



Johnstownbridge

Village Renewal Masterplan
January 2024



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

Ár dTodhchaí
Tuaithe
Our Rural
Future



Comhairle Contae Chill Dara
Kildare County Council



**Brady Shipman
Martin**
Built.
Environment.

Foreword

A Masterplan

“A Town Renewal Masterplan is effectively a blueprint to guide the rejuvenation of a town or village. It is informed by a robust analysis, including for example the historical context (urban morphology), urban ‘health checks,’ land use surveys, building condition surveys, analysis of movement patterns (pedestrian movement/footfall and vehicular movement), car parking analysis, architectural heritage appraisals and urban design character and it is generally supported by extensive public consultation. As part of the Renewal Masterplan process a number of priority projects are identified for delivery.”

(Table 14.1 - Kildare County Council Placemaking Strategies, County Development Plan)

Although not a statutory document, the Masterplan supports the objectives of the County Development Plan and the relevant Local Area Plans. The Masterplan is unique to each town and will focus on maximising the potential of the built and natural heritage by using existing assets to enhance their role as visitor destinations and helping to create new local employment opportunities. A tailored approach to each settlement’s regeneration will provide for the development and enhancement of their overall function and ‘unique selling point’ (USP) through the identification and implementation of priority projects.

It should be viewed as a long-term plan of action (20+ years) which has been developed and agreed in consultation with residential and commercial

stakeholders from the town/village, the Elected Members and the relevant Departments within the Local Authority

The Masterplan is an important addition to the application process for URDF, RRDF and Town and Village funding where a greater priority is given to the funding of projects which are considered part of an overall town plan.

The projects identified for delivery are not prioritised within the document. Projects will be delivered when funding becomes available through the various town renewal funding streams, LPT or in partnership with other Local Authority departments to leverage available funding from other work programmes.

It should be noted that the projects identified in the Masterplan are conceptual only and are subject to appropriate planning consents and further consultation processes prior to detail design stage.

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Introduction

Introduction

The Johnstownbridge Village Renewal Masterplan is funded by the Department of Rural and Community Development under the 2019 Town and Village Renewal Scheme. It has been produced by Brady Shipman Martin Built Environment in conjunction with Kildare County Council.

The strategy for this Village Renewal Masterplan (VRMP) is evidence based and has been developed by a multidisciplinary team. Extensive public consultation was undertaken with the local community, stakeholders and the Elected Members of the Municipal District at various stages of the VRMP process, and the feedback received together with urban design analysis informed and shaped the Delivery Projects identified in the masterplan. The VRMP aligns with national, regional and local policies and its purpose is to guide and support the renewal and regeneration of Johnstownbridge to create an attractive and thriving commercial and social centre in which to live, work and visit.

The VRMP sets out a renewal framework for the sustainable development of Johnstownbridge over the next 20+ years. The implementation of the plan will enhance the liveability of the village environment, improve pedestrian and cyclist connections and safety, with a particular emphasis on enhanced biodiversity and greening of the village and sustainable urban drainage all contributing towards climate change measures and improving the overall resilience and attractiveness of the village. The Delivery Projects identified in

the plan are realistic and achievable. They will be delivered through a combination of local authority led projects and community led projects.

It is envisaged that the VRMP will enable the local authority to leverage a range of funding opportunities at EU and national level, including, Rural Regeneration and Development Fund (RRDF), Town and Village Renewal and the European Regional Development Fund (ERDF) Programme.



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Aims and Intentions

The central aim of this study is to support the renewal of Johnstownbridge in order to improve the living and working environment of its communities and increase its potential to support economic activity into the future.

The overall intention is to:

- Increase the attractiveness of the village as a local commercial and social centre and consequently increase its sustainability as a place in which to live and work.
- Enhance the village environment, amenities and biodiversity in the interests of residents, businesses and visitors.
- Promote the village potential for tourism and as a centre for culture and local heritage, thus enhancing the sense of identity - physically and socially.

The Village Renewal Masterplan (VRMP) seeks to build upon the strong asset base of Johnstownbridge, to ensure it retains its identity, to contribute to its enhancement, and to create opportunities which are unique to Johnstownbridge for its citizens to identify with. As a village with growth potential, it needs to ensure that its current and future growth areas stitch into the village centre and its community base, and draw on its character and sense of place.

A clear sense of identity can be enabled by the creation of a strong and identifiable public realm, with activities, biodiversity and offerings bespoke to Johnstownbridge. This in turn will contribute to competitiveness by influencing the image of the overall village and making it more attractive for people to live, work and visit.

An interactive and animated public realm brings people together. Connecting the village centre, River Blackwater, Johnstownbridge GAA and surrounding residential areas, with seamless synergy between spaces, streets, and between natural and physical assets is important for success. This requires improved walking and cycling routes through the village with less emphasis on private car use.

Heritage and character of a place can be derived from its natural and physical features and assets. Ease of access between such features, including spaces, streets, laneways, open spaces, biodiverse landscaping and public buildings all play a part in the character of a place – and access to such determines how users circulate, travel, and interact within the village.

A connected village where inclusive connectivity is provided at every level for all people. This requires connectivity between public transport, streets, laneways, and green spaces.

A comfortable place should be durable and adaptable. Comfort within and between spaces, buildings and natural features creates good experiences for users.

A successful economy operates in a cyclical manner; ever evolving to adapt and maintain competitiveness. The foundation of a legible and connected public realm can enable an efficient and flexible business economy.

An accessible village is an inviting village. Connecting all components of the village, via safe and integrated accessibility encourages people to visit and more importantly to return.

Objectives

The objectives of the Village Renewal Masterplan shown below are driven by the specific characteristics of Johnstownbridge and also by what are considered to be the essence of a successful village. All objectives are of equal importance.

The objectives of the Village Renewal Master Plan are to:

Success is not simply a question of the look, feel and quality of a village, but also how it functions physically, performs economically, and provides an authentic and memorable experience for locals, visitors, and tourists alike.

1.
Create opportunities for **enabling strategies** that the local community, stakeholders, and Kildare County Council can support and sustain for the **future development** of the village.

2.
Enhance the **vitality** and **vibrance** of Johnstownbridge through ensuring **future growth** areas and underutilised/derelict sites are woven into the town and the urban structure is consolidated.

3.
Create an **enhanced environment** for people living, working, and visiting the village through **public realm interventions**, encouraging, and sustaining economic growth.

4.
Re-balance the **movement network** ensuring accessibility for all. To further enhance the walking and cycling environment, prioritizing public over private transport, and creating safe connections and places for people.

5.
Enhance landscape quality and positive **'sense of place'** in the village to help combat the effects of climate change and support higher property values and rental yields.

6.
Create a Compact **Low-Carbon Climate Resilient town** including strategic regeneration proposals incorporating best practice in low-carbon placemaking and design of sustainable transport modes and enhancement of biodiversity in the village through blue and green infrastructure.



Context & Character

Location

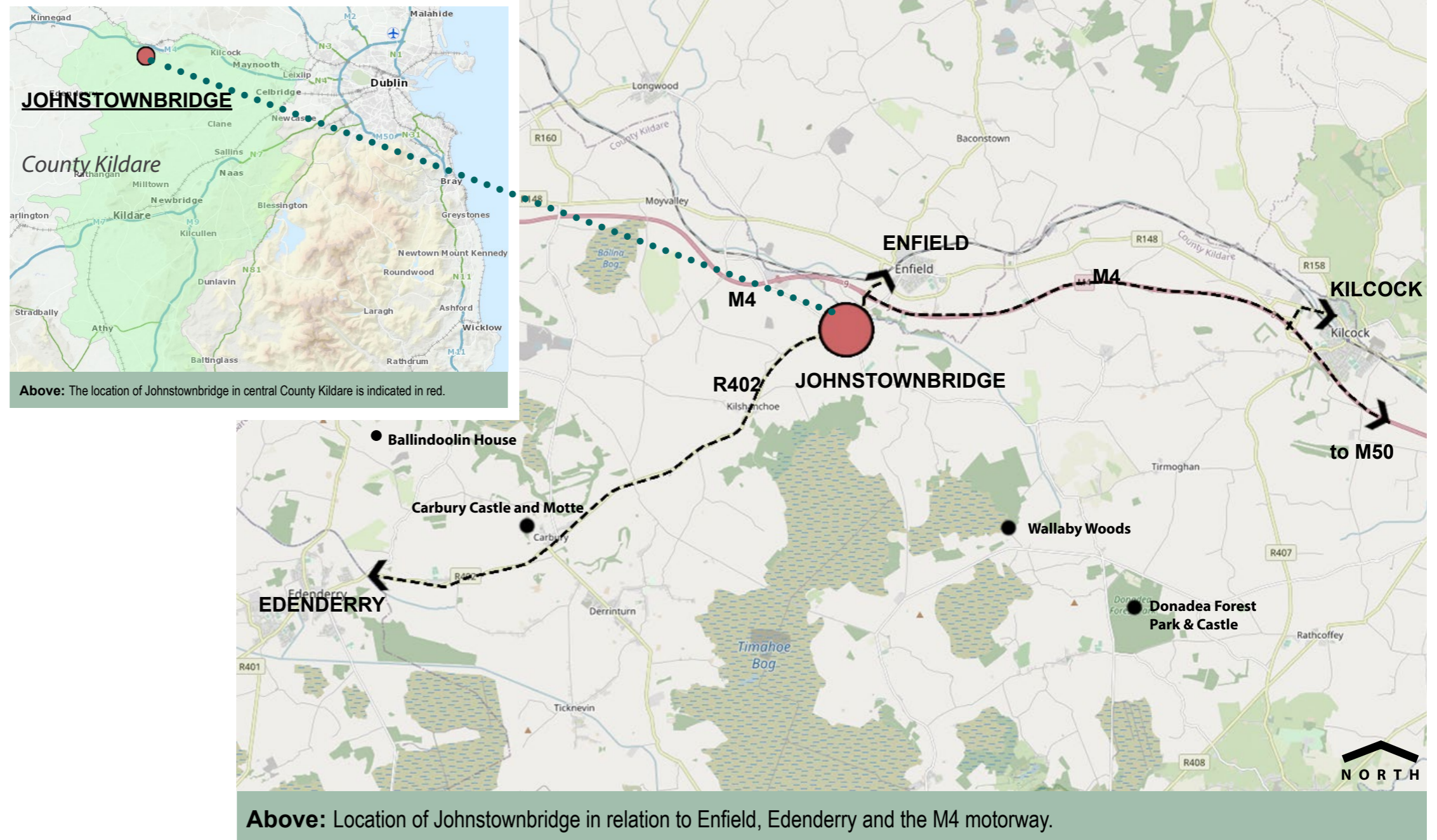
Johnstownbridge (Droichead Baile Sheáin) is a village located in the north of county Kildare, immediately south of the M4 motorway.

