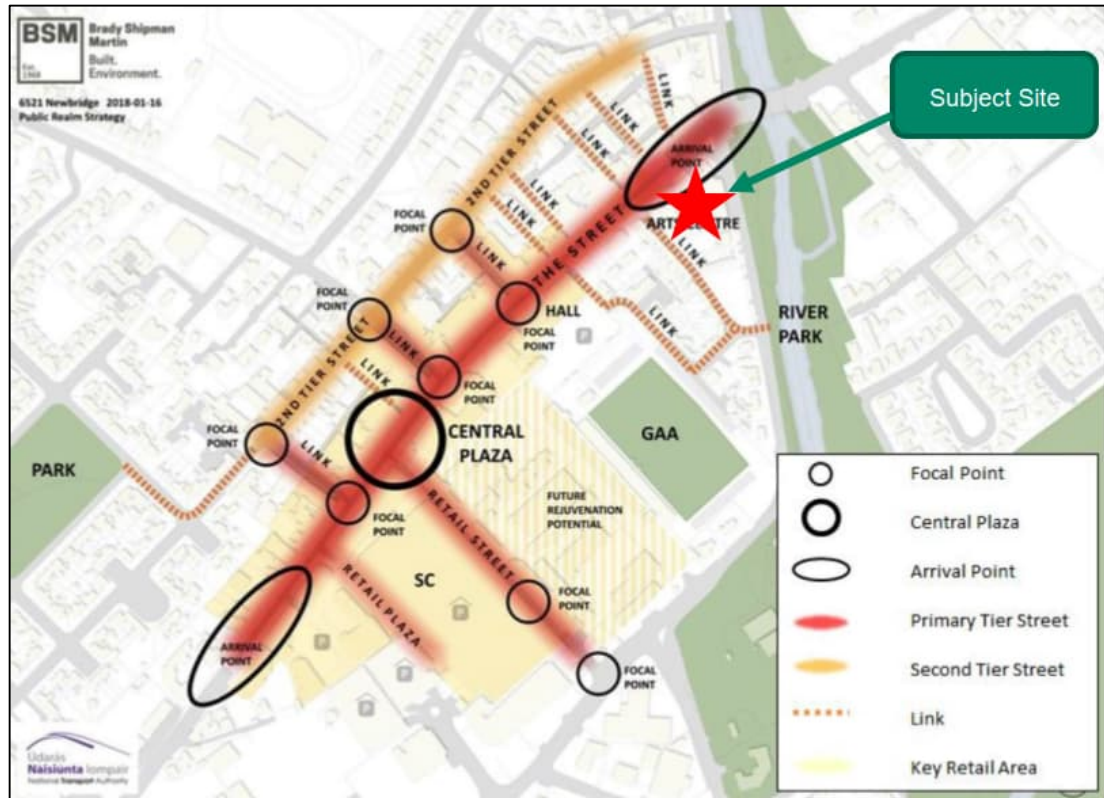


Source: Draft Newbridge town Transport Framework (2019)

2.5 Public Realm Proposals

2.5.1 There is a strategy in place for Newbridge which is to help improve its transport and urban layout which is detailed in the Draft Newbridge Transport Plan 2019 prepared by the National Transport Authority (NTA) and is shown in Figure 12.

Figure 12. Urban realm Concept Layout



Source: Draft Newbridge town Transport Framework 2019)

- 2.5.2 The proposed traffic calming of Edward Street / Main Street by way of limiting its use to local vehicular access together with public transport and cycling, provides the opportunity for major street changes to enhance the appearance, vitality and ambience of these streets. The revised layout will ensure that access to all car parks, shops and businesses will be maintained.
- 2.5.3 Some of these improvements would include widening of footpaths, new surfacing, tree planting, provision of seating, the creation of designated focal points plus arrival points, together with the construction of a central plaza to transform the town centre area. Figure 12 illustrates the proposed overall plan of the transport improvements to be made to Newbridge Town.
- 2.5.4 At the northern and southern ends of the town, it is proposed to introduce street changes that creates an attractive “arrival point” for the town centre. At the junction of R445 Main Street and R416 Athgarvan Road, it is proposed to utilise the space available to enhance the streetscape, improving the environment of the cultural buildings of the Arts Centre and library and providing street planting, seating, lighting and enhanced surfacing.
- 2.5.5 Figure 13 illustrates the proposed concept for the R445 Main Street / R416 Athgarvan Road Junction.

