

8.0 LONGER TERM RECOMMENDATIONS

Introduction

- 8.1 Recommendations for the longer term (i.e. after 2012) are intrinsically linked to the future development proposals for Celbridge and the parallel desires to maintain sustainable travel options and to enhance the environmental quality, and vitality, of the Town Centre. For many years, the bridge over the River Liffey, and the constraint on movement that it creates, has been the main focus of transport related discussion in the town, and it is likely that the options for additional bridges will also generate considerable debate.

Highway Infrastructure

- 8.2 Chapter 7 of this report outlined the impact of providing a range of new highway infrastructure (Figure 19) within Celbridge in parallel to the planned and forecast development likely to materialise over the next 10 years. It also provided an insight into a sequencing of such infrastructure that could be achieved sustainably. This sequencing is presented in Figure 20 as a guide, but should, for example, a relatively minor piece of infrastructure such as junction improvements, L3 or L4a be delivered in advance of the position shown, it is unlikely to place significant unforeseen stress on the network.

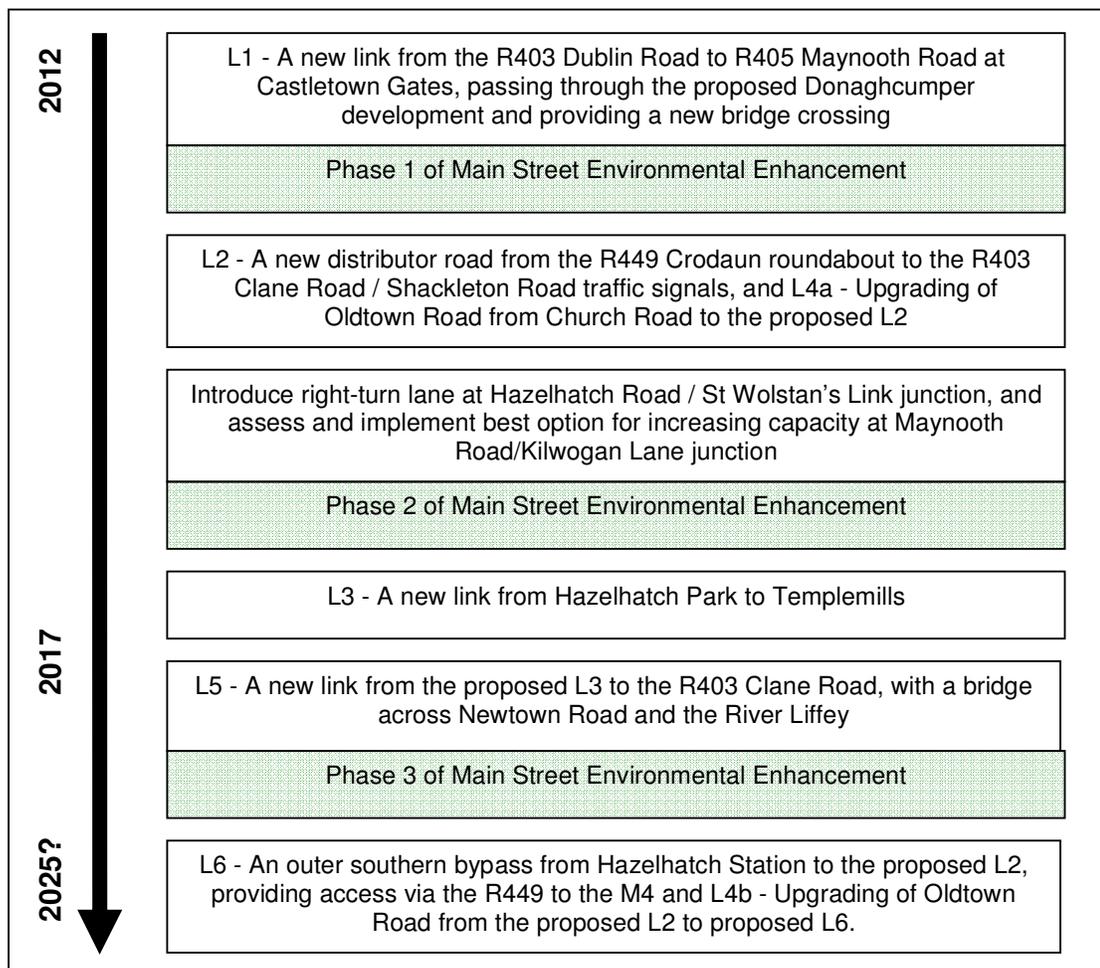


Figure 20: Sequencing of Highway Infrastructure Improvements

Weight Limits

- 8.3 Following the construction of L1, it is **recommended** that an environmental weight limit be introduced on the existing bridge over the River Liffey with exemptions for local bus services and emergency vehicles. This would improve the operation of junctions within the town centre and improve environmental quality within the area. It is recommended that this is introduced in consultation with the Garda. Advance signing will be required such as 'Lorry Route' signing to key industrial destinations off the M4. Following the construction of L5, it is recommended that the weight limit is extended to English Row, Main Street, St Joseph's Park, and sections of Dublin Road, Hazelhatch Road and Newtown Road.