Johnstownbridge is situated close to the larger towns of Enfield (2km) and Edenderry (15km). With excellent access to the M4 Motorway, Johnstownbridge is also an attractive location for commuters to Dublin (20minutes drive to M50).

Johnstownbridge is linear in form. The R402 which passes through the centre connects Johnstownbridge to the M4 motorway link, Enfield town (south County Meath) to the north of the village, Carbury village and Edenderry town (east County Offaly) to the south-west of the village. The R402 is a two-way road, comprising a single carriageway (one lane in each direction) through the village.

The M4 provides a connection to Dublin in the east and to Sligo in the west, as well as to the wider motorway and national primary road network (including the M6 to Galway and the N5 to Westport).

Johnstown Bridge is not served by public transport services. The nearest public transport services are available in Enfield, County Meath, approximately two kilometers to the northeast of the village.



History & Development

Johnstownbridge takes its name from a structure spanning from Kildare to Meath over the Blackwater River completed around 1830 - 1870. Johnstown bridge is a fine stone bridge that forms an imposing feature on the River Blackwater and is one of a group of bridges on the section of that river that passes through County Kildare. The bridge is of considerable historical and social significance as a reminder of the road network development in Ireland in the mid nineteenth century.

Johnstownbridge acts as a local service centre for its inhabitants and the surrounding rural area with a population of 677 people (Census 2022).

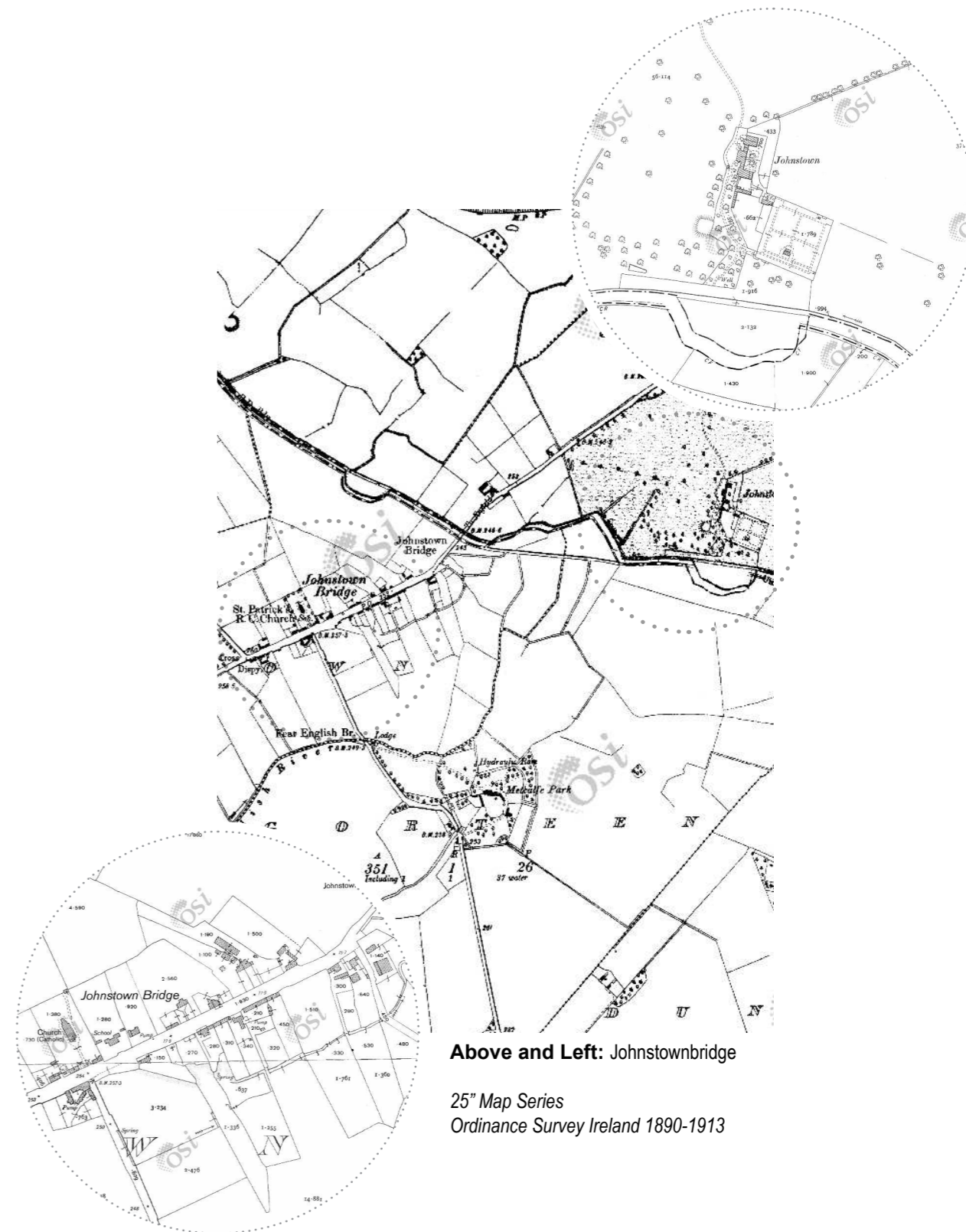
The main land use within Johnstownbridge is residential, with some community (health centre, school, and church) and commercial land uses, which represent the key destinations for trips to and within the village.

Given the size of the village it is likely that other key destinations for trips (work and education) are located outside of Johnstownbridge village.

In addition, within a short drive from the village there is Donadea Forest Park, Ballindoolin House & Gardens, Carbury Castle and Motte, Donadea Castle and Wallaby Woods.



Above and Left: Johnstownbridge
6" Map Series
Ordnance Survey Ireland 1830s-1840s



Above and Left: Johnstownbridge
25" Map Series
Ordnance Survey Ireland 1890-1913

Development Framework

Volume 2 of the Kildare County Development Plan 2023-2029 provides a planning framework for the development of small towns and villages. Section V2 3.15 describes Johnstownbridge's form, context, and objectives for future village development.

Johnstownbridge has a good level of social and community infrastructure serving the village and its hinterland including Roman Catholic Church, hotel, health centre, community centre, National School, Shops, convenience and hardware, hairdressers, car dealership, pharmacy and funeral home with well-known Johnstownbridge GAA Club located to the south of the village.

Principles of Development

The principles of development for the town are as follows:

- Ensure the delivery of a more **cohesive urban streetscape at the village core** from the Health Centre to the Church.
- Ensure **new development complements and enhances the village scape**, uses quality building materials and **employs best conservation practice** in relation to protected structures.
- Enhance the appearance of the village centre by **incorporating tree planting and landscaping to enhance biodiversity**.
- **Consolidate the village centre** by way of infill and backland development along with redevelopment as appropriate.
- Ensure that **new development** has regard to its **environment**, the **local heritage** of the town and the **historic character of the streetscape**.



1 Village Centre at Centra/Hamlet Court Hotel



2 Green Open Space opposite Centra



3 Main Street from Johnstown Road junction



4 Johnstown Road approaching St. Patrick's Church



5 L1003 Junction at Johnstownbridge Health Centre



6 St. Patrick's National School Entrance Zone



7 Maxol Filling Station



8 Johnstown Bridge at County Boundary



9 Approach from Kilshanroe

Analysis

Public Consultation

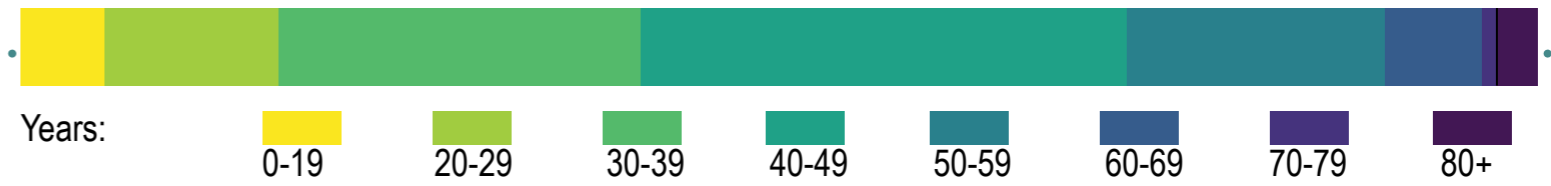
What the residents of Johnstownbridge say.

At the preliminary stage of the project an online survey was carried out among the residents of Johnstownbridge in June 2020 with

218 respondents.

In September/October 2021 Delivery renewal projects were put on public display and 36 submissions were received.