Figure 13. Conceptual NTA layout of the R445 Main Street and R416 Athgarvan Road Junction

Source: Draft Newbridge Town Transport, Framework, NTA 2019

- 2.5.6 AECOM attended a meeting with KCC on the 17th of November 2021 to discuss the temporary Covid-19 measures proposed by KCC and the future Part 8 extension removing the left hand turning lane on Athgarvan Road proposed by the NTA.
- 2.5.7 KCC noted that currently the bus stops are on the carriageway and that a dedicated bus stop was prioritised in the temporary scheme as well as a visible interior bicycle lane to encourage sustainable travel.
- 2.5.8 Alternative options were presented by AECOM and the agreed option included two accessible car parking spaces, within 30m of the library and arts centre entrances, an 9m long loading bay, an interior cycle way with a 1.2m buffer between the cycleway and the car parking to allow for wheelchair access and reduce the risk of accidents related to opening car doors in front of cyclists.
- 2.5.9 There were additionally three car parking spaces which would replace some of the chevron parking in front of the library building that existed prior to the temporary cycle scheme being installed. The concept for this layout is the basis of the Part 8 submission and the subject of this Traffic Impact Assessment Report.

2.6 Road Collision Statistics

- 2.6.1 Transport Infrastructure Ireland's (TII's) 'Traffic and Transport Assessment Guidelines' states an analysis of road collisions should be provided within the vicinity of the proposed development site. Usually, AECOM would review of the Road Safety Authority (RSA) traffic collision database for the road network in the vicinity of the proposed site to identify any collision trends. This review is aimed to assist to identify any potential safety concerns in relation to the existing road network. However, the RSA website has

been offline due to GDPR issues, and it is unclear when the site will be updated and back up and running for use.

2.7 Summary

- 2.7.1 This section has provided an overview of the existing modes of transportation within the site's proximity. It can be concluded that the site is well-connected with respect to availability of linkages to the site.
- 2.7.2 Proposals for cycle network within vicinity of the site and public realm improvements will further enhance the accessibility of the site.

3. The Proposed Development

3.1 Introduction

3.1.1 This Section sets out the development proposals from Kildare County Council for an upgrade to the existing Kildare County Library building that is located in Newbridge, Co. Kildare.

3.2 The Development

3.2.1 The development proposals include the refurbishment and extension of existing Local Studies Building, which is a Protected Structure, to create new Kildare County Library, cultural centre and Archives. The proposal involves the demolition of the existing 1970's Newbridge Library which is an extension to the protected structure. The proposed development will range from one to three storeys in height.

3.2.2 The Gross internal Floor area for the protected structure is 300sq.m and the new extension is 1960 sq. m. The total gross internal floor area of the development is 2260 sqm Landscaping, public realm works, and ancillary external works are also proposed as part of the development

3.2.3 External works include the relocation of the courtyard entrance from main street to Athgarvan Road, landscaping works to create a new external courtyard including 13 no. parking spaces, 20 no. bicycle parking spaces and areas for refuse storage. Public realm works include new hard landscaping to the footpaths around the library, modifications to the Main Street public realm to provide loading bays, bus stop and 2 accessible car parking spaces alongside the provision of a new cycle lane.

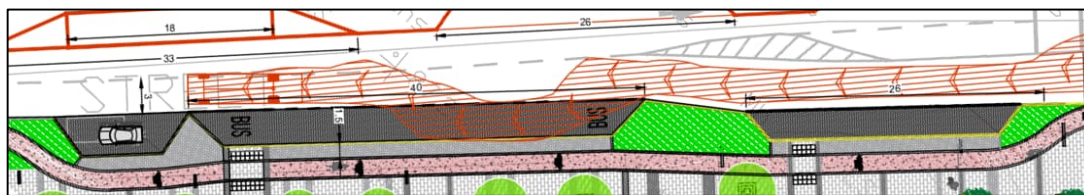
3.2.4 The proposed site layout is shown in Figure 14 and is provided in full in Appendix A.