Freight Quality Partnerships

- 8.4 In association with the introduction of weight limits, the setting up of a Freight Quality Partnership (FQP) are **recommended** with the aim to encourage best practice in environmentally sensitive, economic, safe and efficient freight transport. FQP's provide a forum for industry, shops and local authorities to work together to realise their aims. It is **recommended** that a FQP is set up to focus on the delivery of solutions to localised freight transport problems and develop an understanding of the problems in order to promote constructive solutions, which reconcile the need for access to goods and services whilst improving the environment of the town.

Main Street Environmental Enhancement

- 8.5 The volume of through traffic and the parked cars in the central area of Celbridge, especially on Main Street and English Row, is damaging the quality of the town centre environment. It inconveniences pedestrians and other vulnerable road users and affects the quality of the urban environment and fabric. The provision of additional road infrastructure provides an opportunity to reduce the capacity of, and environmentally enhance, Main Street between St Joseph's Park and Castletown Gates.
- 8.6 There is a need to ensure that such a scheme is consistent with the needs of both the businesses located on Main Street and those using the businesses. It is **recommended** that the businesses who require service access via Main Street are brought together under the umbrella of the FQP. The principles of enhancement should be the creation of a 'pedestrian priority zone' (PPZ) with the following characteristics:
- Limit vehicle speeds to 30kph;
 - Consider reallocating space from the carriageway to other users, including reducing the definition of the carriageway at appropriate locations, such as bus stops;
 - Emphasise the key features of English Row and Main Street through the sensitive use of greenery, lighting and where appropriate renovation of frontages;
 - Limiting of vehicle access to cycles, emergency vehicles, public transport, servicing vehicles and the disabled between 10:00 and 15:00; or
 - Encourage servicing outside these times whenever possible;
- 8.7 It is **recommended** that such a scheme be introduced in the phases indicated in Figure 20. These phases being:
- Phase 1 - Weekends 10:00 to 15:00
 - Phase 2 - Also Weekdays 10:00 to 15:00
 - Phase 3 - 08:00 to 18:00 all days.
- 8.8 It is **recommended** that entry to the PPZ area be controlled through the use of appropriately positioned automatic rising bollards. This would have the advantage of semi-automating access to the street with over-ride possible from the Kildare traffic control centre.

Dublin Road Environmental Enhancement

- 8.9 In association with the phased implementation of the environmental enhancements for Main Street and the progression of the 'Donaghcumper' Development it is **recommended** that consideration be given to the environmental enhancement of Dublin Road between L1 and the 'Bridge Junctions'. At present there are no details available from the developers of how 'Donaghcumper' Development interacts with the adjacent highway and Dublin Road. At present there is a high stone wall bounding the site and to improve the environmental quality of Dublin Road the height would need to be reduced significantly. It is therefore **recommended** that Kildare County Council, as part of their discussions with the developers, pursue the inclusion of an environmental enhancement scheme for Dublin Road as part of the planning conditions. It is recommended that the scheme includes permeability for pedestrians and cyclists from the Dublin Road.

Car Parking

- 8.10 On-street car parking within the town is acknowledged to be close to capacity (Chapter 3), whilst much of the long term parking is related to businesses, particularly public houses, and as such is outside the direct control of Kildare County Council.
- 8.11 The only publicly owned and available off-street car park at Cellbridge Abbey is well utilised for much of the working day. Other privately owned car parks which are available after 10.00 am generally have some spare capacity which should accommodate the natural growth of the existing population of Celbridge. However, further population growth could lead to a shortfall of spaces.
- 8.12 The Donaghcumper proposed development is intended to provide an additional 1566 off-street spaces for the non-residential elements of the development. This number massively exceeds all existing car parking within Celbridge, both on and off-street and therefore any estimates of future demand and supply should await determination and (possible) implementation of the proposals.
- 8.13 A major concern must be that Donaghcumper development will move the centre of gravity of the existing town centre to the detriment of its viability. This can be mitigated by ensuring that there are adequate links from the new developments into Main Street particularly for pedestrians and cyclists.
- 8.14 It is also **recommended** that Kildare County Council liaise with the current providers of off-street parking to better manage the parking stock within the town. In the short term, areas of parking behind public houses and other retail premises need to be available before the current practice of opening at 10am, whilst in the longer term, these areas could be turned over to other uses or related town centre development as the retail centre of gravity within the town centre shifts to Donaghcumper. If it is impossible to reach agreement on managing the existing off-street parking stock, it is **recommended** that Kildare County Council consider taking control of such parking.

Car Park Signing

- 8.15 Signposting for off-street car parks should be located at strategic junctions on the road network and again at the car park entrances. In order to further maximise the ease to which visitors are able to find car parking spaces, and reduce circulation of cars, it is **recommended** that Real Time Car Park Information (Variable Message) signs (VMS) should be installed at key locations. When the most popular car parks are full, motorists would be advised accordingly and informed of car parks which have spare spaces. It is

recommended that the VMS system is linked to Kildare Traffic Management Centre located in Naas.

Park and Ride

- 8.16 There is currently little scope for the profitable operation of Park and Ride in Celbridge, unless intercept rates could be increased through such actions as limiting the provision of parking at new developments, restricting on street-parking; and more than doubling the current cost of long stay parking.

Public Transport

- 8.17 Public Transport provision has not kept pace with residential developments within Celbridge, and it is unfortunate that the style of development, such as gated estates often with a limited number of access points, does not lend itself to the efficient operation of bus services. It is **recommended** that wherever possible residential properties are located within 200m (on a fully accessible route) of a bus stop with a service frequency of 30 minutes. This could only be achieved in partnership with service providers.