AGE DEMOGRAPHIC:



HOME LOCATION:



LENGTH OF TIME LIVING HERE:



LOCATION OF WORK:



MODE OF TRAVEL WITHIN JOHNSTOWNBRIDGE:



MODE OF TRAVEL BEYOND JOHNSTOWNBRIDGE:



WALKING AND CYCLING IN JOHNSTOWNBRIDGE FEELS:



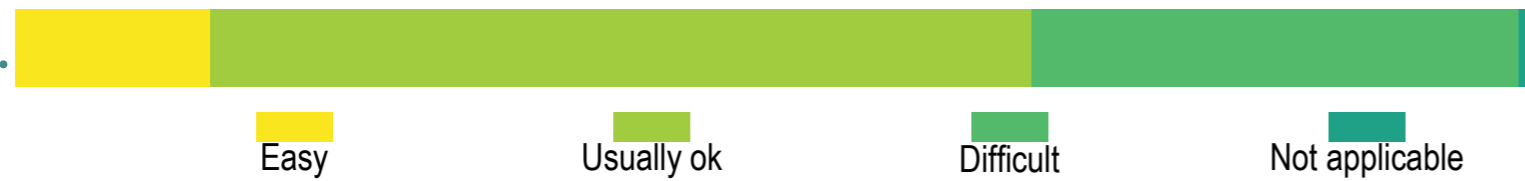
BETTER FOOTPATH/CYCLE FACILITIES AND ROAD CROSSINGS WOULD ENCOURAGE MORE WALKING/CYCLING:



TRAFFIC CONGESTION/INAPPROPRIATE DRIVER BEHAVIOUR IS COMMON:



FINDING PARKING (OTHER THAN AT YOUR HOME) IS:



QUALITY AND RANGE OF AMENITIES ARE:



QUALITY OF STREETSCAPES AND LANDSCAPING ARE:



Key Observations

What can be observed from the graphs to the left is that:

- Approximately one third of the respondents live at the **village edge**.
- More than a third have lived in Johnstownbridge for **up to thirty years**.
- Most respondents' location of work is **beyond five kilometers** from Johnstownbridge.
- Almost half of the respondents use their **car while traveling within Johnstownbridge** and the majority of the remainder indicated **walking** as their mode of travel.
- The mode of travel beyond Johnstownbridge is **dominated by the car**.
- Nearly half of respondents felt that **walking and cycling** in Johnstownbridge was **not safe**.
- But over approximately seventy five percent said that **better footpath/cycle facilities** and road crossings would encourage **more walking and cycling**.
- Over half of respondents agreed that **traffic congestion/** inappropriate driver behavior is **common**.
- Approximately half of respondents indicated that finding **parking** (other than at their home) is **usually ok**.
- Over half of respondents said that the **quality and range of amenities are poor**.
- And the majority of respondents felt also that the **quality of streetscapes and landscaping are average**.

Strenghts

- Residents of the village have a great sense of community spirit and play an active role in development and future planning of the village.
- Johnstownbridge is a compact village of linear form with growth potential.
- Close proximity and easy access to motorway (M4).
- Number of protected structures in the village which enhance its unique character.
- River Blackwater to the north of the village as a natural amenity.
- Good level of social and community infrastructure serving the village and its hinterland.
- Close vicinity to number of tourism destinations in the wider area.

Challenges

- Due to the linear character of the village and off street parking, traffic congestion can have a negative impact on the village environment in terms of safety, noise, dust and air pollution.
- Unnecessary HGV traffic through the village.

Opportunities

- Linear village centre with potential for improvement and people focused place-making.
- Delivery of usable public open space/ pocket park in the village centre to complement the existing amenity base.
- Destination shop/cafe or business that would offer additional draw for the village centre.
- Additional appropriate traffic calming along the approaches to the village to improve pedestrian safety.
- Review traffic management plans to address 30km/h zone in the village centre and introduce appropriate traffic calming.
- Continuous, safe, and good quality footpaths, street furniture, lighting, signage, planting, and trees within the public realm.
- Explore an option of removing unnecessary HGV traffic through the village.
- Explore option of introducing public transport in the village (bus, shuttle bus with bus stops).
- Improve the movement network ensuring accessibility for all, to further enhance the walking and cycling environment around critical areas within village (school, health centre, route to GAA).
- Explore options for walking routes along the River Blackwater.
- Introduce wayfinding to points of interest, interpretive panels, village branding.
- Introduce 'welcome' element at village gateway.
- Investment in deep retrofitting homes and renewable energy production to aid transition to low carbon / net zero homes..
- Rich agricultural landscape offers potential for increased diversification of rural enterprise in food, renewable bioenergy, food/eco/adventure tourism.

Weaknesses

- Public realm in the village needs upgrading and improvement.
- Unnecessary HGV traffic passing through village centre.
- Traffic congestion, speeding and parking are significant issues in the village.
- A notable lack of usable public open spaces/ park/play area in the village.
- There are currently no formal or informal meeting points in the village for older people who might feel isolated in the village.
- Lack of pedestrian facilities linking the GAA Club to the village.
- Under utilisation of village centre infill/back land sites.
- Inadequate village branding, poor sense of arrival.
- Over dependence on private car transport.
- No public transport options.



No sense of arrival, lack of traffic calming.



Uninviting public realm, no greenery, unsafe parking.



Underutilised public space



No footpath, unnecessary clutter



Historic buildings lack presentation

Urban Analysis

The Map to the right is an urban analysis map of Johnstownbridge.

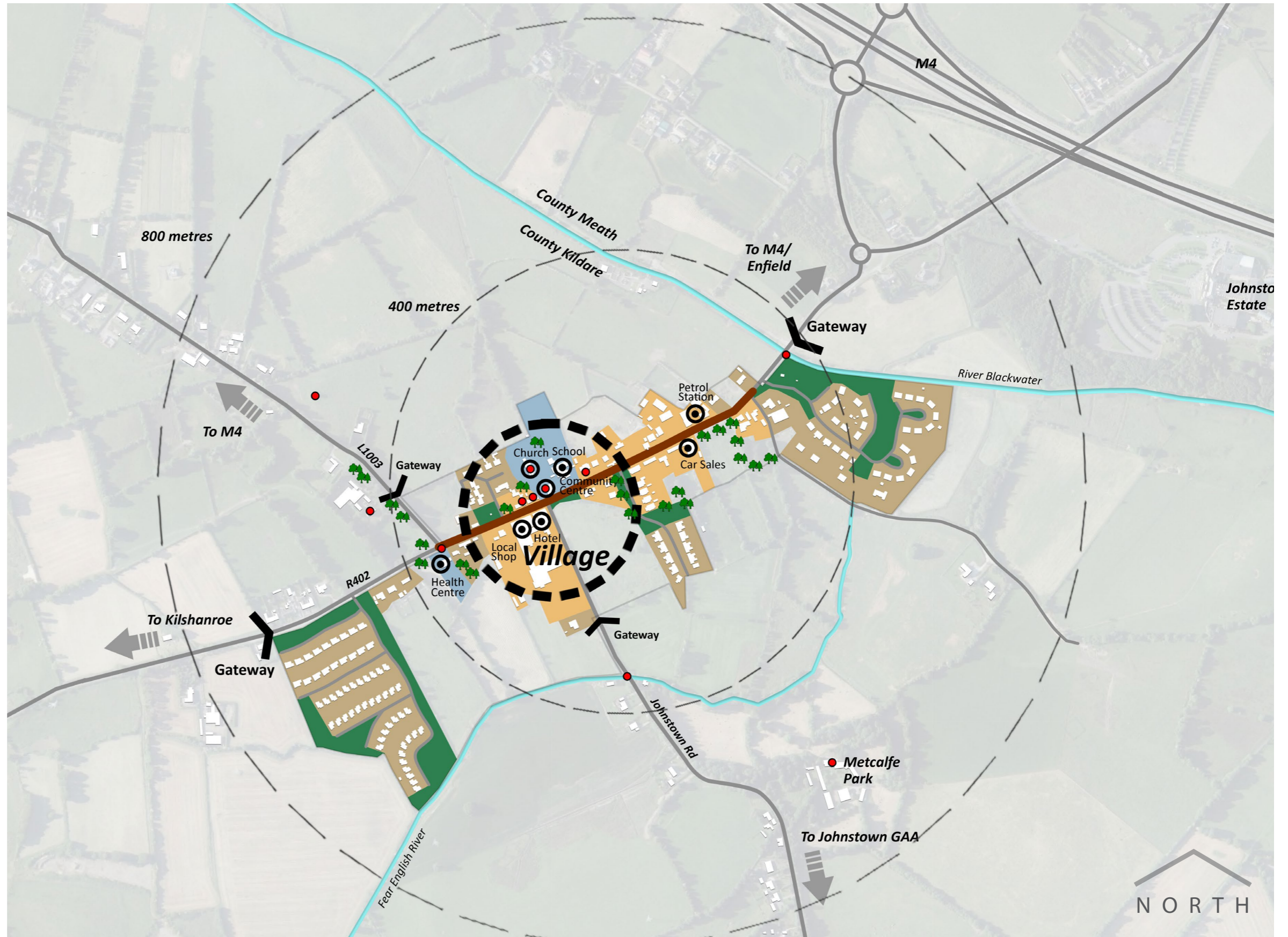
LEGEND

EXISTING LAND USE

- TOWN CENTRE
- RESIDENTIAL
- COMMUNITY & EDUCATIONAL
- OPEN SPACE & AMENITY
- UTILITIES/SERVICES
- HIGH AMENITY

TOWN FEATURES

- MAIN STREET
- KEY ATTRactions
- GATEWAYS
- PROTECTED STRUCTURES & MONUMENTS
- KEY BUILT FRONTAGES
- TREES & WOODLAND PRESERVATION
- PROTECTED VIEW



Regeneration Strategy

Identity

Build an **identity** for **Johnstownbridge** that is **distinctive** and **authentic**.

Building on the distinct historical, built and natural heritage which Johnstownbridge has to offer, a more robust and distinctive identity can be developed for the Village. For this to be authentic, the residential and business communities must believe they are connected to, and are a part of, the village and its identity and ultimately its success. Harnessing this community energy is key to revitalising the village from the ground up. This all comes from an improved village centre environment with attractive linkages to the village's residential areas, to encourage engagement with the heart of the village, dwell time, and ultimate support for local businesses through increased spend opportunities.



