

## 9.0 IMPLEMENTATION AND CONCLUSIONS

### Implementation

- 9.1 The Traffic Management Plan for Celbridge has recommended a series of proposals that are both comprehensive and deliverable. These have been divided into short term recommendations (Chapter 6) and longer term recommendations (Chapter 8).
- 9.2 The short-term recommendations, which are designed to provide immediate relief to both the land use and transportation challenges related to the problems identified, should be implemented within the next 1-5 years. The longer term recommendations require a longer period of planning, consultation and implementation and could be implemented within 15 years from now.
- 9.3 Table 13 summarises the recommendations of this study, providing cost estimates for the short term recommendations, and an indicative implementation programme.

Recommendation	Cost Estimate	Programme
Completion of Minor Improvements and Maintenance Measures	-	Immediate
F1 – Construct new footway adjacent to the north edge of the Aldi site off Maynooth Road (200m)	€30,000	ST
F2 – Construct missing section of footway on Maynooth Road (48m length)	€7,000	ST
F3 – Construct new section of footway on Whitethorn Grove (20m length)	€3,000	ST
F4 – Construct missing section of footway opposite to the entrance of the Primrose Hill estate on Hazelhatch Road (42m length)	€6,500	ST
F5 – Widen footway on Newtown Road between Temple Manor and Simmonstown Manor (450m length)	€45,000	ST
F6 – Reconstruct footway on Hazelhatch Road between the Tennis Club and Station, to a standard suitable for unsegregated cycle and pedestrian use (670m length)	€150,000	ST
Provide dished kerbs and tactile paving, as appropriate, on key routes to ensure that they are accessible to everyone (locations detailed on Figure 18)	€140,000	ST
Upgrade identified bus stops, including the construction of boarding kerbs and provision of a flag and timetable information. Bus stop build-outs to be constructed on Main Street and English Row.	€67,000	ST
H1 - Repair sunken footway adjacent to concrete kerb to eliminate trip hazard	€500	ST
H2 - Footway is unfinished – contact relevant developer or resurface as necessary	-	ST
H3 - Reduce gradient of existing tactile paving – hazardous for wheelchair users	€2,000	ST
H4 - Consider replacing existing service covers with those inset with paving to retain appropriate shape of tactile paving.	€1,000 - €5,000	ST
H5 - Reduce 50mm upstand on new tactile paving at school crossing patrol point	€1,000	ST
H6 - Monitor safety issues at steep drop down from cycle track to footway	€500	ST
H7 - Address pedestrian crossing and visibility issues through junction improvement scheme	-	ST
H8 - Widen footway on Primrose Hill to allow access by everyone through junction improvement scheme	-	ST
H9 - Consider ability to reduce footway crossfall outside ESB building. Current crossfall makes it difficult to control	€10,000	ST

wheelchairs.		
H10 - Replace tactile paving – tactile has been repaired with a different pattern.	€1,000	ST
H11 - Consider relocation of telecoms pole to rear of the footway	€3,000	ST
H12 - Improve the definition of the pedestrian route across the junction. Consider coloured surfacing as appropriate, visibility for drivers is also an issue.	€8,000	ST
Provide secure cycle parking at key destinations throughout the town	€15,000	ST
Provide secure covered cycle parking at schools	€100,000	ST/LT
Develop a Celbridge Cycling Strategy	€10,000	ST
Establish and administer a Celbridge Cycling Forum	€5,000	ST
J1 – Maynooth Road / Aghards Road junction improvement	€30,000	ST
J2 – Oldtown Road / Shackleton Road junction improvement	€100,000	ST
J3 – Clane Road / Shackleton Road junction improvement	€25,000	immediate
J4 – Castletown Gates pedestrian and junction improvement	€15,000	immediate
J5 – Main Street / English Row / Bridge pedestrian and junction improvement	€100,000	immediate
J6 – Dublin Road / Primrose Hill / Newtown Road / Bridge pedestrian and junction improvement	€20,000	immediate
Maynooth Road/The Drive junction monitoring	€4,000	ST
Maynooth Road/The Drive introduction of traffic signals and associated box markings at adjacent junctions if an additional scheme is deemed necessary following monitoring	€90,000	ST
Shackleton Road speed reduction measures	€20,000	ST
Scoil Mochua 30kph zone	€15,000	ST
Roll-out Safer Routes to School Studies to all schools in Celbridge	€60,000	ST
Implementation of Safer Routes to schools measures and initiatives to all schools in Celbridge	€400,000	ST/LT
Develop area-wide Business Travel Plan for Crodaun and major businesses in the vicinity of the M4 interchange	€15,000	ST
Investigate opportunities for a Celbridge Car Sharing Scheme	€5,000	ST
Investigate potential for establishing a Car Club Scheme	€5,000	ST
Main Street Environmental Enhancement	€500,000	LT
L1 - A new link from the R403 Dublin Road to R405 Maynooth Road at Castletown Gates, passing through the proposed Donaghcumper development and providing a new bridge crossing	Developer Funded	ST/LT
L2 - A new distributor road from the R449 Crodaun roundabout to the R403 Clane Road / Shackleton Road traffic signals, and L4a - Upgrading of Oldtown Road from Church Road to the proposed L2	€5,300,000	LT
L3 - A new link from Hazelhatch Park to Templemills	Developer Funded	LT/ST
L5 - A new link from the proposed L3 to the R403 Clane Road, with a bridge across Newtown Road and the River Liffey	€10,000,000+	LT
L6 - An outer southern bypass from Hazelhatch Station to the proposed L2, providing access via the R449 to the M4v and L4b - Upgrading of Oldtown Road from the proposed L2 to proposed L6.	In region of €20,000,000	LT
Introduction of CCTV and ITS	-	LT
Bus Route Expansion	-	LT
Establish and maintain monitoring framework (per annum)	€25,000	ST/LT

*Note: Costs do not include the cost of land purchase/CPO, nor design fees.*

**Table 13: Summary of Traffic Management Plan Recommendations, Celbridge**

## **Conclusions**

- 9.4 Overall the study proposals will have a significant impact upon all aspects of planning and transportation within Celbridge. The recommendations are not set out as an exhaustive list, but represent the core of a 'living' strategy which is sufficiently flexible to adapt and change with the surrounding environment. That said all the proposed recommendations are, to a greater or lesser degree, interlinked and it is important that the proposals do not attach an overriding emphasis to one problem to the detriment of other issues.