Figure 14. Site Context Drawing



Source: AECOM General Arrangement Landscape: 60669624-ACM-XX-00-DR-LA-00-1000

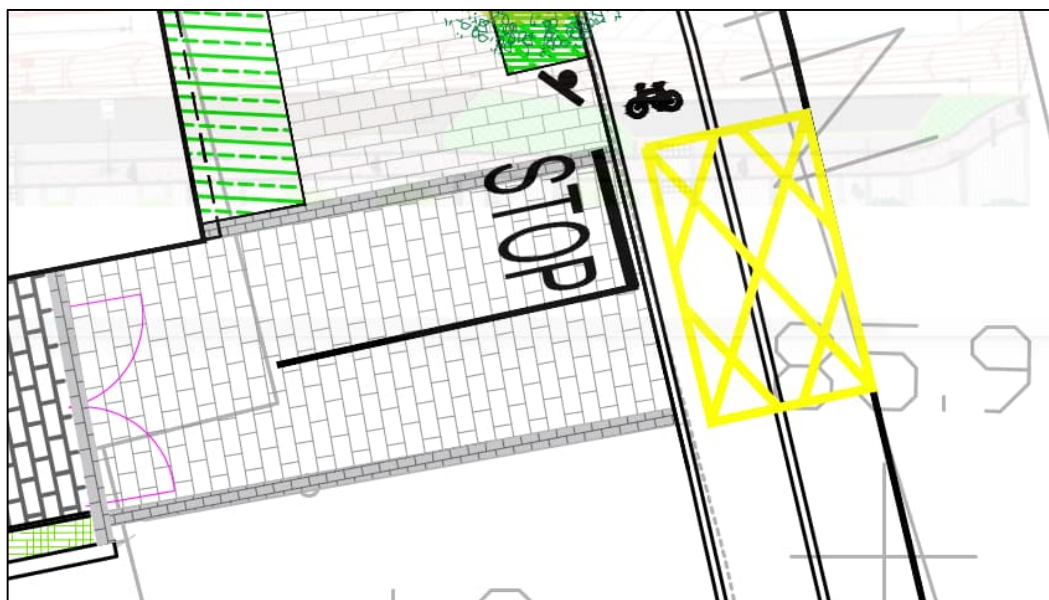
3.2.5 The proposals also consider the reduction of on-street parking along the R445 Main Street with a new loading bay, bus stop and a cycle lane. A swept path analysis was undertaken on a 18t truck using the layby which is shown in Figure 19.

Figure 15. Layby Proposals

Source: AECOM General Arrangement Drawing Number: 60669624-ACM-00-00-SK-CE-00-0022

3.2.6 Proposed Site Access

- 3.2.7 The Vehicular site access is to be re-located from the R445 Main Street to the R416 Athgarvan Road which will serve the needs of staff for the proposed development and deliveries for the Riverbank Arts Centre, all other deliveries associated with the proposed development and the Riverbank Arts Centre would be to the new loading bay along the R445 Main Street. No visitor parking is proposed to be provided.
- 3.2.8 The Proposed access will have a Stop sign on the access road to provide priority to the R416 Athgarvan road. A yellow box has been proposed to prevent the access being blocked with queuing cars on the R416 Athgarvan Road as shown in Figure 16.

Figure 16. Site Access Proposals

Source: AECOM General Arrangement Drawing Number: 60669624-ACM-00-00-SK-CE-00-0022

- 3.2.9 A visibility assessment has been undertaken on the proposed site access following DMRB guidelines and is shown in Figure 17.