Above: The bridge at Johnstownbridge



Below: Johnstownbridge GAA grounds



Above: St Patrick's Church

Public Realm

Regeneration of Town Centre Public Realm.

Regeneration of the village public realm for people who live, work, and visit and to attract additional investment to the village. Public realm improvements can be incrementally delivered in Johnstownbridge, delivering on its fine network of streets and spaces. Interventions can be locally delivered through community projects, with strong commitment required from public funding to target more permanent interventions that deliver a common vision. The next step will be to build on this transformative work and showcase Johnstownbridge through a consistent public realm plan.

It is envisaged that a public realm design guide will be developed for the village. This will establish guidance for paving materials, street furniture, lighting, advertisements, signage, planting etc. Accessibility for all and age-friendly design should be guiding principles and inform footpath widths, the provision of rest places and seating opportunities, crossing points, and dropped kerbs. The maintenance of good shop fronts and the encouragement of a high quality and consistent public realm is vital to the improvement and legibility of an area.

The examples shown right are indicative of where good design principles were implemented to achieve a cohesive public environment.



Left: Killeagh
Integrated parking and landscaping in Killeagh contributes to a safe inviting streetscape that is accessible.

Right: Monkstown
Sensitive use of materials and levels. The choice of materials used in Monkstown is sensitive to the area and complimentary to the existing built heritage. The streetscape is organised with integrated raised planters acting as a buffer between the roadway and the footpath.



Right: Clonakilty
Good use of space, proportion and zones. There is a pedestrian zone a car/roadway zone and a transition zone. By aligning the trees, street lights and seating in the transition zone the pedestrian area is free of clutter and easily traversable. The trees soften the space and provide a visual barrier between pedestrians and the car.



Movement

Connected Destinations and Improved Movement.

Connected destinations and improved movement in the form of an integrated, safe multi-use network connecting the River Blackwater, village centre, GAA Club and all residential areas. The development of a connected network would act as a safe facility for local people, and contribute towards establishing Johnstownbridge as a healthy and sustainable place to live.

Integrated network would require preparation of a Local Transport Plan (LTP). The LTP will include a detailed demand analysis to identify travel patterns, modes of transport and destinations for travel. The LTP will consider means by which more sustainable travel practices can be adopted for certain journeys thereby reducing the overall number of vehicles on the roads. The LTP will plan for all modes of transport and will place a particular emphasis on the promotion of active travel, integrated land use and transport planning, public transport, and parking strategy.

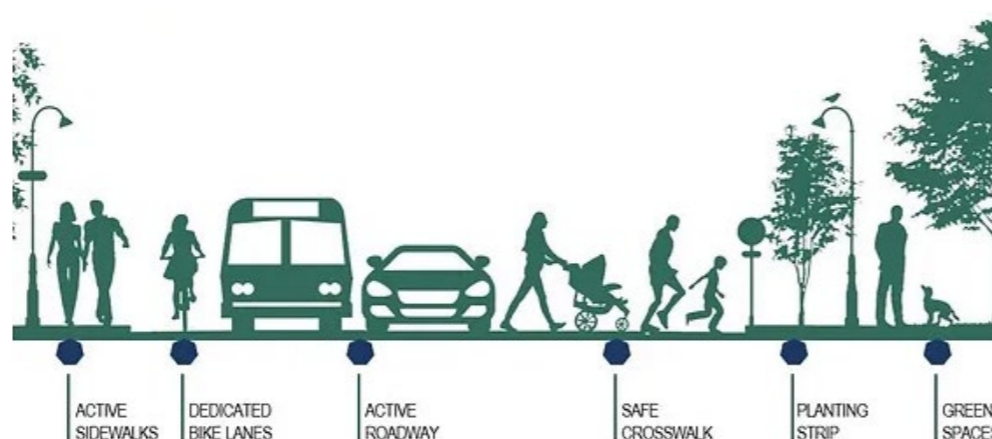
Considerations should be given to a reduced speed limit in town centre to 30kph and introduce appropriate traffic calming to allow cyclists and pedestrians safely use existing infrastructure. It would also be critical to improve public transport options in the village



Left: School Zone

Safety around this area is a key consideration for the regeneration strategy of Johnstownbridge.

Below: Road to Johnstownbridge GAA
There is a lack of pedestrian facilities connecting the village core to the GAA grounds.



Credit Left: Complete Street Study

<https://www.romerises.com/woodhaven-complete-streets>



Right: Carriageway at Service station
Lack of pedestrian facilities is evident in this area and will be considered in relation to improved movement.

Amenities and Biodiversity

Improved Amenities and Biodiversity.

Enhance and provide new amenities in the village to complement the existing amenity base, and to cater to the growing population, particularly for children, teenagers, and older people.

Incorporate biodiverse and appropriate native planting into the village landscape.



Left: River walking path
Example of a public river walking path.



Left: Outdoor Seating
Cafe with dedicated outdoor seating offers opportunity for public to utilise outdoor public spaces.

Right: Natural Playground
Source: www.earthscapeplay.com
Oakville natural playground slide.



Wayfinding

Create **legible** and **attractive markers** around the **village centre**.

Create legible and attractive markers around the village centre which create strong 'sense of place' opportunities and provide a distinctive feel to Johnstownbridge. There is potential to link this orientation to historical and natural features in the village and introduce an interesting walking trail around the village.

This proposal seeks to improve the signage and interpretation provision within the village to ensure that visitors fully appreciate, when navigating the streetscape, all that the village has to offer.



The image here are examples of innovative and unique wayfinding and information signs that can be incorporated into the public realm to assist users while exploring the area.



Sense of Arrival

Reinforce the sense of arrival to the village.

Reinforce the sense of arrival to Johnstownbridge and enhance the 'welcome' experience within and around the village. Visitors must be made to feel welcome and be actively encouraged to explore and spend time within the village, which will be achieved through enhancing the arrival experience at key gateway points. Gateway point enhancements should feature public realm interventions such as: the narrowing of the road, introduction of street trees, landscaping, sculpture or art, referencing Johnstownbridge' culture and history and appropriate village-branded signage, directing visitors into village and encouraging them to actively explore the village.



Town signs that are customised and unique to the area as well as artistic installations or sculptures can serve to mark the entrance to a town or village.

- Left:** Sculpture marking entrance to area acts as a unique identifier.
- Right:** Town branding sign for Mallow, County Cork.
- Below:** Wire frame sculpture of a jazz band.
- Below and Right:** Sculptural arch with tree and leaf design.



Opportunity Areas

Local Opportunities

The Map of Johnstownbridge overleaf indicates where the key opportunities for improvement and development are. There are ten opportunity areas listed and shown on the map.



Right: Ballycragh Natural Playspace
Natural landscaping incorporated into play spaces

Ten Local Opportunities

- 1.** Opportunity to deliver a more cohesive urban streetscape at the village core from the Health Centre through to the Church frontage. Reduced carriageway, continuous footpaths, upgraded materials, village branding, bicycle parking, improve traffic calming and pedestrian crossings, rationalised parking and removal of clutter.
- 2.** Potential to create small village park/playground.
- 3.** Improve streetscape, reduce size of the junction, traffic calming and pedestrian crossings.
- 4.** Provide/improve footpaths and public lighting and introduce traffic calming.
- 5.** Appropriate traffic calming.
- 6.** Enhance existing public footpath, street lighting, and create legible transition at junction with Main Street.
- 7.** Appropriate traffic calming before hotel car park, upgrade footpath and consider street lighting.
- 8.** Review integrity, presentation and continuity of streetscape elements, optimise pedestrian crossings, rationalise parking and appropriate traffic calming.
- 9.** Define streetscape through the provision of new footpath along northern side of road to enhance pedestrian facilities and provide passive traffic calming. Introduce street trees and landscaping.
- 10.** Introduce 'welcome' element at Johnstown Bridge, and explore options for walking routes along the River Blackwater.

Opportunities Map

LEGEND

EXISTING LAND USE

- VILLAGE CENTRE
- RESIDENTIAL
- COMMUNITY & EDUCATIONAL
- OPEN SPACE & AMENITY
- AGRICULTURAL

PLANNED LAND USE

- VILLAGE CENTRE
- RESIDENTIAL
- COMMUNITY & EDUCATIONAL
- SERVICES SITES

TOWN FEATURES

- MAIN STREET
- KEY ATTRactions
- GATEWAYS
- PROTECTED STRUCTURES & MONUMENTS
- TREES & WOODLAND PRESERVATION
- KEY OPPORTUNITY SITE
- POTENTIAL/IMPROVED WALKING ROUTES/LINKS

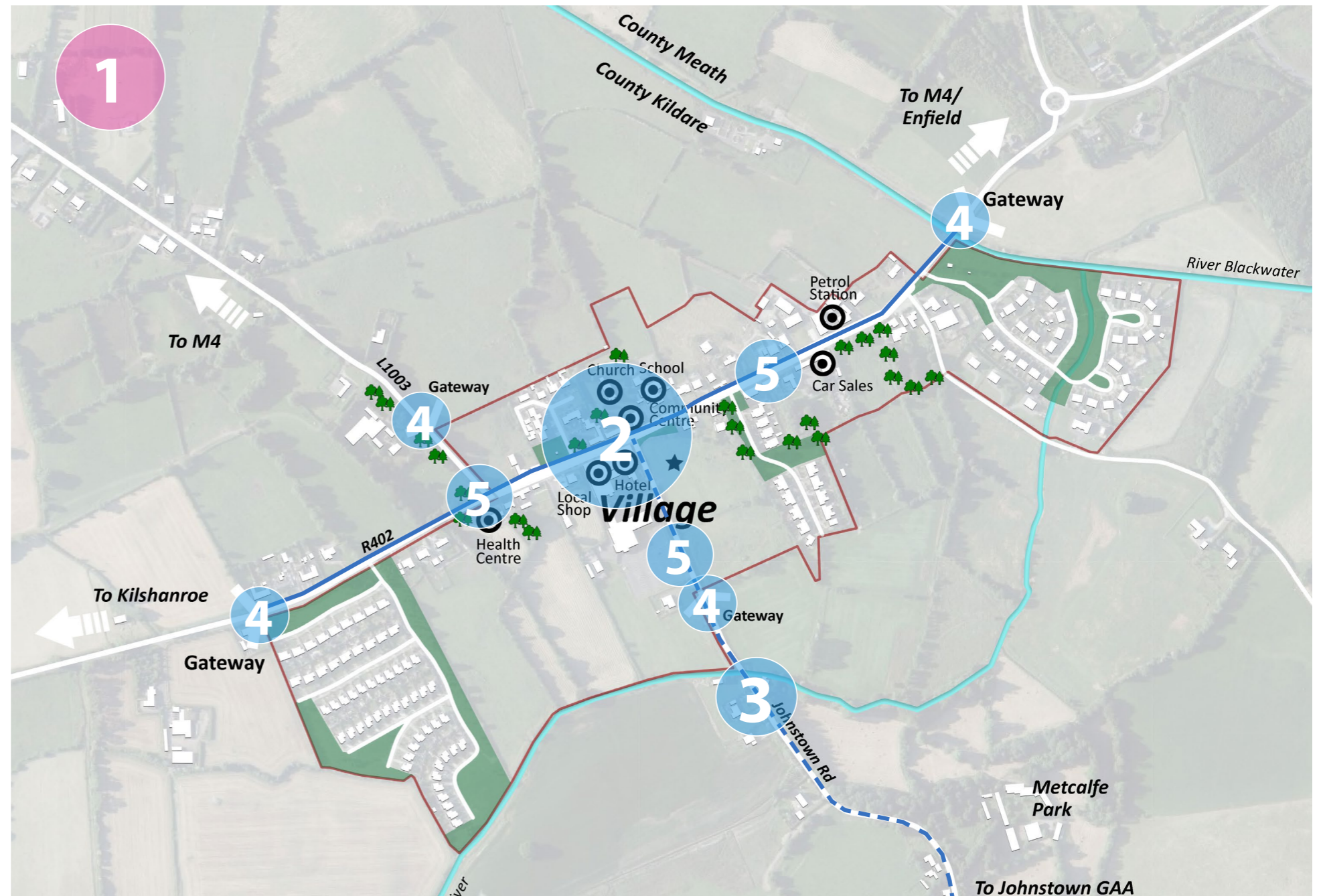


Key Delivery Projects

Key Projects

The Map to the right shows where the key projects could take place including:

- 1. Public Realm Design
- 2. Village Centre
- 3. Johnstown Road to GAA
- 4. Village Gateways
- 5. Village Traffic Calming



1. Public Realm Design

The public realm is the area contained in the public street space. This area is under public ownership and includes areas such as streets, footpaths, open spaces, landscaping, lighting, and street furniture. Comprehensive planning and design of public and private streetscape elements can help establish a cohesive character and, ultimately, a stronger, more distinct identity for Johnstownbridge.

In the public realm, emphasis is placed on creating a safe and suitable pedestrian environment. Particular attention should be paid to the design of new and replacement footpaths, pedestrian crossings, use of storefront displays and merchandising to promote pedestrian traffic, and provision of outdoor dining areas. The aim is to create a unified and visually attractive environment.

This effort will ultimately act as an investment catalyst, encouraging private property upgrades and new development.

Specifically, the intention of the design guidelines is to:

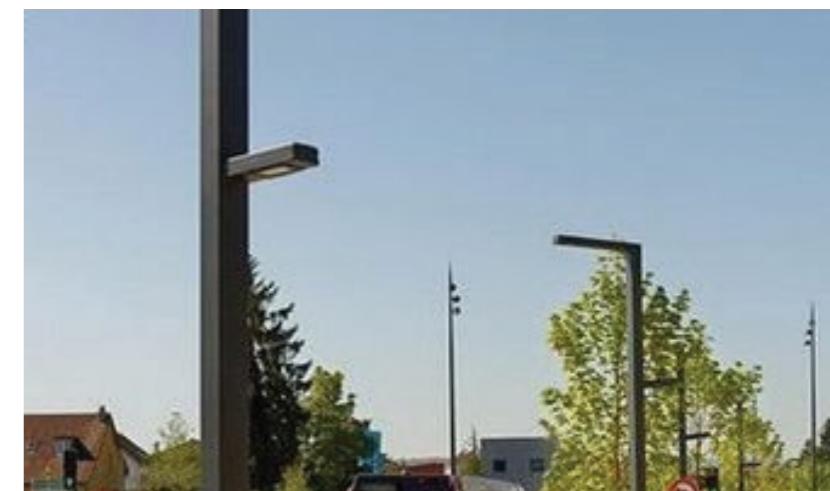
- Establish a clear sense of arrival, through a distinct change in landscape, built areas, or special entrance features.
- Rationalise and organize signage, lighting and street furniture to give people a sense of direction and orientation.
- Create a public realm that is attractive safe, secure and enjoyable.
- Establish a high-quality surface materials and street furniture palette that creates interest and comfort for the public realm.
- Establish a landscape palette that is attractive, easy to maintain and is appropriate to the locale; and
- Balance the needs of the pedestrian with vehicular and bicycle traffic.



Quality materials, legible/ safe pedestrian crossings.



Street art.



Street lighting.



Street furniture.



Rain gardens.



Wayfinding.

2. Village Centre

The sixteen key recommendations for the village centre in Johnstownbridge shown in the map to the left are listed below.

1. Relocate school bus drop off area to the east, not to obstruct sightlines around school crossing.
2. Crossing upgraded with appropriate lighting, all parking removed in proximity of crossing to improve safety.
3. Low level planting to replace railings
4. Potential mixed-use development on Village Centre zoned lands.
5. Existing parking which could be temporary, made available to residents and visitors to the village centre (subject to agreement with landholder).
6. Potential further school expansion to the north.
7. New low-level planting with trees along the road to replace bollards and railings.
8. Dedicated disabled parking/loading.
9. Junction upgraded to signalised and dedicated pedestrian crossings.
10. Enhanced public space in front of Saint Patrick's Church entrance with public seating and low-level planting.
11. Retain parking/loading in dedicated bays and remove existing bollards.
12. Enhanced space in front of Centra with new planting and seating.
13. Junction upgraded to signalised with pedestrian crossings to improve safe pedestrian access to car park and upgraded public pocket park with additional low-level planting.
14. Opportunity to improve under-utilised green open space in form of small community park with seating, outdoor gym, picnic tables and some children's play equipment etc.
15. Pedestrian crossing upgraded with appropriate lighting.
16. High friction surface within school zone.

Please note that all recommendations are subject to detail design and are illustrative only.



2.1 Village Centre at Centra

Key Recommendations

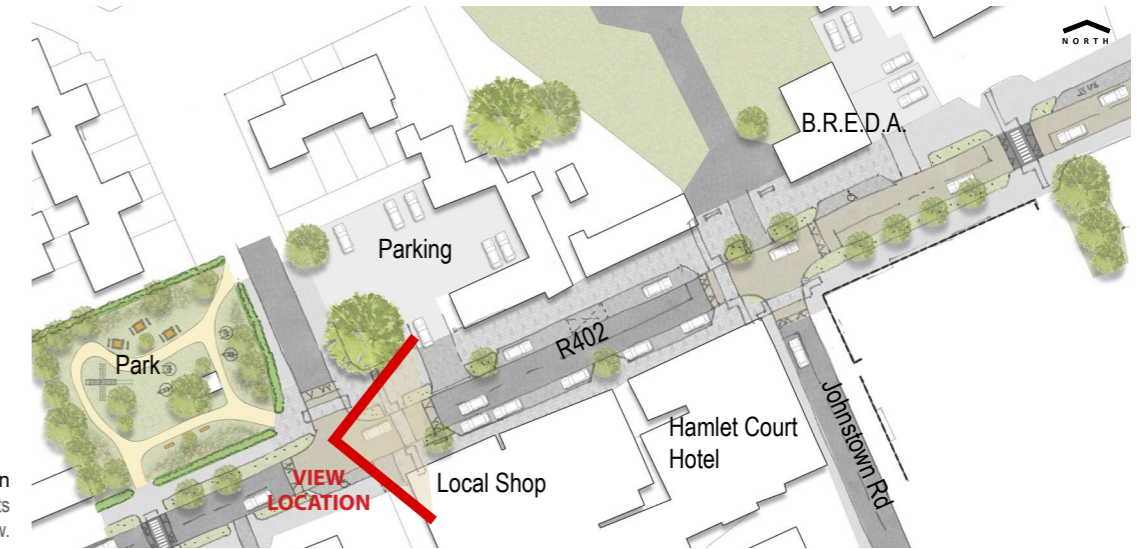
The key recommendations for Johnstownbridge crossroads are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Improve streetscape by using high quality paving, lighting and street furniture.
- Provide additional landscaping at junction corners and along the road which would soften the area, collect rainwater and improve village look and atmosphere.
- Provide junction alterations to reduce speeds and improve pedestrian access to car park and improved public pocket park.
- Enhance space in front of Centra with new planting and seating.
- Upgrade existing parking/loading along the main street to dedicated bays and remove all bollards.
- Reduce road width (subject to auto tracking).
- Tighten turning radii at the junction to reduce speeds (subject to auto tracking).

Please note that all recommendations are subject to detail design and are illustrative only.



Above: Village Centre at Centra
Photo of existing area.



Right: Indicative key plan
Location of view for artists impression below.



Right: Village Centre at Centra.
Artists impression of recommendations and opportunities for the public space at the local shops on Main Street.