Figure 17. Visibility Assessment

Source: AECOM Drawing 60669624-ACM-XX-00-DR-CE-10-00101

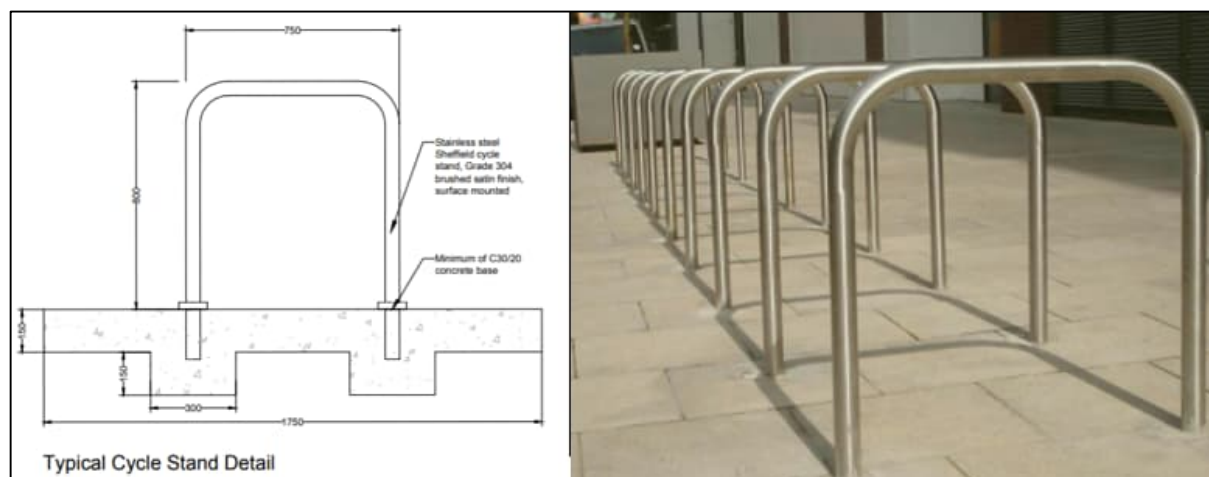
- 3.2.10 Visibility splays are provided to illustrate sight lines toward and down intersecting streets to ensure that drivers have sufficient reaction time to stop should a vehicle enter their path. The 85th percentile speed was identified at 30kph and therefore the visibility splay has a X distance of 2.4m and Y distance of 23m. Drawing Number 60669624-ACM-XX-00-DR-CE-10-00101 in Appendix B illustrates the full assessment.
- 3.2.11 The main pedestrian access to the library and Arts Centre will remain on the R445 Main Street.

3.3 Proposed Car Parking

- 3.3.1 Car parking is to be reduced from 20 spaces within the site and it is proposed that 13 car parking spaces, all for staff, would be provided within the internal courtyard which would consist of 12 standard car parking spaces and one mobility impaired space. One parking space is dedicated for the mobile library.
- 3.3.2 It is intended that the car parking spaces will be demarcated by means of a contrasting surface and studs as opposed to line marking. There is a mobility impaired car parking space currently located at the proposed site access which is to be relocated along the Athgarvan Road and re-orientated from a perpendicular to a parallel parking bay.
- 3.3.3 Along Main Street the car parking for 2 no. mobility impaired spaces and an 9m long loading bay is provided. The car parking at this location is to be re-orientated from the pre-COVID angled parking arrangement to parallel parking. As part of ongoing liaison with KCC, they have indicated that the hierarchy of needs at this location is mobility impaired parking, bus stop, loading bay and standard parking bays, which as part of the future design proposals, AECOM will investigate the requirements for a bus stop at this location in place of standard public car parking.

3.4 Cycle Parking

- 3.4.1 Where the provision of cycle parking facilities is intended for use by the staff of a particular development, stands should be covered, well-lit and located within the curtilage of developments to ensure security and supervision.
- 3.4.2 It is proposed that cycle parking is provided within the internal courtyard to help promote cycling for staff to the Library. It is proposed to provide 10 cycle stands, providing 18 spaces within the courtyard. The cycle parking spaces are envisioned to be Sheffield stands with the staff parking to be covered as per the example shown in Figure 18.