2.2 R402/ Johnstown Road Junction.

Key Recommendations

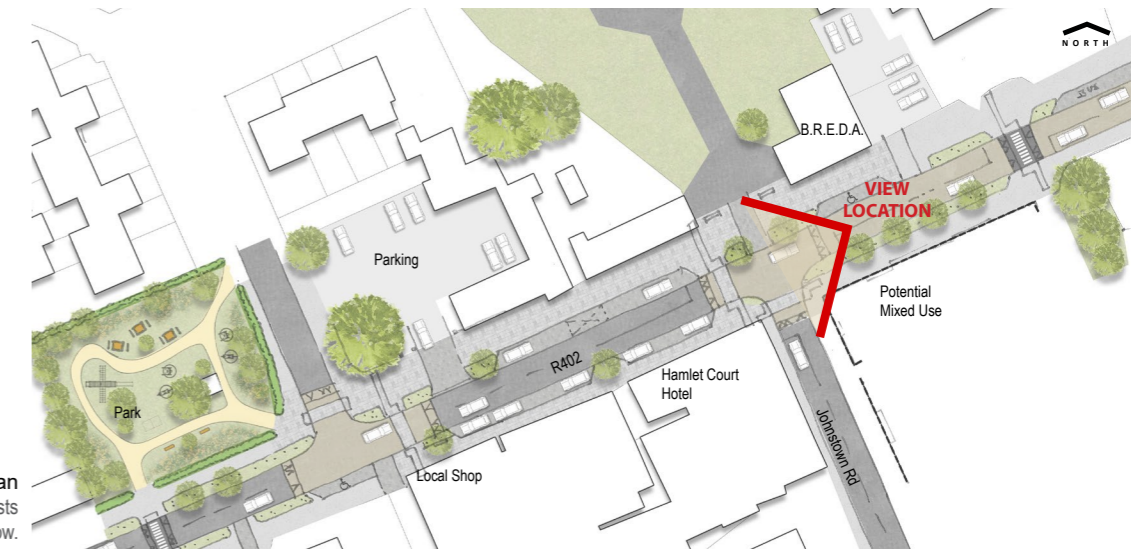
The key recommendations for R402/ Johnstown Road Junction are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

- Improve streetscape by using high quality paving, lighting and street furniture.
- Enhance public space in front of Saint Patrick's Church entrance with public seating and low-level planting, parking at the junction removed.
- Incorporate additional landscaping at junction corners where feasible which would soften the area, collect rainwater and improve village look and feel
- Reduce road width at the junction and on junction approaches (subject to auto tracking).
- Tighten turning radii at the junction to reduce speeds (subject to auto tracking).
- Provide junction alterations to reduce speeds.
- Upgrade junction to signalised with dedicated crossings.

Please note that all recommendations are subject to detail design and are illustrative only.



Above: R402/ Johnstown Road Junction



Right: Indicative key plan
Location of view for artists impression below.



Right: R402/ Johnstown Road Junction.
Artists impression of recommendations and opportunities for the public space at the R402/ Johnstown road Junction.

2.3 R402 at St Patrick's National School.

Key Recommendations

The key recommendations for R402 at St Patrick's National School are listed below and illustrated to the right with a sketch plan drawing. The recommendations include:

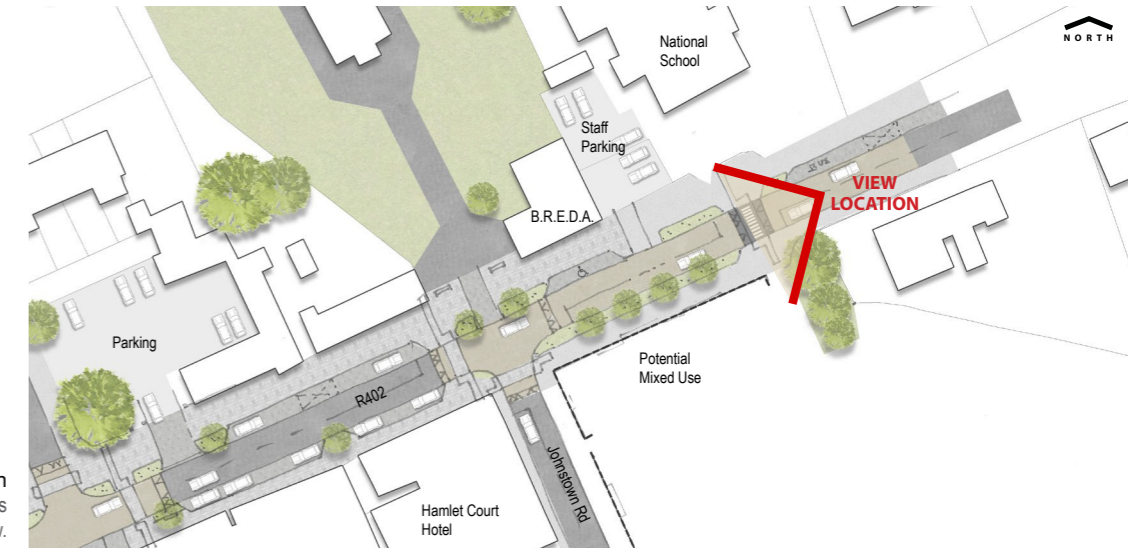
- Introduce school zone treatment with change in road surface on the approaches to school crossing to high friction surface
- Incorporate new low-level planting with trees along the road to replace bollards and railings.
- Relocate school bus drop off area to the east not to obstruct sightlines around school crossing.
- Upgrade crossing in accordance with Transport Infrastructure Ireland (TII) Guidelines, all parking and railings removed in proximity of crossing not to obstruct sightlines.
- Potential mixed-use development on village centre zoned lands.
- Explore option of school branding ideas.
- Provide additional on road signage to improve driver's awareness of school related activity in that area.
- Dedicated disabled parking in front of B.R.E.D.A

Please note that all recommendations are subject to detail design and are illustrative only.

Right: R402 at St Patrick's National School
Artists impression of recommendations and opportunities for the public space at R402 at Patrick's National School



Above: R402 at St Patrick's National School



Right: Indicative key plan
Location of view for artists impression below.



2.4 Village Centre Community Park.

Under objective 2.2 (Fig 1) of the Kildare Play Strategy 2018-2028, Johnstownbridge is identified as an area for a proposed playground subject to the identification of suitable sites and resources. The village centre community park is one example of how this objective could be implemented.

Provision for teen hang out areas are to be included in any proposals for community park or play areas.

The key recommendations for the Village Centre Community Park are listed below and illustrated to the right with a sketch plan drawing.

- Improve under-utilised green open space in the form of small community park with additional planting, seating, outdoor gym, picnic tables and occasional children play equipment etc.
- Provide junction alterations to reduce speeds and improve pedestrian access to car park and proposed improved park.
- Reduce carriageway width to reduce speeds and slow down traffic on Main Street (subject to auto tracking).
- Replace bollards with additional landscaping where feasible which would soften the area, collect rainwater, improve village look and feel and create safety buffer between pedestrians and cars.
- Tighten turning radii at the junction to reduce speeds (subject to auto tracking)

Please note that all recommendations are subject to detail design and are illustrative only.



Above: Example of small community park



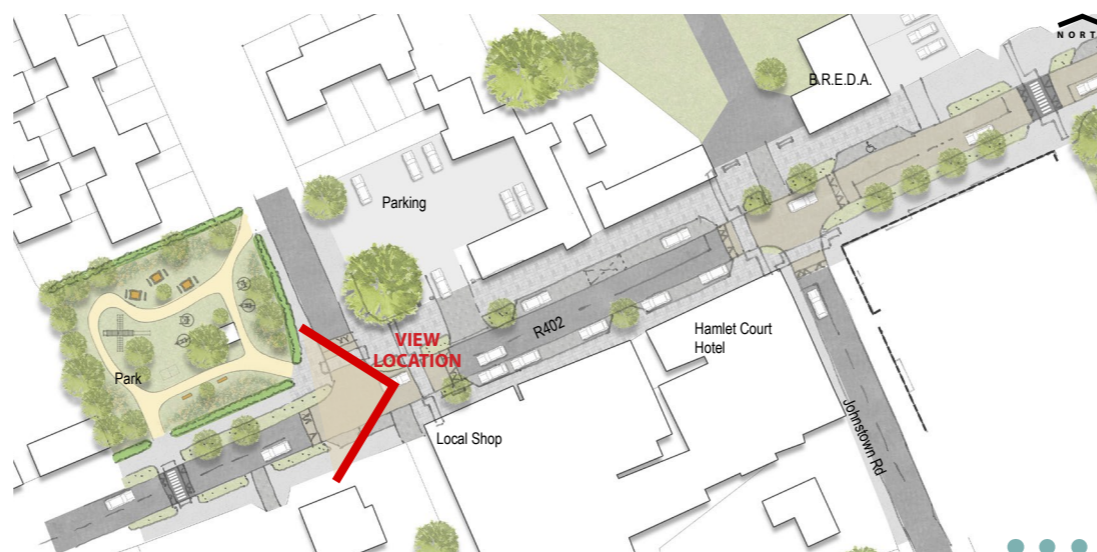
Above: Example of enclosed community park



Above: Example of small community park and natural play elements



Above: Example of small community park with seating and located close to road infrastructure.



Left: Indicative key plan Location of view for artists impression overleaf.





Above: Example of small community park with integrated play features.



Above: Example of small community park with dedicated seating and children's play equipment.



Left: Village Centre Community Park as existing

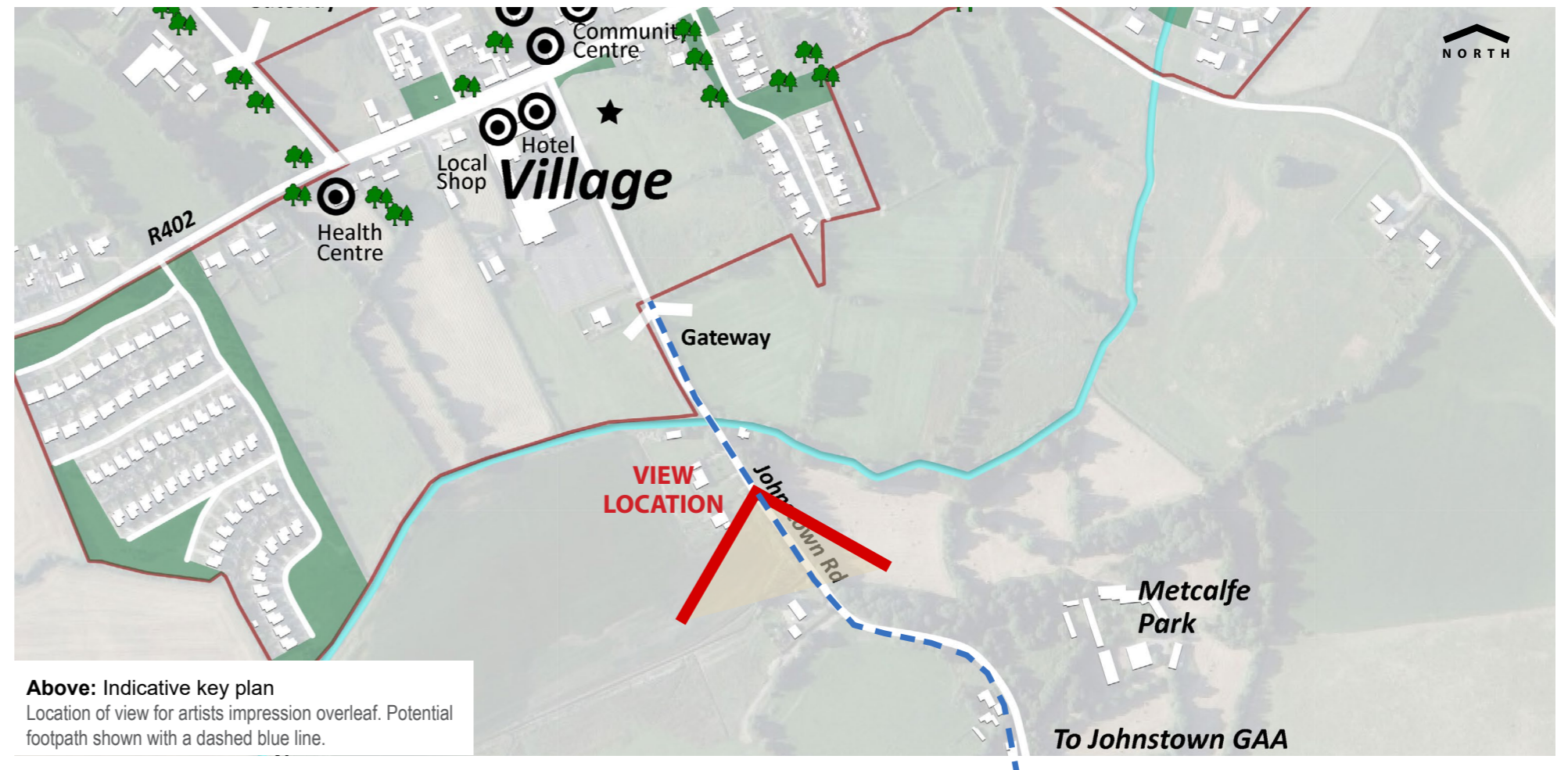
Below: Village Centre Community Park. Artists impression of recommendations and opportunities for the public space at the Village Centre Community Park.



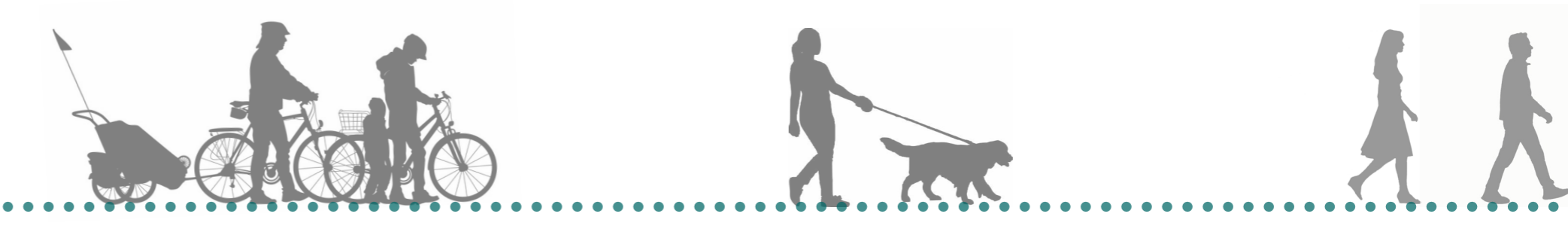
3. Johnstown Road.

Active travel sits within the broader transport context: the National Transport Strategy (NTS) identified that poor integration is a barrier to people choosing sustainable modes (active, public, or shared transport). “Local transport strategies will allow authorities to detail how they intend to deliver on national objectives at a local level and provide an action plan for meeting local challenges and objectives. It is important that active travel interventions are planned as part of a package of measures that collectively incentivise modal shift to sustainable modes of transport”

(Active Travel Strategy Guidance - February 2023)



Above: Johnstown Road Existing.



Key Recommendations

The key recommendations for Johnstown Road are listed below. The recommendations include:

- Explore options for walking/cycling facilities along the Johnstown Road to provide safe access to Johnstown GAA.
- Introduce consistent street lighting.
- Provide traffic calming to reduce speeds in critical locations along the road.

Please note that all recommendations are subject to detail design and are illustrative only.

Map key

— — — Potential footpath



Above: Johnstown Road
Artists impression of recommendations and opportunities for Johnstown Road.

4. Village Gateways.

Gateway features are easily identifiable elements along the route which signal a change of context or point of arrival. Gateways have beneficial function for placemaking, identification, and traffic calming as they can be used to inform drivers of a change in driving conditions ahead. Gateways are typically at the edge of transition zones and signify the change from rural to town environment. Existing features often serve as gateway features at the edge of transition zones, such as:

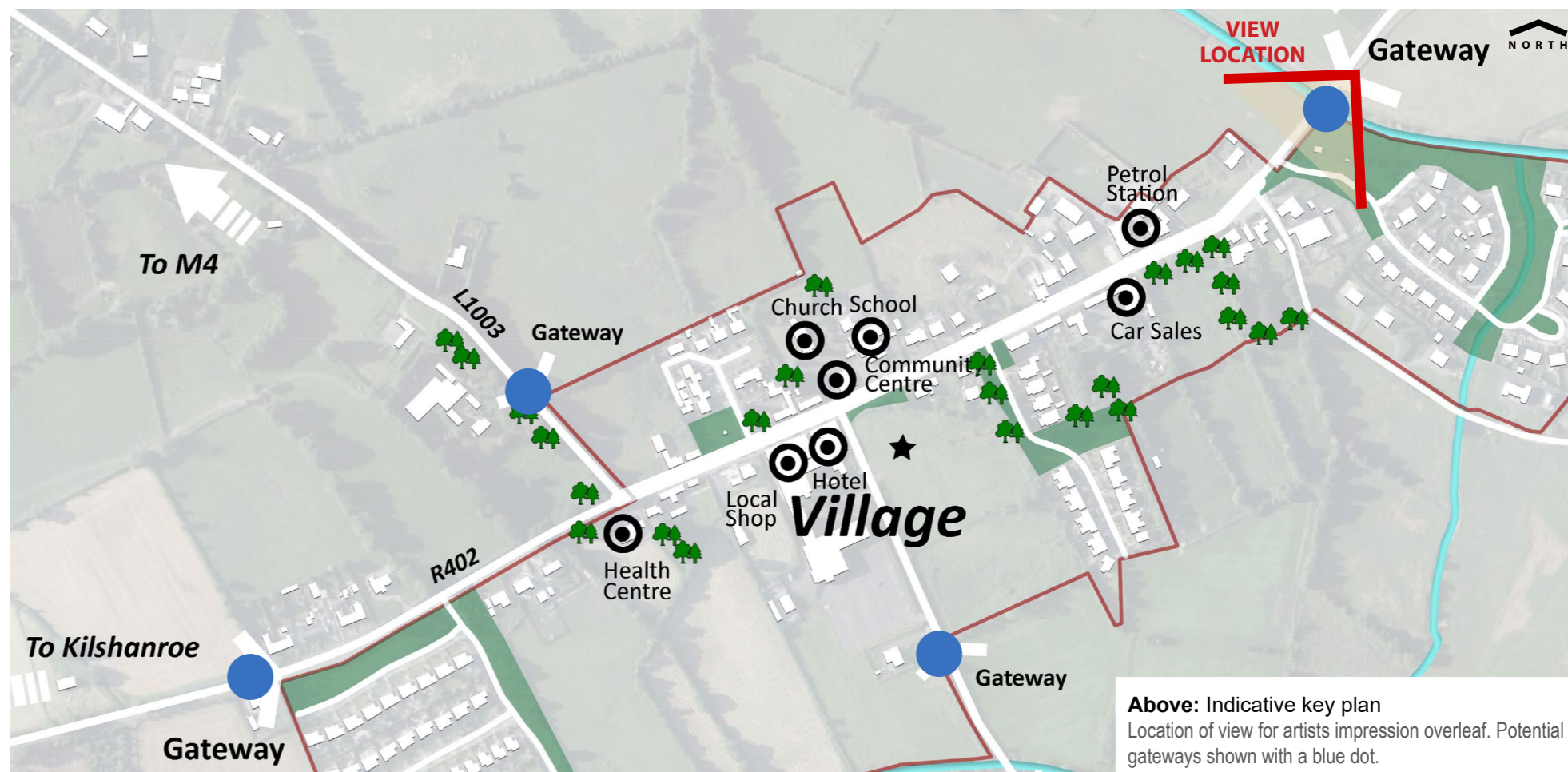
- Schools (new and old)
- Church's
- Community Sports Grounds
- Railway stations
- Fortified Houses and Castles

These landmark buildings are often the first elements of a settlement to be encountered on an approach road. They are also often a site for public art. In many towns, an existing gateway can be enhanced to reinforce a sense of place and improve wayfinding.