Figure 18. Example Sheffield stand detail

Source: KCC Cycle stand design standards

3.5 Servicing

- 3.5.1 It is proposed that the development is to be serviced from Athgarvan Road utilising the internal courtyard.
- 3.5.2 During times where there are large deliveries associated with the Riverbank Arts Centre, for example, theatre set construction, it is proposed that parking would be suspended within the internal courtyard for the duration of the delivery after which the parking would become available for staff.
- 3.5.3 It is envisioned that the servicing would be managed by a service management strategy outlining how deliveries are to be dealt with and the suspension of car parking. Full tracking drawings are provided in Appendix B of this report.
- 3.5.4 An auto tracking swept path analysis exercise has been carried out to ensure a large car, mobile Library (7.5 tonne box van) and an 18 tonne truck can access from Athgarvan Road and manoeuvre within the site.
- 3.5.5 The results of the analysis show that the site access junction and designated parking spaces can accommodate the relevant vehicles. Figures 19 to 21 demonstrates all vehicle types can enter and exit the site. Full swept path analysis drawings can be found in Appendix B.

Figure 19. Swept Path Analysis Car



Source: AECOM Drawings 60669624-ACM-00-00-SK-CE-00-0023,

Figure 20. Swept Path Analysis HGV



Source: AECOM Drawing 60669624-ACM-00-00-SK-CE-00-0023

Figure 21. Swept Path Analysis HGV 18t



Source: AECOM Drawing 60669624-ACM-00-00-SK-CE-00-0025.

3.6 Traffic Impact

- 3.6.1 Whilst there is a nominal increase in floorspace, staff car parking is proposed to be reduced from 20 to 13 spaces. The proposals are therefore not predicted to generate any changes to the number of vehicular trips associated with the Library or Arts Centre. The proposals are to regenerate the existing buildings and provide a new off road cycle lane.
- 3.6.2 Therefore, the development proposals will not have a severe impact on the local network and no traffic impacts have been assessed as they are deemed to be as existing.

4. Mobility Management Plan

4.1 General

- 4.1.1 This section presents an overview of the Mobility Management measures for the proposed development. A review of the key measures and policies outlined in the Kildare County Council Development Plan 2023 – 2029 has been undertaken.
- 4.1.2 The initiatives set out below are intended for users of the proposed development and its services.

4.2 Objectives

- 4.2.1 The objectives of the Mobility Management Plan are as follows:
 - To reduce private car as a means of travel to and from the development;
 - To increase and facilitate the number of people choosing to walk, cycle or travel by public transport to the development;
 - To work with KCC, the National Transport Authority and public transport providers to support and encourage customer and staff up take;
 - To develop an integrated and unified public transport, private vehicle, business fleet management and suppliers of commercial services to the development; and
 - To liaise and co-operate with adjacent developments in relation to a coordinated approach to Mobility Management between the various employment areas.
- 4.2.2 To achieve the above objectives, measures have been proposed for the specific modes of transport. These are based on existing infrastructure and public transport systems. These objectives are preliminary and will be further developed in the light of ongoing monitoring as the proposed development is occupied and information becomes available on future travel behaviour of residents and staff.
- 4.2.3 It is recommended that an Action Plan Coordinator is appointed, as someone who will take ownership of implementing the measures. Section 4.2.1 to 4.2.6 presents a list of recommended measures and actions for.

Walking

Walking		
Initiatives	Responsibility / Ownership	Timescale
Provision of details on how to access the site on foot. Details would include safe walking routes and location of the nearest bus stops/rail station. Promote walking events / lunchtime walks for patrons or staff Where appropriate organise annual Team Walking Events for patrons or staff e.g. Pedometer Challenge Provide umbrellas for employees of the proposed development site on wet days	The Action Plan Co-ordinator	To be established prior to operation