(ADVICE NOTE 1 - Transition Zones and Gateways - May 2019)



Above: Entrance to Johnstownbridge from the North.



Above: Indicative key plan
Location of view for artists impression overleaf. Potential gateways shown with a blue dot.

Map key

- Potential Gateway

Key Recommendations

The key recommendations for the Village Gateways are listed below. The recommendations include:

- Create legible and attractive entry points to Johnstownbridge that provide strong first impressions.
- Reinforce the sense of arrival to the Johnstownbridge and enhance the 'welcome' experience within and around the village.
- Opportunity to create village 'branding'.

Please note that all recommendations are subject to detail design and are illustrative only.



Above: Northern entrance to Johnstownbridge
Artists impression of recommendations and opportunities for the gateway at the northern entrance to Johnstownbridge.

5. Pedestrian Facilities & Traffic Calming

Traffic Calming schemes are funded by TII to improve the safety of national roads where they pass through towns and villages. It has been found that posting speed limits without any physical speed reducing measures does not induce drivers to sufficiently reduce their speed in towns and villages. Traffic calming aims to reduce vehicle speeds in urban and residential areas by self-enforcing traffic engineering methods. Traffic calming improves the safety of urban sections of national roads by reducing speed, and therefore reducing the frequency and severity of collisions at these locations.

The speed reductions are achieved by altering the appearance of the road on the approach to the town through the use of “gateways” and are maintained by further traffic management arrangements within the town itself. The primary criteria applied in selecting towns and villages for traffic calming are the number and severity of collisions.

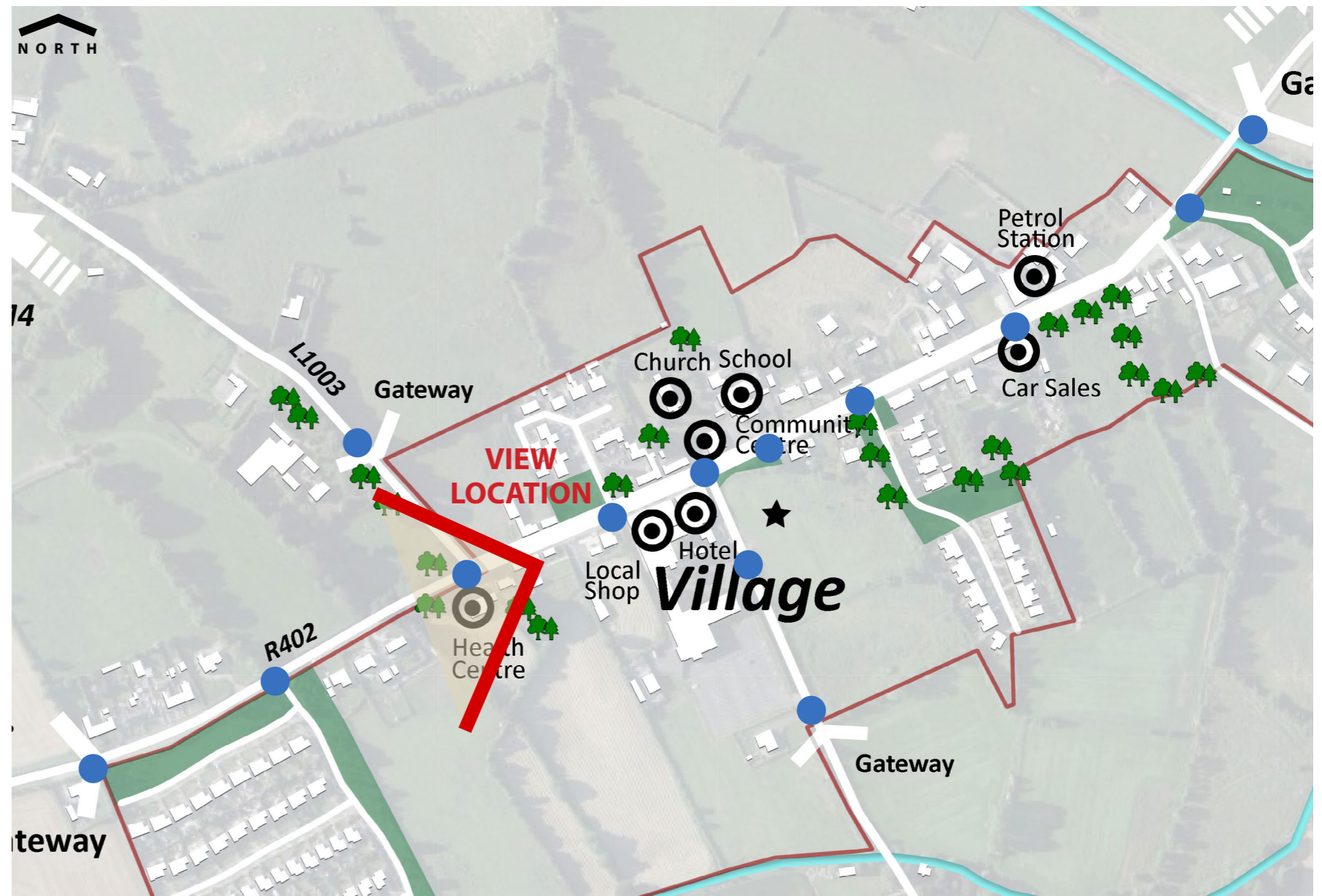
TII first issued guidelines on traffic calming in 1998, and have since been revised in August 2018 to make reference to the Design Manual for Urban Roads and Streets.

(<https://www.tii.ie/technical-services/safety/road-safety/traffic-calming/>)

Map key

- Potential Traffic Calming and/or pedestrian Crossings

Please note that all recommendations are subject to detail design and are illustrative only.



Key Recommendations

The key recommendations for Traffic Calming are shown in the map to the left are listed below. They include:

- Tighten generous turning radii at the junctions (subject to auto tracking).
- Introduce appropriate traffic calming in critical locations.
- Replace bollards with additional landscaping which would soften the area, collect rainwater, improve village look and feel and create safety buffer between pedestrians and cars.

Please note that all recommendations are subject to detail design and are illustrative only.



Left: Existing road junction at Johnstownbridge Health Centre.



Below: Road junction at Johnstownbridge Health Centre. Artists impression of recommendations and opportunities for traffic calming at this junction.

Assessments

Environmental Assessments

Environmental assessments have been carried out for this Master Plan as follows:

i. Strategic Environmental Assessment (SEA)

An SEA Screening Report has been prepared for this Masterplan (See Appendix A). For reasons set out in detail in the SEA Screening Report, it is at this stage determined that the Proposed Masterplan does not require an SEA.

An Environmental Impact Assessment Report (EIAR) shall be prepared for projects where the requirement for EIA is mandatory, where the project meets or exceeds stated thresholds, or where it is determined that the project is likely to have significant effects on the environment.

ii. Appropriate Assessment (AA)

An Appropriate Assessment Screening Report was prepared for this Masterplan (Refer to Appendix B). For the reasons set out in detail in the AA Screening Report, an Appropriate Assessment of the Masterplan is not required as it can be concluded, on the basis of objective information, that the Plan, either individually or in combination with other plans or projects, will not have a significant effect on any European sites.

It should be noted that what is included in the Masterplan regarding Delivery Projects represents indicative drawings, scale, and location of specific projects. When the final location and design of the projects are prepared and further detail is available, it will then be possible to assess the impact of each project and if mitigation is necessary, then a Stage 2 Appropriate Assessment will be required.

iii. Site Specific Flood Risk Assessment (SSFRA)

A Site Specific Flood Risk Assessment (SSFRA) has been prepared for this Masterplan (See Appendix C). It has been concluded in the SSFRA that the proposed delivery projects set out in this Masterplan are deemed 'Appropriate' in accordance with The Planning System and Flood risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014.



Framework & Funding

Town Centre First

The Town Centre First Policy is a major strategy to respond to climate change, tackle vacancy/dereliction, encourage sustainable transport and prioritising the town and village centre as a vibrant and attractive place to live, work, visit and do business.

Our towns and villages, of all sizes, can contribute to the transition to a fair, low carbon and climate resilient society through addressing the spatial patterns of development and consideration of how people travel. Utilising existing infrastructure and sites within the village while encouraging the adaptive reuse of existing and improved energy efficiency of individual buildings is a priority of Town Centre First along with reducing the need to travel long distances by providing the opportunity for people to live and work closer to local services and amenities, to enable people to travel by a sustainable mode of transport where and when possible.

Urban and rural centres have the potential to make a major contribution to our societal response to issues such as housing, remote and flexible ways of working, climate change, modal shift, accessibility and community engagement. Investing in our towns and villages can help deliver a better quality of life for all.

Funding

The policy is underpinned by a number funding streams to aid in the implementation of its objectives.

They include but are not limited to:

- Urban Regeneration and Development Fund (URDF)
- Rural Regeneration and Development Fund (RRDF)
- Town & Village Renewal Scheme
- Fáilte Ireland Destination Towns
- Investment supports from the forthcoming ERDF programme for Towns via Regional Assemblies
- Active Travel Investment Programme
- SEAI Climate adaption/retrofitting
- Built Heritage supports such as Historic Town initiative (HTI)
- Housing for All Croí Cónaithe (Towns) fund

Funding opportunities are available to assist the progression of community projects, infrastructure upgrades and design recommendations, as outlined.



Johnstownbridge
Village Renewal Masterplan
January 2024



Rialtas
na hÉireann
Government
of Ireland

Tionscadal Éireann
Project Ireland
2040

Ár dTodhchaí
Tuaithe
Our Rural
Future



Comhairle Contae Chill Dara
Kildare County Council



**Brady Shipman
Martin**
Built.
Environment.