Cycling

Cycling		
Initiatives	Responsibility / Ownership	Timescale
<p>Launch Cycle to Work scheme for Staff of development</p> <p>If demand is met establish a Staff/Patron Bicycle User Group</p> <p>Encourage establishment of a cycling club / society</p> <p>Provision for tool stations with cyclist equipment i.e. pump, allen keys, lights, puncture repairs</p> <p>Display maps of local cycle network on notice boards</p> <p>If demand is met participate in National Cycle Week</p> <p>Survey and monitor cycle parking occupancy where capacity issues arise</p> <p>Review cycle parking usage / utilisation. Installation of additional cycle parking as required</p>	<p>The Action Plan Co-ordinator</p>	<p>To be established prior to operation</p>

Public Transport

Public Transport		
Initiatives	Responsibility / Ownership	Timescale
<p>Provision of public transport maps and timetables in prominent locations on site. Information should be kept up to date. This information could also be available online.</p> <p>Provision of information to patrons and staff on savings that can be made by using Leap Card and details on where Leap Cards can be purchased.</p> <p>Re-advertise and promote the Tax saver monthly and annual commuter tickets for public transport to staff of the development.</p> <p>Explore the opportunity to include a one month trial ticket for public transport and timetable information.</p> <p>Display a local area map with public transport stops / route numbers marked.</p> <p>Publicise real time passenger information apps and websites where relevant.</p> <p>If applicable discuss with public transport operators fare structures and ticketing options.</p> <p>Publicise door-to-door multi modal journey planner website</p>	<p>The Action Plan Co-ordinator</p>	<p>To be established prior to operation</p>

If applicable the section plan coordinator will liaise with public transport operators regarding service frequencies to the proposed development.		
---	--	--

Car Sharing

Car Sharing		
Initiatives	Responsibility / Ownership	Timescale
<p>Encouragement of patrons, employees and visitors of the development where possible to use other modes of travel other than private car.</p> <p>Where it is necessary for car use to travel to and from the library, patrons and staff could be made aware of other people who are either within close proximity of their homes (for staff) or on their route into the town centre (for patrons).</p> <p>Hold a coffee morning / launch event for car share/car club.</p> <p>Explore the process of offering a guaranteed ride home in emergencies</p>	The Action Plan Co-ordinator	To be established prior to operation

Construction Phase

Construction Phase		
Initiatives	Responsibility / Ownership	Timescale
Provide a preliminary Construction Traffic Management Plan to provide detailed mitigation of construction traffic associated with the proposed development.	The Contractor / KCC Roads & Traffic Department	To be established prior to operation

Other Measures

Other Measures		
Initiatives	Responsibility / Ownership	Timescale
<p>Patrons to be informed of the health and fitness benefits of cycling and walking through posters and notice boards.</p> <p>Explore the provision of travel information to employee induction packs.</p> <p>If demand is met hold a launch event of the travel plan.</p> <p>Develop a marketing and communication plan.</p>	The Action Plan Co-ordinator	To be established prior to operation

<p>Distribute travel maps, leaflets and timetables, ensuring consistent accessible formats, health information for walking routes, signposting to website / apps.</p> <p>Explore the production of providing quarterly 'How to Travel' newsletter via email to patrons and staff.</p> <p>Example parking policies to ensure access to parking for those most in need, and for those who could use alternative modes.</p>		
--	--	--

5. Summary and Conclusions

5.1 Summary

- 5.1.1 AECOM has been commissioned by Kildare County Council to prepare a Traffic Impact Assessment to support a planning application for an upgrade to the existing Kildare County Library building.
- 5.1.2 The existing baseline conditions of the site in relation to the existing local road network have been reviewed to determine suitability for the proposed development.
- 5.1.3 The accessibility of the site has been considered. Particular attention has been paid to sustainable modes of travel. This exercise identified that the site is suitably accessible by sustainable modes of travel.

5.2 Conclusion

- 5.2.1 The suitability of the site and the proposed development has been considered in terms of the road network and public transportation in the surrounding area.
- 5.2.2 Based on the findings within this Traffic Impact Assessment, it is concluded that if the suggested proposals are implemented they will not have a severe impact on the surrounding road network in terms of traffic impact as the development is not predicted to generate any additional new vehicle trips over and above that of the existing situation. Therefore, planning permission should not be withheld for this application on transport or road network safety grounds.